PLANNING COMMISSION REGULAR MEETING

550 E 6th Street, Beaumont, CA

Tuesday, October 27, 2020 - 6:00 PM

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

AGENDA

REGULAR SESSION

6:00 PM

MEETING PARTICIPATION NOTICE

This meeting will be conducted utilizing teleconference communications and will be recorded for live streaming as well as open to public attendance subject to social distancing and applicable health orders. All City of Beaumont public meetings will be available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access.

BeaumontCa.gov/Livestream

Public comments will be accepted using the following options.

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

2. Phone-in comments will be accepted by joining a conference line prior to the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by City Council. Please use the following phone number to join the call: **(951) 922-4845**

3. In person comments subject to the adherence of the applicable health orders and social distancing requirements.

In compliance with the American Disabilities Act, if you require special assistance to participate in this meeting, please contact the City Clerk's office using the above email or call **(951) 572-3196**.

Notification 48 hours prior to a meeting will ensure the best reasonable accommodation arrangements.

CALL TO ORDER

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

Pledge of Allegiance:
Approval/Adjustments to Agenda:
Conflict of Interest Disclosure:

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

ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

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

1. **City of Beaumont General Plan Update, Zoning Code Amendments and Draft Environmental Impact Report**

Recommended Action:

Hold a Public Hearing and; forward the following recommendations to City Council:
1) Recommend that City Council adopt the General Plan Update (Beaumont 2040 Plan) and adopt the revised Zoning Ordinance and Zoning Map,
3) Recommend to the City Council certification of a Final PEIR in compliance with CEQA and**:**
a*. The draft Project PEIR has been completed in compliance with the California Environmental Quality Act (CEQA),*
b. There are no environmentally superior alternatives to the Project that will avoid or substantially lessen the significant environmental effects as identified in the Draft PEIR,
c. Concur with the findings and mitigation measures contained in the Draft EIR, and
d. The City Council adopts a Statement of Overriding Considerations (SOC) prior to certification of the PEIR.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

ADJOURNMENT

The next regular meeting of the Beaumont Planning Commission is scheduled for Tuesday, November 10, 2020, at 6:00 p.m. or thereafter as noted on the posted Agenda at City Hall
Beaumont City Hall – Online **www.BeaumontCa.gov**

Staff Report

TO: Planning Commissioners

FROM: Christina Taylor, Community Development Director

DATE October 27, 2020

SUBJECT: **City of Beaumont General Plan Update, Zoning Code Amendments and Draft Environmental Impact Report**

Background and Analysis:

State law requires each county and city to prepare and adopt a comprehensive and long-range General Plan for its physical development over the next 20 years (Government Code Section 65300). The General Plan has been called the “constitution” or “blueprint” for the City and offers a strong foundation for making future development decisions. The current General Plan was approved by City Council in March 2007. In December 2016, the City Council awarded a contract for the proposed General Plan Update. For the last several years, the City has been collaborating with the community in preparing a comprehensive update of the General Plan.

This update will allow the City to comply with Government Code Section 65300 mentioned above and will provide the city with a consistent framework for land use decision-making. The general plan and its maps, diagrams, goals, and policies form the basis for city zoning, subdivision, and public works actions. Under California law, no specific plan, area plan, zoning, subdivision map, nor public works project may be approved unless the city finds that is consistent with the adopted general plan.

The mandated elements of a general plan form a comprehensive set of planning policies:

- The Land Use Element (Land Use and Community Design) designates the general distribution and intensity of land uses within the planning area.
- The Circulation (Mobility) Element identifies the general location and extent of existing and proposed transportation facilities and utilities.
- The Housing Element is a comprehensive assessment of current and future housing needs for all segments of the city population, as well as a program for meeting those needs. The City is updating the Housing Element separately from the General Plan and in compliance with State guidelines.

- The Open-Space, Air Quality and Conservation Elements have been combined. This open-space portion describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for recreation and public health and safety. The conservation portion addresses the conservation, development, and use of natural resources. The air quality portion describes local air quality conditions and air quality measures, including air quality standards, reduced greenhouse gas emissions, and reduction of vehicle miles traveled.
- The Safety Element establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildfire hazards, and climate change.
- The Noise Element identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.
- The Health and Environmental Justice Element identifies disadvantaged communities within the City and issues of equity and environmental justice,

SB1000 signed into law in 2016 by Governor Brown requires cities to identify “environmental justice” or “disadvantaged communities” within their jurisdiction as part of the general plan process. This law has several purposes, including to facilitate transparency and public engagement in local governments’ planning and decision making processes, reduce harmful pollutants and associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation. In order to be compliant with SB1000, the City has included an element on Health and Environmental Justice.

A city may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the city must ensure that the General Plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The City of Beaumont has chosen to adopt a general plan that consolidates the mandatory elements, but also includes three (3) optional elements and integrates background information, goals and policies, and environmental analysis, as described below.

Beaumont General Plan

The Beaumont General Plan includes the preparation of a number of major documents. In addition to the mandated General Plan Elements required by the State, the City of Beaumont has added the three (3) optional elements listed below as they are important topics to be addressed as part of growth and development and improvement to the quality of life for the community.

Chapter 5-Economic Development + Fiscal Element (new element)

The purpose of the Economic Development and Fiscal Element is to establish policy guidance critical to Beaumont's overall fiscal and economic prosperity. Local business growth and investment, job creation and diversification, and the City's financial stability are foundational to the success of the community. As market forces beyond the City's control influence economic outcomes, this element provides a policy framework to give the City greater control of outcomes aimed at resiliency and long-term prosperity through changing economic cycles. Topics addressed in this chapter include business growth and support, workforce development, visitation and tourism, and economic and fiscal sustainability.

Chapter 7-Community Facilities + Infrastructure Element (new element)

Attractive and accessible community facilities, dependable electricity and water supply, and efficient waste removal are important to maintaining and enhancing quality of life in Beaumont – these are critical lifelines that support the wellbeing of residents, provision of basic services, and investments in the City. Community facilities and infrastructure systems must also be adaptable to changes in the City, accounting not only for existing capacity, but also future demand, sustainable design, and creative funding options.

Chapter 11-Downtown Area Plan (new element)

The Downtown Plan provides a detailed vision, guiding principles, and goals and policies for downtown Beaumont. The City currently lacks a defined, recognizable downtown area, but maintains the historic development pattern of a California railroad town. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, the City is planning for its revitalization in the proposed Downtown Area Plan. This chapter provides the foundation for the future revitalization and redevelopment of the downtown core of the community and for guiding future public and private development decisions. Topics addressed include land use and development policies, streetscape improvements, transportation and parking guidance. This is a stand-alone chapter of the General Plan and the goals and policies located herein shall be consistent with the General Plan's other elements.

Chapter 12-Implementation (new chapter)

This chapter describes actions to implement the goals and policies of the General Plan. Generally, implementation actions are needed to direct City staff and decision makers, and execute specific policies within the General Plan, such as creating an ordinance or updating a master plan. This chapter also includes indicators to track the implementation of the General Plan over time.

General Plan Land Use Map

The General Plan not only includes the various elements/chapters, containing text and graphics, but also a Land Use Map of the entire City and its sphere of influence. This map identifies land uses for all properties within the City. Many of the land use categories in the proposed land use map have not changed. However, definitions have been refined to clarify intent and vision for the area; new definitions have been introduced to support specific densities or uses in select areas of the City; and a Downtown Area Plan has been introduced to support an efficient, functional, cost-effective and aesthetically pleasing strategy to meet development demands for various land uses within the 20-year time horizon of the General Plan.

The following are a list of proposed Land Use Categories in the proposed General Plan along with corresponding zoning designations:

LAND USE DESIGNATION	ZONING DISTRICT	DESCRIPTION	DENSITY/ INTENSITY
RESIDENTIAL DESIGNATIONS			
Rural Residential 40 (RR40)	RR	Single family detached homes on 40 acre lots in a rural mountainous setting	Minimum 40 acre lots
Rural Residential 10 (RR10)	Not within City Limits	Single family detached homes on 10 acre lots in a rural setting	Minimum 10 acre lots
Rural Residential 1 (RR1)	Per County Zoning	Single family detached homes on 1 acre lots in a hillside setting	Minimum 1 acre lots
Single Family Residential (SFR)	R-SF	Single-family residential (attached or detached) Neighborhood commercial in specified locations	Maximum 4 du/acre Maximum FAR 0.35
Traditional Neighborhood (TN)	R-TN	Single-family detached houses and small-scale multi-family housing Neighborhood commercial in specified locations	Average Density 6 du/ acre Maximum 12 du/acre Maximum FAR 0.35

High-Density Residential (HDR)	R-MF	Multi-family housing (townhomes, condominiums, apartments, etc.) Neighborhood commercial in specified locations	Minimum 12 du/acre Maximum 30 du/acre Maximum FAR 0.35
NON-RESIDENTIAL DESIGNATIONS			
Neighborhood Commercial (NC)	C-N	Range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.	FAR up to 1.0
General Commercial (GC)	C-C	Variety of "big box" and "large format" retailers in commercial shopping centers that serve adjacent neighborhoods.	FAR up to 0.75
Employment District (ED)	Not within City Limits	Employment uses for market-supported light industrial, research and development, creative office and maker space type uses.	FAR 0.5 to 1.0
Industrial (I)	M	Range of industrial uses, including “stand- alone” industrial activities, general and light industrial, research parks, private trade schools, colleges, and business parks.	FAR 0.25 to 0.75
MIXED-USE DESIGNATIONS			
Downtown Mixed Use (DMX)	See Chapter 11	Mixed-use buildings with active ground floor retail uses, upper level professional office, service activities in conjunction with multifamily residential uses and live/work units.	0-22 du/acre; FAR up to 0.5
Urban Village (UV)	UV	Variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses and abundant open space and recreation amenities.	12-24 du/acre; FAR up to 1.0

Transit Oriented District Overlay (TOD Overlay)	TOD Overlay	Residential and supportive employment and commercial uses near the future transit station.	18-30 du/acre; FAR up to 1.0
OTHER/ PUBLIC DESIGNATIONS			
Public Facilities (PF)	PF	Public and/or civic use, including Civic Center, city yard, libraries, and K-12 public schools.	FAR up to 1.0
Open Space (OS)	R-C	Passive and active parks, trails, golf courses, community centers, supportive maintenance sheds, etc.	n/a

In addition to updating the General Plan, the City's zoning code must also be amended so it is consistent with the General Plan. There are 1,032 parcels that are affected by the proposed changes in land use and zoning. The majority of the affected parcels are within the proposed Downtown Area Plan. As part of the Downtown Area Plan, the Beaumont Avenue Overlay, Sixth Street Overlay, Commercial Manufacturing (CM) and Commercial General (CG) zone were replaced with more defined zones which will help facilitate meeting the goals of the plan. Elsewhere in the City, the Urban Village Overlay was removed and replaced with the Urban Village Zone and a Transit Oriented Development Overlay was created. The table below summarizes changes to the Zoning Code:

Modifications to Existing Zones		
Current Zone	**Proposed Zone**	**Notes**
Commercial General (CG Zone)	Commercial Neighborhood (CN Zone)	Name change more accurately reflects purpose and intent of zone
Urban Village Overlay	Urban Village Zone	Changed from an overlay to a base zone because functions as a base zone
New Zones		
Current Zone	**Proposed Zone**	**Notes**

N/A	Residential, Traditional Neighborhood (R-TN Zone)	Implements TN General Plan Land Use Designation
N/A	Transit Oriented District Overlay (TOD Overlay)	Implements TOD Overlay General Plan Land Use Designation
Eliminated Zones		
Current Zone	**Proposed Zone**	**Notes**
Commercial, Light Manufacturing (CM Zone)	N/A	Area along West Sixth Street. Addressed and zoned with Neighborhood Commercial Zone.
Beaumont Avenue Overlay	N/A	Addressed through Downtown Zone District: • Beaumont Mixed Use Zone (BMU Zone)
6th Street Overlay	N/A	Addressed through Downtown Zone Districts: • Sixth Street Mixed Use Zone (SSMU Zone) • Sixth Street Mixed Use – Residential Zone (SSMU-R Zone) • Downtown Mixed Use (DMU Zone)
Mineral Resources Overlay	N/A	No longer relevant or necessary

Community Outreach

The community engagement process incorporated a variety of outreach techniques and activities, allowing residents and community members to participate in ways that worked best for them. A website www.elevatebeaumont.com was created as a forum to provide updates, share survey results and make information available to the public. Residents, business owners, and other stakeholders provided feedback to the planning team by participating in a community survey, attending meetings, events and workshops, and

contributing comments through social media. A General Plan Advisory Committee (GPAC) was formed with fifteen (15) representatives of the community participating providing expertise advice when needed. The planning team used the community's feedback and guidance to share all aspects of the plan, from creating a vision statement that reflected the aspirations of the community, to creating the guiding principles needed to achieve that vision. For a detailed list of outreach events, see Chapter 1 of the General Plan Update (pages 25 through 27).

Public Communication

September 21, 2020, staff mailed 1,032 letters to property owners advising that a change of zone associated with the General Plan Update is being considered on their property. As of October 20, 2020, staff has received written and email correspondence from eighteen (18) individual property owners and telephone calls from fifty (50) individual property owners. Staff has kept record of each correspondence received, saving written and email correspondence electronically and creating a spreadsheet to log details about each phone call.

Environmental Review

A Program Environmental Impact Report (PEIR) was prepared for the 2040 General Plan Update. This process is governed by the California Environmental Quality Act (CEQA). The CEQA process requires a series of steps involving public notices, receiving public input, public meetings and responding to public comments, all culminating with a Final PEIR. The Draft PEIR was released for the required 45-day public review and comment period on September 8, 2020. The formal review and comment period ended October 22, 2020. Staff and the General Plan Update team are currently preparing the final PEIR.

The final PEIR for the 2040 General Plan will consists of the draft PEIR coupled with a response to comments section, a list of modifications to the text of the draft EIR based on comments received (referred to in the Final PEIR as the "Errata", and a mitigation monitoring and reporting program (MMRP). The final PEIR will be presented with all associated documents to City Council in November.

Statement of Overriding Considerations

CEQA allows lead agencies to approve projects despite having significant and unavoidable impacts by adopting a statement of overriding considerations. A statement of overriding considerations documents the reasons why an agency chose to approve a project despite its significant and unavoidable impacts based on range of balancing factors, including economic, legal, social, technological, or other benefits conveyed by the project.

Staff is recommending adoption of a statement of overriding considerations for the 2040 General Plan and its implementing actions. In this instance, the economic, social, and other benefits of the General Plan implementation collectively, outweigh the significant and unavoidable impacts noted above. Such benefits include the implementation of policies and programs preserving and enhancing community character, increasing community sustainability, providing high-quality and diverse housing opportunities, increasing economic vitality via new job and business creation, supporting technological advancements, and maintaining compliance with current law addressing the content of general plans. Acceptance of the noted significant and unavoidable impacts does not mean the City will forego efforts to mitigate the impacts to the extent feasible. In addition, future projects will be subject to discretionary review procedures through which the City will consider project specific environmental impacts. As these reviews occur, decision makers will be updated on the status of applicable mitigation measures when making decisions on such projects.

The implementation of the Beaumont General Plan will result in significant and unavoidable impacts in four (4) areas:

- Air Quality
- Greenhouse Gas (GHG)
- Noise
- Transportation

Air Quality

Beaumont is within the South Coast Air Basin. Air Quality in the basin is already significantly impacted and even without any new projects, air quality issues are beyond mitigation. The impact to air quality as a result of General Plan implementation falls into two (2) categories: Operational Emissions Impacts which are project specific and cumulative; and Localized Criteria Pollutant and Toxic Air Contaminants (TAC) Impacts which are related to increased density and proximity of residential land uses to transit and commercial centers.

Greenhouse Gas

The impact to greenhouse gas emissions are project specific and cumulative. They are attributed to ongoing operational impacts of potential future businesses. The threshold for GHG would exceed established ratios thresholds.

Noise

The noise impacts are also project specific and cumulative. They are attributed to ongoing operational impacts of potential future businesses as well as the location of

sensitive receptors in relationship to noise generating activities. Noise standards would be exceeded at noise sensitive receptors at 25 of 27 roadway segments studied.

Transportation
CEQA Guidelines recently changed requiring a change in the threshold of significance from Level of Service (LOS) to Vehicle Miles Traveled (VMT). Although the General Plan is retaining LOS as a means for ensuring traffic issues throughout the City can continue to be addressed, LOS is no longer the significance threshold for CEQA purposes. Thus, the analysis for the draft PEIR was conducted utilizing VMT. As a result of this analysis, the VMT target of 23.7 per service population will be exceeded by about 25%. This is due mostly to the City of Beaumont having a heavily commuter population and the City has no access to high quality transit (as defined by the State). Additionally, the City is required to provide for housing in compliance with State housing directives such as the Regional Housing Needs Assessment (RHNA). Adding housing without having any high-quality transit results in more vehicle miles traveled to and from the City.

Mitigation Monitoring and Reporting Program
With the exception of the items identified in the Statement of Overriding Considerations, any impacts that can be mitigated below a level of significance have mitigation measures identified to achieve this goal. The mitigation monitoring program will be completed and included with the final EIR.

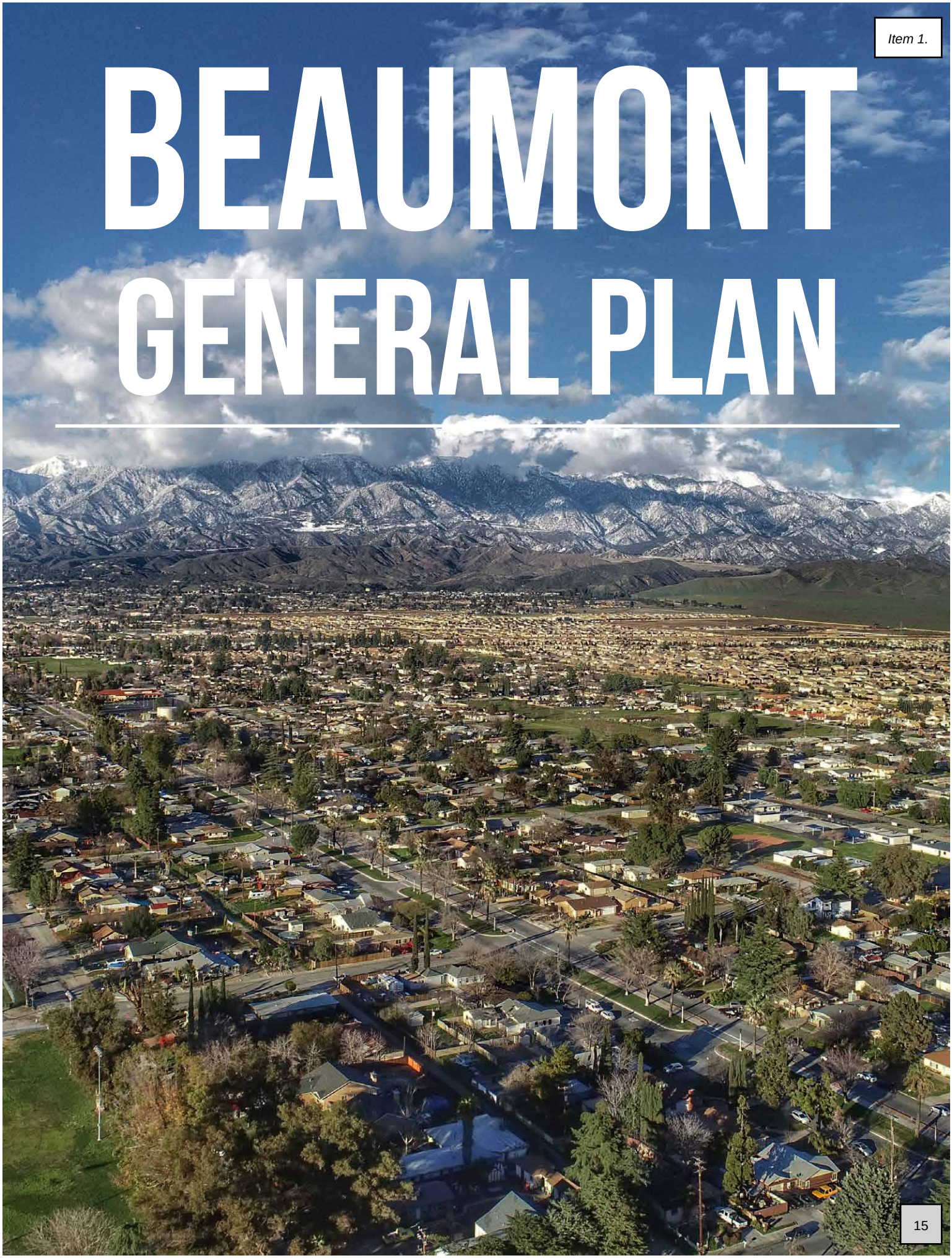
Recommended Action:

Hold a Public Hearing and; forward the following recommendations to City Council:
1) Recommend that City Council adopt the General Plan Update (Beaumont 2040 Plan) and adopt the revised Zoning Ordinance and Zoning Map,
3) Recommend to the City Council certification of a Final PEIR in compliance with CEQA and**:**
a*. The draft Project PEIR has been completed in compliance with the California Environmental Quality Act (CEQA),*
b. There are no environmentally superior alternatives to the Project that will avoid or substantially lessen the significant environmental effects as identified in the Draft PEIR,
c. Concur with the findings and mitigation measures contained in the Draft EIR, and
d. The City Council adopts a Statement of Overriding Considerations (SOC) prior to certification of the PEIR.

Attachments:

A. Draft General Plan (with appendix)
B. Draft Environmental Impact Report
C. Draft Environmental Impact Report Technical Appendices
D. Zoning Code Amendment

BEAUMONT GENERAL PLAN



BEAUMONT GENERAL PLAN

City of Beaumont, California

Public Draft General Plan | August 21, 2020

elevate BEAUMONT 2040

ACKNOWLEDGMENTS

CITY COUNCIL

Mayor Rey Santos
Mayor Pro Tem Mike Lara
Council Member Nancy Carroll
Council Member Julio Martinez III
Council Member Lloyd White

PLANNING COMMISSION

Robert Tinker
Paul St. Martin
Nathan Smith
Jose Barr
Patrick Stephens
Anthony Colindres

GENERAL PLAN TASK FORCE

Duane Burk
Richard J. Bennecke
Kenneth Gomer
Kathie Dillon
Ronald K. Rader
Bill Cooper
Ken Wagner
Steven Mehlman
Eric Hofmann
Joann Roberts
Thomas Halley
Rosalyn Kraut
Chamber of Commerce (*Rotating*)

- John Covington
- Susie Lara
- Nate Smith
- Lloyd White
- Julio Martinez
- Brian Voss

CITY STAFF

CITY MANAGER'S OFFICE

Todd Parton, *City Manager*
Kristine Day, *Assistant City Manager*
Ashley Starr, *Public Information Officer*

PLANNING

Christina Taylor, *Community Development Director*
Carole Kendrick, *Senior Planner*

ECONOMIC DEVELOPMENT

Kyle Warsinski, *Economic Development Manager*

PUBLIC WORKS

Jeff Hart, *Public Works Director*
Robert Vestal, PE, *Principal Engineer*

POLICE DEPARTMENT

Sean Thuilliez, *Chief of Police*

FIRE DEPARTMENT

Shawn Branaugh, *Fire Safety Specialist*

CONSULTANT TEAM

Raimi + Associates
Fehr & Peers
Albert A. Webb Associates
Lisa Wise Consulting
Rincon Consultants

TABLE OF CONTENTS

CH 1: INTRODUCTION 11

Introduction 12
About Beaumont. 13
Brief History of Beaumont 16
General Plan Authority + Scope. 17
Plan Organization + Content 19
How to Use this General Plan 22
Public Engagement 25

CH 2: VISION + GUIDING PRINCIPLES 29

Introduction 30
Vision Statement 30
Our Guiding Principles 31
General Plan Priorities 33

CH 3: LAND USE + COMMUNITY DESIGN. 37

Statutory Requirements 38
Relevant Plans + Documents 38
Setting the Scene 39
Key Issues + Opportunities. 42
City Structure 46
Beaumont Subareas 49
Land Use Designations 59
Goals + Policies. 77
Implementation 83

CH 4: MOBILITY 87

Statutory Requirements 88
Relevant Plans + Studies 90
Setting the Scene 91
Goals + Policies. 119
Implementation 122

TABLE OF CONTENTS

CH 5: ECONOMIC DEVELOPMENT + FISCAL 127

Statutory Requirements 128
Relevant Plans + Documents 128
Setting the Scene 128
Key Issues + Opportunities. 132
Goals + Policies. 138
Implementation 143

CH 6: HEALTH + ENVIRONMENTAL 149

Setting the Scene 150
Key Issues + Opportunities. 153
Goals + Policies. 166
Implementation 171

CH 7: COMMUNITY FACILITIES + INFRASTRUCTURE 175

Statutory Requirements 176
Relevant Plans + Studies 176
Setting the Scene 177
Goals + Policies. 187
Implementation 193

CH 8: CONSERVATION + OPEN SPACE. 197

Statutory Requirements 198
Relevant Plans. 198
Setting the Scene 200
Goals + Policies. 210
Implementation 216

CH 9: SAFETY 221

Statutory Requirements 222
Relevant Plans + Documents 222
Setting the Scene 226
Key Issues + Opportunities. 228
Goals + Policies. 241
Implementation 248

CH 10: NOISE 253

Statutory Requirements 254
Setting the Scene 254
Goals + Policies. 260
Implementation 262

CH 11: DOWNTOWN AREA PLAN 265

Statutory Requirements 266
Setting the Scene 266
Key Issues + Opportunities. 270
Downtown Vision. 270
Guiding Principles 284
Goals and Policies 285
Implementation 291

CH 12: IMPLEMENTATION 295

Plan Implementation. 296

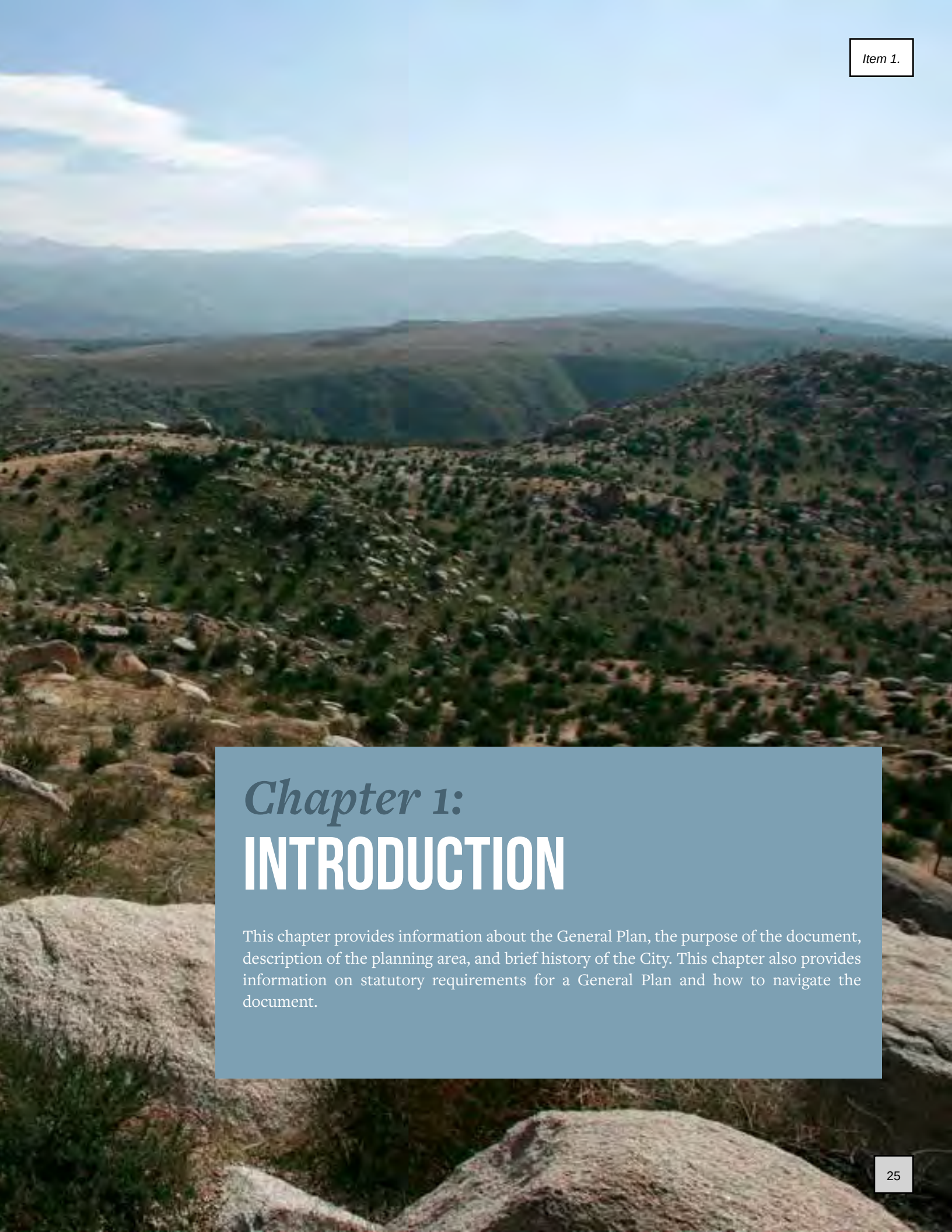
LIST OF FIGURES

Figure 1.1 City of Beaumont and Vicinity 14
Figure 1.2 City of Beaumont and its Sphere of Influence Map. 15
Figure 3.1 Existing Specific Plans 41
Figure 3.2 Existing City Structure. 48
Figure 3.3 General Plan Subareas 50
Figure 3.4 FAR Explained 60
Figure 3.5 Land Use Map 62
Figure 4.1 Proposed Roadway Connections 94
Figure 4.2 Roadway Classification. 98
Figure 4.3 Roadway Cross-Sections 99-104
Figure 4.4 Auto Priority Network 105
Figure 4.5 Existing Bicycle Network. 106
Figure 4.6 Bicycle and Pedestrian Priority Network 107
Figure 4.7 Golf Cart Transportation Plan 112
Figure 4.8 Transit Priority Network 114
Figure 4.9 Truck Priority Network 115
Figure 5.1 Economic Development and Planning. 129
Figure 5.2 Population Trends. 130
Figure 5.3 Age Distribution in Beaumont. 130
Figure 5.4 Unemployment Trends (2010-2017) 131
Figure 5.5 Retail Vacancy and Average Rent 133
Figure 5.6 Industrial Vacancy and Average Rent 134
Figure 6.1 CalEnviroScreen (CES) Findings 152
Figure 6.2 Healthy Places Index (HPI) Tool 154
Figure 6.3 Healthy Community Components. 157
Figure 6.4 Access to Free or Reduced-price Lunch 161
Figure 6.5 Park Access. 163
Figure 6.6 Violent Crime Offenses 165
Figure 6.7 Property Crime Offenses. 165
Figure 7.1 Park and Recreational Facility Map 182
Figure 7.2 School and Library Facility Map 186
Figure 8.1 MSHCP Relation to Land Uses 199
Figure 8.2 Special Status Species 205
Figure 8.3 Narrow Endemic Plant Species Survey 206
Figure 8.4 Criteria Area Species Survey 207
Figure 8.5 Burrowing Owl Survey 208
Figure 9.1 Emergency Facilities Map 225

Figure 9.2 Evacuation Routes 226
Figure 9.3 Fire Hazard Severity Zone Map 229
Figure 9.4 Fire Hazard Severity Zone + Planned Land Uses Map 230
Figure 9.5 Seismic Zones 232
Figure 9.6 Liquefaction Areas 233
Figure 9.7 Ground Subsidence Areas 234
Figure 9.8 Flood Hazards Map 236
Figure 10.1 Existing Noise Contours from Transportation 256
Figure 10.2 Future Noise Contours from Transportation 257
Figure 11.1 Downtown Area Plan and Boundary 267
Figure 11.2 Downtown Area Plan Land Use 271

LIST OF TABLES

Table 3.1 Existing Specific Plans 40
Table 3.2 Potential Development in the City and its Sphere of Influence 45
Table 3.3 Land Use Designations 61
Table 3.4 Land Use + Community Design Implementation Programs 83
Table 4.1 Mobility Implementation Programs 122
Table 5.1 Economic Development Implementation Programs 143
Table 6.1 Beaumont Demographic Profile 155
Table 6.2 CalEnviroScreen Results by Census Track 159
Table 6.3 Health, Equity + Environmental Justice Implementation Programs 171
Table 7.1 Park and Recreational Facility Inventory 183
Table 7.2 School and Library Facilities Inventory 185
Table 7.3 Community Facilities + Infrastructure Implementation Programs 193
Table 8.1 Open Space + Conservation Implementation Programs 216
Table 9.1 Safety Implementation Programs 248
Table 10.1 Noise Standards by Land Use 258
Table 10.2 Maximum Residential Noise 258
Table 10.3 Noise Implementation Programs 262
Table 11.1 Downtown Area Plan Implementation Programs 291



Chapter 1: INTRODUCTION

This chapter provides information about the General Plan, the purpose of the document, description of the planning area, and brief history of the City. This chapter also provides information on statutory requirements for a General Plan and how to navigate the document.

INTRODUCTION

With this General Plan Update, the City of Beaumont is taking bold steps to make the General Plan a true, long-range plan that will chart the City's future into the middle of the 21st century. These bold steps include a strong focus on improving quality of life for its residents, promoting a sense of place, addressing existing economic development and fiscal issues, and balancing future growth alongside environmental protection and neighborhood and corridor revitalization. The General Plan offers the City a roadmap to identify strategies for enhancing community character and quality of life, expanding economic development opportunities, managing growth, addressing impacts of climate change, and improving outcomes for public health and sustainability.

The City has grown rapidly in the last two decades, with a population growth rate four times higher today than in the year 2000. Much of the suburban growth has been in the form of low-density single-family subdivisions and strip commercial development located away from the City's original grid-pattern town center. While some areas of the City will continue to experience significant change during the next 20+ years, a concerted effort to coordinate land use and transportation decisions in the City will help strategically guide future development in line with those areas of the City that will experience less change. These changes will help the City position itself to generate new opportunities for economic development, while ensuring the protection of open space and an improved quality of life for all residents.

Embracing its small-town feel, the City will continue to enhance and revitalize existing Beaumont commercial areas and residential neighborhoods (see Figure 3.3 in the Land Use and Community Design Element). The City's nascent city center at Sixth Street and Beaumont Avenue will be established as the City's pedestrian-oriented Downtown. Future employment growth will be focused along the major transportation corridors, I-10, 60 Freeway and Highway 79. Two new urban villages, one east of the I-10 and 60 Freeway juncture and the other south of 1st Street and east of SR-79, will provide new opportunities for an urban experience with a mix of residential, retail and employment uses. New neighborhoods will be designed as complete communities with a mix of housing types well-connected with bicycle- and pedestrian-friendly streets to neighborhood retail and community and recreational amenities. New development will be located within and close to the City boundaries to allow protection of the views of natural areas in and to the south and west of the City.

City of Beaumont

The integration of a Complete Streets policy will also encourage important land use changes. Beaumont will become more walkable and bikeable, ensuring connectivity across neighborhoods and access to diverse recreational opportunities. In addition, the City will commit to creating a transportation system that serves the needs of all users and ensures that good, safe facilities exist to promote walking, biking, and transit use, as well as driving.

The last several decades of the City's growth have been focused on building inexpensive housing options for its residents. Moving forward, the City will have to determine how to continue to finance, support, and enhance City businesses, services, and programs in a manner that is sustainable over the long term. The reality of limited general fund revenues will require the City to think creatively about economic development strategies that are built on principles of equity, sustainability, collaboration, and innovation. The latter principles will also play a vital role in the City's continued efforts to build trust in the community and engage with its residents in meaningful ways that support community spirit.

This chapter provides background information, including information about the General Plan, the purpose of the document, description of the planning area, and brief history of the City. This chapter also provides information on the contents of the General Plan and how to navigate the document.

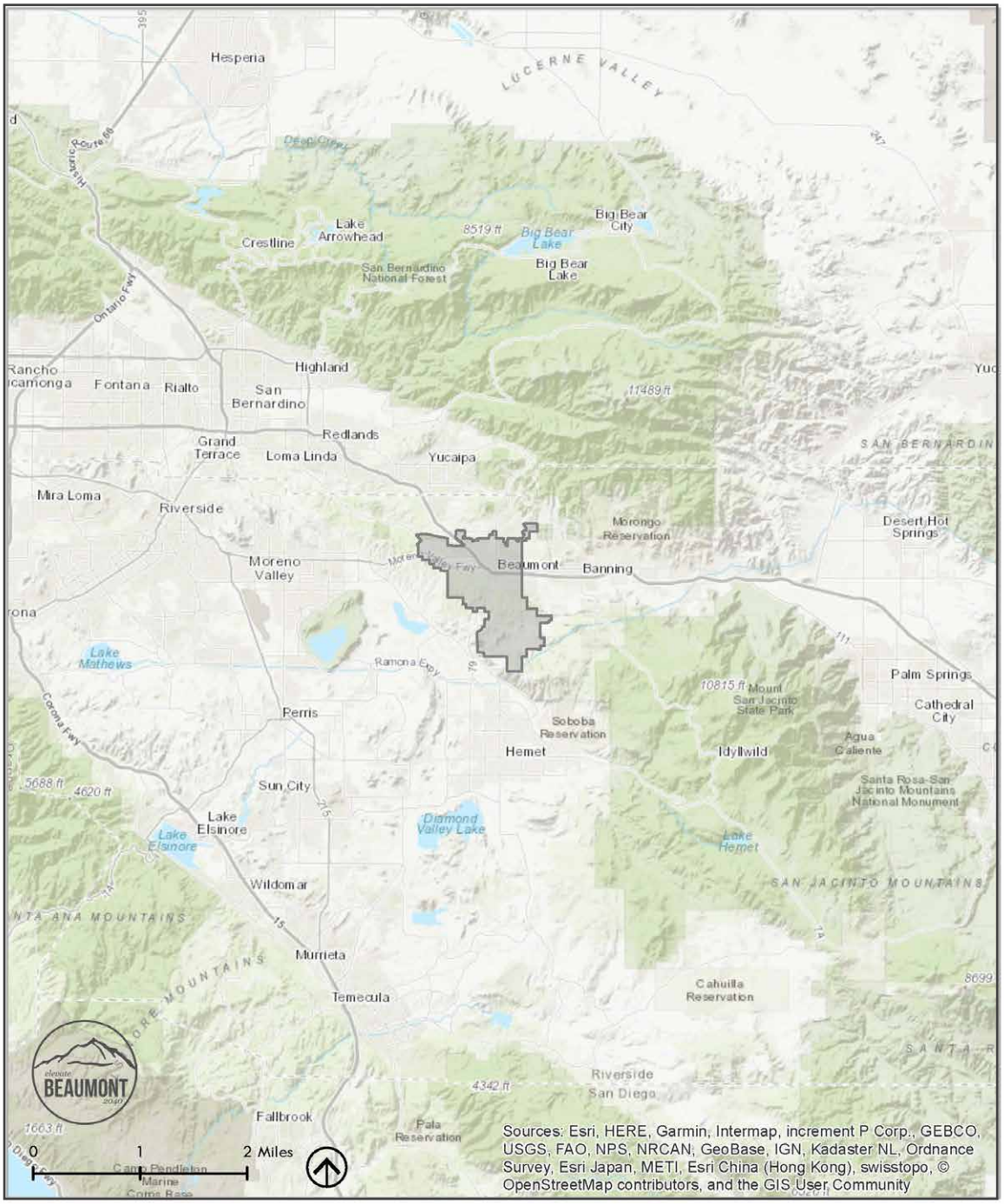
ABOUT BEAUMONT

GEOGRAPHY + LOCATION

The City of Beaumont is located in the westernmost portion of Riverside County (County) and is bounded on the west by the City of Calimesa and unincorporated areas, on the north by unincorporated County areas (e.g., Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning, as shown in Figure 1.1. Major transportation routes through the City include Interstate 10, State Route 60, and State Route 79. According to the United States Census Bureau, the City covers an area of 30.6 square miles (79 square kilometers). Figure 1.2 illustrates the City's Sphere of Influence which is located primarily to the south and west of City boundaries and covers an additional 11.2 square miles. Urban land uses predominate in the City, while open space and protected habitat areas are located to the south and west of the City and within the Sphere of Influence.

The City of Beaumont is located at the peak of the San Gorgonio Pass, between San Bernardino and Palm Springs, with an elevation range of approximately 2,500-3,000 feet above sea level (approximately 760 - 915 meters). The City has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet, Perris, San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April.

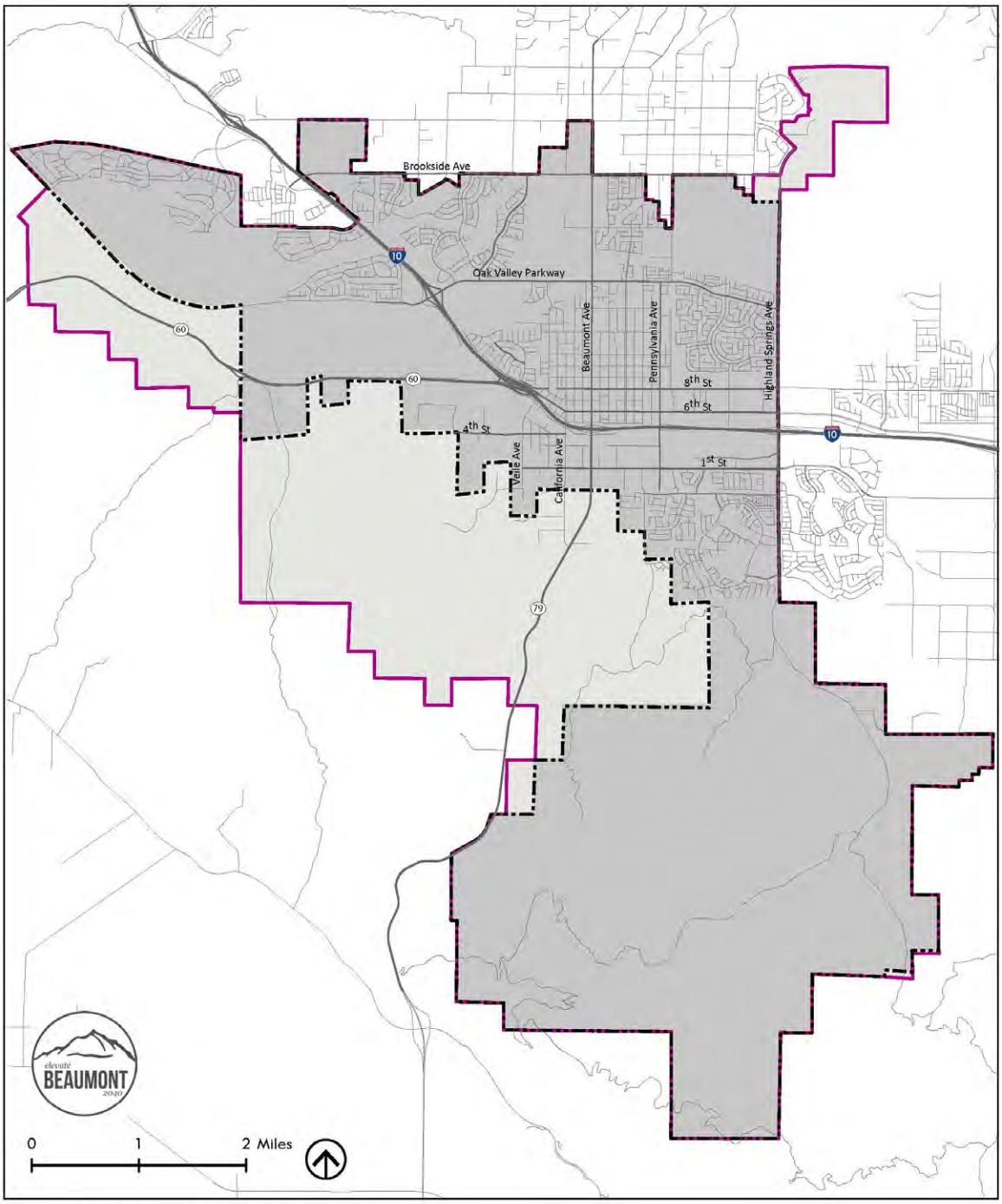
Figure 1.1 City of Beaumont and Vicinity



REGIONAL VICINITY

City of Beaumont

Figure 1.3 City of Beaumont and its Sphere of Influence Map



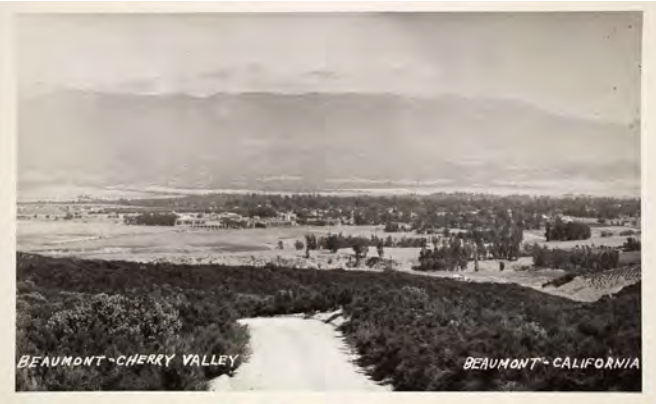
GENERAL PLAN PLANNING AREA

City Boundary

Sphere of Influence

BRIEF HISTORY OF BEAUMONT

Before the settlement of the white and European settlers, the San Gorgonio Pass was home to the Pass Cahuilla Indians. The Mountain Cahuilla lived in the San Jacinto mountains and the Desert Cahuilla lived in the Coachella Valley. The Cahuilla were hunters and gatherers, but also planted crops. Before European contact, the Cahuilla population ranged from 3,600 to as high as 10,000 people.



View of Mountains and Developing Town of Beaumont (n.d.)

Due to European influx and diseases, such as smallpox, the Cahuilla population was severely impacted during the 19th century. However, many Cahuilla moved to other villages. Although the federal government has established reservations, Cahuilla continue to live in and maintain ties to the Cahuilla traditional homelands, including the City of Beaumont.

Located at a low point between California's southern mountain ranges, the San Gorgonio Pass first drew the attention of white settlers in the 1850s seeking a railway connection to the Pacific Ocean. In the 1860s, the Southern Pacific Railroad set tracks in the area that is now Beaumont. In the late 19th century, the area was sparsely populated with a railroad depot and telegraph office constructed in 1875. The first stores were built in 1884, first school in 1885, and three hotels were constructed by 1887. The town's chief industry during this time was grain agriculture.

Population growth was slow and limited until the San Gorgonio Water Company, formed in 1907, developed a reservoir and laid 40 miles of piping to bring water and irrigation to the town. The new water system helped spur the development of new houses and fruit orchards in the north – the population doubled to over 1,100 by 1910. The city was incorporated in 1912, deriving its name (French for beautiful mountain) from the surrounding picturesque mountains. It soon became well-known for its thriving apple orchards and flourished as a tourist destination. It was also around this same time that the first cherry trees were planted in Beaumont. By the 1960s, around 40 groves dotted the landscape between Beaumont and Cherry Valley.

The town's proximity to Los Angeles, idyllic setting, and affordable housing led to a population boom starting in 2000. A 2008 study by the Public Policy Institute of California noted that Beaumont and its surrounding communities had the highest population growth throughout the Riverside County region. Several residential subdivisions were built in the first two decades of the 21st century, more than tripling the population in the City (11,384 in 2000 to 36,877 in 2010 and projected at almost 47,000 in 2017).[1] This population explosion has troubled many residents, who cite increasing student population in schools, rising demand on the water supply, and increasing traffic on the city's road network as key concerns.

1 *U.S. Census Bureau Quick Facts and American FactFinder*

GENERAL PLAN AUTHORITY AND SCOPE

The purpose of the Beaumont General Plan is to serve as the primary legal document that guides long-term growth, development and decision-making in the City. The process is strongly anchored by residents' input and vision for the City. It articulates specific steps to guide land use and planning focused on growth management, community character, circulation, quality of life, economic development, public health, and sustainability over the next 20 to 30 years. The information contained in the individual sections or Elements that comprise this General Plan will shape the physical development of the City. As such, the Beaumont General Plan will serve to inform residents, developers, decision-makers, and other cities of the ground rules for development within the City.

STATUTORY REQUIREMENTS

A General Plan is a city policy document required by state law (Government Code Section 65300-65303.4) that provides a "long term, comprehensive, integrated, internally consistent and compatible statement" of goals and policies that reflect local conditions and community vision. Within this general requirement, some aspects of the general plan are tightly prescribed, while others are left to the discretion of individual cities or counties. The law requires that a General Plan address the following eight mandatory subject areas, or "elements:"

LAND USE: The land use element identifies the location and intensity of land uses throughout the City and can be used to promote the equitable and accessible distribution of different land uses, improvement of public health, and the reduction of infrastructure costs in the long-term.

CIRCULATION: This element plans for the transportation system, including roadways, transit, bicycle and pedestrian facilities, and broader infrastructure needs for the circulation of people, goods, sewer, gas, energy, water, and communications in the City.

CONSERVATION: This element identifies the natural resources in a community, including soils, wildlife, water, energy, and historic resources, establishing goals and policies for their use, enhancement, and protection.

ENVIRONMENTAL JUSTICE: This element identifies disadvantaged communities within the City and issues of equity and environmental justice, including strategies to promote resident engagement in the process, mitigate unique or compounded health risks, and identify priority improvements and needs.

HOUSING: The housing element seeks to accommodate housing needs for all, including low income populations, groups with disabilities, and the homeless. The Housing Element is a stand-alone volume that is updated more frequently than the other elements. The current Housing Element was adopted in 2013. It will be next updated in 2021.

NOISE: This element seeks to limit the community's exposure to excessive noise, particularly in noise-sensitive areas and at noise-sensitive times of day.

OPEN SPACE: The open space element identifies undeveloped lands appropriate for diverse low-intensity uses, including natural resources, outdoor recreation, public health and safety, and protected plans, and plans for the long-term preservation of these areas.

SAFETY: The safety element seeks to reduce the risk of death, injuries, property damage, and economic and social dislocation from natural and human-made hazards.

AIR QUALITY: This element includes a description of local air quality conditions air quality measures, including efforts to meet state and federal air quality standards, reduced greenhouse gas emissions, and reduction of vehicle miles traveled.

State law also allows for the inclusion of optional "elements" and organization of the elements to "accommodate local conditions and circumstances" (Gov't Code § 65300.7), subject to the City's discretion. This General Plan addresses the following topics either as stand-alone elements or incorporated in other elements: community design; arts and culture; parks; infrastructure and community facilities; economic development; and implementation.

View of Beaumont covered in a dusting of snow.

PLAN ORGANIZATION + CONTENTS

This General Plan meets the legal requirements and introduces additional discretionary elements that the City has deemed appropriate. These discretionary topics are integrated within the body of the General Plan and/or as stand-alone chapters. Topics addressed include: community design and land use; arts and culture; parks; infrastructure and community facilities; and economic development. To start the General Plan planning process, an Existing Conditions Report was prepared to collect and analyze data on current planning issues in the City and should be referenced for additional background. This report is available under separate cover.

CHAPTER 1. INTRODUCTION

The Introduction provides a brief synopsis of the challenges and opportunities facing the City, brief history of the City, and an overview of the General Plan update. The chapter also includes technical information on the General Plan, including statutory requirements, plan organization, and recommendations for intended use.

CHAPTER 2. VISION + GUIDING PRINCIPLES

This chapter sets the Vision and Guiding Principles for what the City of Beaumont is striving to become and provides a framework for how it will get there. The vision is intended to be realized over the course of the next twenty years and is intended to be guided, well-planned, phased growth, and development. It is expected that the Vision will help guide decisions relating to new development and updates of the City's various plans and ordinances.

CHAPTER 3. LAND USE + COMMUNITY DESIGN

This chapter presents the approach to community design and land use, providing clear parameters for future development and change in the City. This element contains the General Plan land use designations, the land use designation map, and goals and policies describing the community's preferences and priorities for the character and appearance of the City. Finally, the chapter includes in-depth policies for each sub-area in the City.

CHAPTER 4. MOBILITY

This element presents the approach to transportation, addressing access and mobility within the City. The chapter provides the circulation network map and an overview of recommended street types as well as goals and policies addressing existing and future transportation facilities in Beaumont for vehicles, pedestrians, bicycles, and transit.

CHAPTER 5. ECONOMIC DEVELOPMENT

This element presents a brief summary of existing economic and market conditions, including goals and policies related to fiscal health, business attraction and retention, and jobs and workforce development. It also addresses opportunities for the City to achieve a jobs-housing balance, economic growth, and fiscal stability.

CHAPTER 6. HEALTH + ENVIRONMENTAL JUSTICE

This element presents the community's vision for promoting health, environmental justice, and community safety in Beaumont. This element addresses overall health concerns, in addition to strategies for mitigating impacts to disadvantaged populations. It includes goals and policies that address equity and access, land use and community design, and environmental pollution. The element also covers chronic disease prevention, safe and affordable housing, access to healthy food, health care access, neighborhood design, and safety.

CHAPTER 7. COMMUNITY FACILITIES + INFRASTRUCTURE

This element presents the community's interest in maintaining efficient and well-managed community facilities and infrastructure, including water, energy, waste, and telecommunications networks. The element also includes goals and policies that address the provision of public facilities and services, including parks, city facilities, and schools. This element also presents the community's desire for safe, accessible, and high-quality parks and recreational facilities.

CHAPTER 8. CONSERVATION + OPEN SPACE

This element presents a vision for protecting the community's access to land, water, and natural resources. This element additionally provides information on energy, air quality, environmentally sensitive habitat, visual resources, and cultural and tribal resources in the City. Finally, this element identifies goals and policies describing the community's preferences and priorities for promoting environmental stewardship and sustainability practices.

CHAPTER 9. SAFETY

This element presents the vision for reducing the potential risks resulting from natural and environmental hazards such as earthquakes, floods, fire, and extreme weather. Climate change is also addressed in this chapter. In addition to natural hazards, this element also addresses police and fire services. The element contains goals and policies that will help guide the City's decisions related to new development and the risks to the health, safety, and welfare of local hazards.

CHAPTER 10. NOISE

This element addresses the community's approach for minimizing noise levels in the City and contributing to a higher quality of life. The element analyzes and quantifies existing and future noise levels. It includes maps summarizing the results and presents goals and policies for managing exposure to excessive noise, including enforcement of noise standards, land use planning, site design, and innovative building technology.

CHAPTER 11. BEAUMONT DOWNTOWN AREA PLAN

The Downtown Area Plan provides a detailed vision, guiding principles, and goals and policies for Downtown Beaumont. It provides the foundation for the future revitalization and redevelopment of the Downtown core of the community. Topics addressed include land use and development policies, transportation, and housing.

CHAPTER 12. IMPLEMENTATION

To assist with the effort of implementing this General Plan, the final chapter, Implementation, provides a list of actions that the City will undertake to carry out the vision. Each action includes a description, a level of priority, a timeframe for implementation, and the responsible parties for each action. This chapter also includes a list of major physical improvements known at the time of writing and indicators to measure the successful implementation of the General Plan.

City of Beaumont public Library.

HOW TO USE THIS GENERAL PLAN

CONTENTS OF EACH ELEMENT

Each element of the General Plan is organized with the following sections:

INTENT AND OVERVIEW

A summary of the scope and purpose of the element.

STATUTORY REQUIREMENTS

A short explanation of the mandatory state requirements for each element – what must be included in the section to be certified as a legally binding document.

RELEVANT DOCUMENTS

A list of applicable and relevant City and regional documents and plans.

SETTING THE SCENE

A summary of the issues facing the community. The issues serve as background for the goals and policies and are derived from the Existing Conditions Report prepared as part of this General Plan update.

GOALS, POLICIES AND ACTIONS

Each element contains goals and policies responding to the key issues associated with achieving the community's vision and are intended to provide clear direction in how the City will implement the overall vision of this plan. In addition, General Plan policies are supported by complementary policies across elements. As such, policy implementation should be considered a package that is interwoven throughout the General Plan.

GOALS

Overall statement describing the envisioned end state for the community. Goals are broad in both purpose and aim but are designed specifically to establish directions and outcomes. The following is an example of a goal:

Land Use Goal 1: A beautiful city with a balance of high-quality open spaces and high-quality urban areas.

POLICIES

Specific position statements that support the achievement of goals and serve as guides to the City Council, Planning Commission, other City commissions and boards, and City staff when reviewing development proposals and making other decisions. Policies seek to achieve the goals by mandating, encouraging, or permitting certain actions. Certain policies are critical and must

be implemented. Thus, compliance with the policy or action is mandatory. Language used to describe this intent includes will, must, require, prohibit, conduct, maintain, and implement. Other policies are strongly encouraged by the City, but total implementation may not be possible, thus compliance is not mandatory. Language used to describe this intent includes should, may, encourage, consider, explore, allow, discourage, and promote. The following is an example of a policy in the Beaumont General Plan:

- **Land Use Policy:** Phasing of public facilities. Require new parks, open spaces, and public facilities be constructed concurrent with, or prior to, the development of each neighborhood. All required parks, open spaces, and public facilities should be constructed before 75 percent of the dwelling units are constructed.
- **Implementation Actions:** Each element contains actions necessary to implement the adopted goals and policies and the time frame for their completion. Responsible entities are also noted.
- **Land Use Action:** Parks in existing neighborhoods. Build new parks within existing Beaumont neighborhoods, as identified in the Downtown Area Plan, the Parks Master Plan, and in the Sphere of Influence (as funds are available).

Together, the General Plan language creates a hierarchy of goals and policies that will be mandated, encouraged, or allowed by the City over the next 20 years.

MAPS, DIAGRAMS + GRAPHICS

The General Plan is supported by a variety of maps, diagrams and illustrations, which reinforce the text of each element. Graphics are incorporated into the General Plan to delineate land use and circulation patterns, community focal points, open space and recreation facilities, biological and cultural resources, and areas requiring special consideration or study. Important or significant environmental resource and hazard areas are also mapped, as well as public and quasi-public facilities. These official maps carry equal authority to the goals and policies of the General Plan.

CONSISTENCY WITH THE GENERAL PLAN

Development proposals and infrastructure projects must be analyzed and tested for consistency with the goals, policies, and actions in every applicable element of the General Plan, regardless of whether they are initiated by a developer or the City. On an ongoing basis, the City must assure and maintain consistency of the General Plan with adopted Specific Plans and the City Zoning Ordinance. Similarly, each year, the Capital Improvements Program shall be reviewed by the Planning Commission to ensure the City's planned infrastructure investments are consistent with this General Plan. This test of General Plan compliance is also a required criterion for determining significant impacts under the provisions of the California Environmental Quality Act (CEQA).

INTERPRETATION OF THE GENERAL PLAN

In the event uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps of the General Plan, the following procedures will be used to resolve such uncertainty.

Boundaries shown in the General Plan and on official maps as approximately following the limits of any municipal corporation are to be construed as following these limits. Boundaries shown as following or approximately following section lines, half or quarter section lines shall be construed as following such lines.

Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right of way. Boundaries shown as separated from, parallel, or approximately parallel to any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map. Symbols that indicate appropriate locations for proposed public facilities are not property-specific. Rather, they indicate only the general area within which a specific facility should be established.

MAINTENANCE + UPDATE OF THE GENERAL PLAN

The Beaumont General Plan will be implemented over an extended period (20+ years, with a time horizon of 2040). During this time, the long-range planning efforts for Beaumont will continue using the goals and policies as a guide. However, a General Plan is a living document and presents the outcomes desired by the community based on their current goals and local conditions. As the city grows and changes, it may become necessary to amend specific policies and implementation actions as economic and demographic conditions change and while new ideas about growth and conservation are formed.

California Government Code requires that the planning agency "render an annual report to the legislative body (City Council) on the status of the Plan and the progress in its implementation" (Section 65400(b)). State law further requires that the Housing Element be reviewed and updated at least once every eight (8) years. As part of this review, the City will consider progress in the context of the indicators presented within this General Plan. Similarly, each year, the Capital Improvements Program shall be reviewed by the Planning Commission to ensure the planned infrastructure investments are consistent with this General Plan. State Law also encourages annual reviews of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure it is still consistent with the community's goals.

Any part of a General Plan may be amended to accommodate changing conditions. Property owners, the Planning Commission, the City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and the City Council at public hearings and the potential of environmental impacts must be evaluated in accordance with the California Environmental Quality Act.

Community members, neighborhood groups and local organizations are encouraged to get involved in the on-going planning efforts of the City and to participate in the implementation of the General Plan. By active, thoughtful involvement, residents can be part of the process of shaping and growing Beaumont to make it an even more active, prosperous and welcoming city than it is today.

PUBLIC ENGAGEMENT

SUMMARY OF ENGAGEMENT ACTIVITIES

The General Plan Update was developed with significant community engagement including in-person interactions at traditional and pop-up workshop events, newsletters and a variety of online activities. These activities are further described below.

PROJECT WEBSITE

A project website (www.elevatebeaumont.com) was the primary forum to provide project updates, survey results, and planning meeting materials to the public. The website also included a sign-up for a community database. The database was used to inform interested residents, businesses, and other stakeholders, providing information about General Plan Update activities, including upcoming meetings, availability of materials for review, and other information. Announcements were publicized in bilingual (Spanish/ English) format. Additionally, at key points during the project, flyers were also posted at City Hall and branded as part of utility bills.

COMMUNITY WORKSHOPS

On Wednesday, June 21, 2017, the City of Beaumont hosted the first community workshop for the Beaumont 2040 General Plan Update. The workshop included a facilitated group discussion and interactive workshop stations, including a youth table activity for parents and children. The workshop was attended by approximately 16 people, in addition to five General Plan Task Force members and various city personnel. All workshop materials were available in English and Spanish.

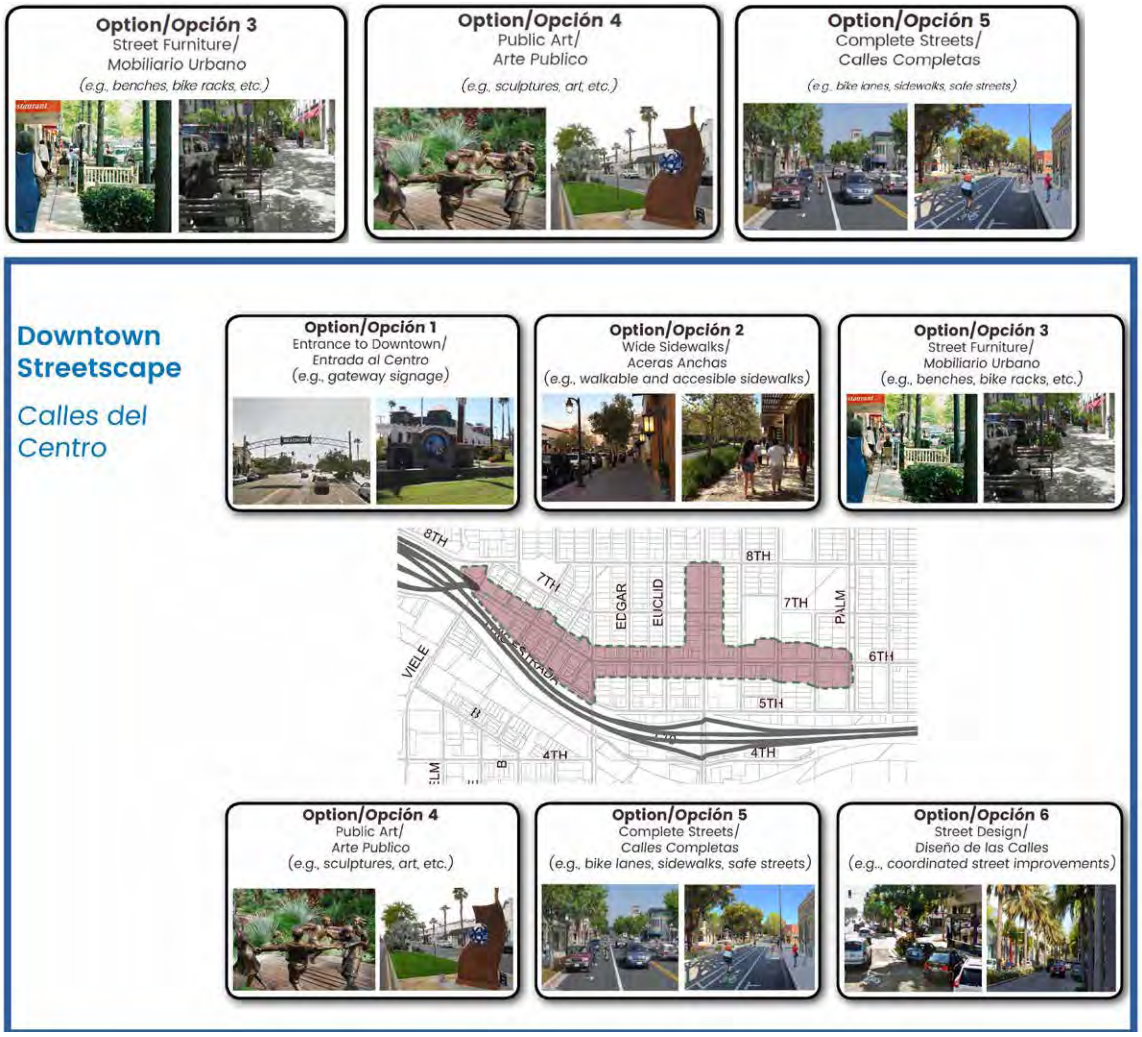
Small group discussion during Community Workshop #1

COMMUNITY SURVEYS

The team also distributed a virtual community survey in the weeks leading up to the first community workshop. The survey included various topics: demographics, geography, quality of life, Beaumont's future, and community engagement. The survey received 564 responses.

Based on high response rates to the virtual survey, the community engagement approach shifted from in-person workshops to virtual outreach. Surveys were used at key points in the process to engage community residents in decisions regarding land use priorities and choices, and to also encourage citizens to become more involved in the planning process. A total of three additional surveys were distributed during the General Plan update:

- **Visual Preference Survey** related to design elements in the community,
- **Community Character Survey** related to the types of places that align with the community vision for the future, and
- **Preferred Alternative Survey** to identify land use and transportation priorities.



Preferred Alternative Survey options (September 2017).

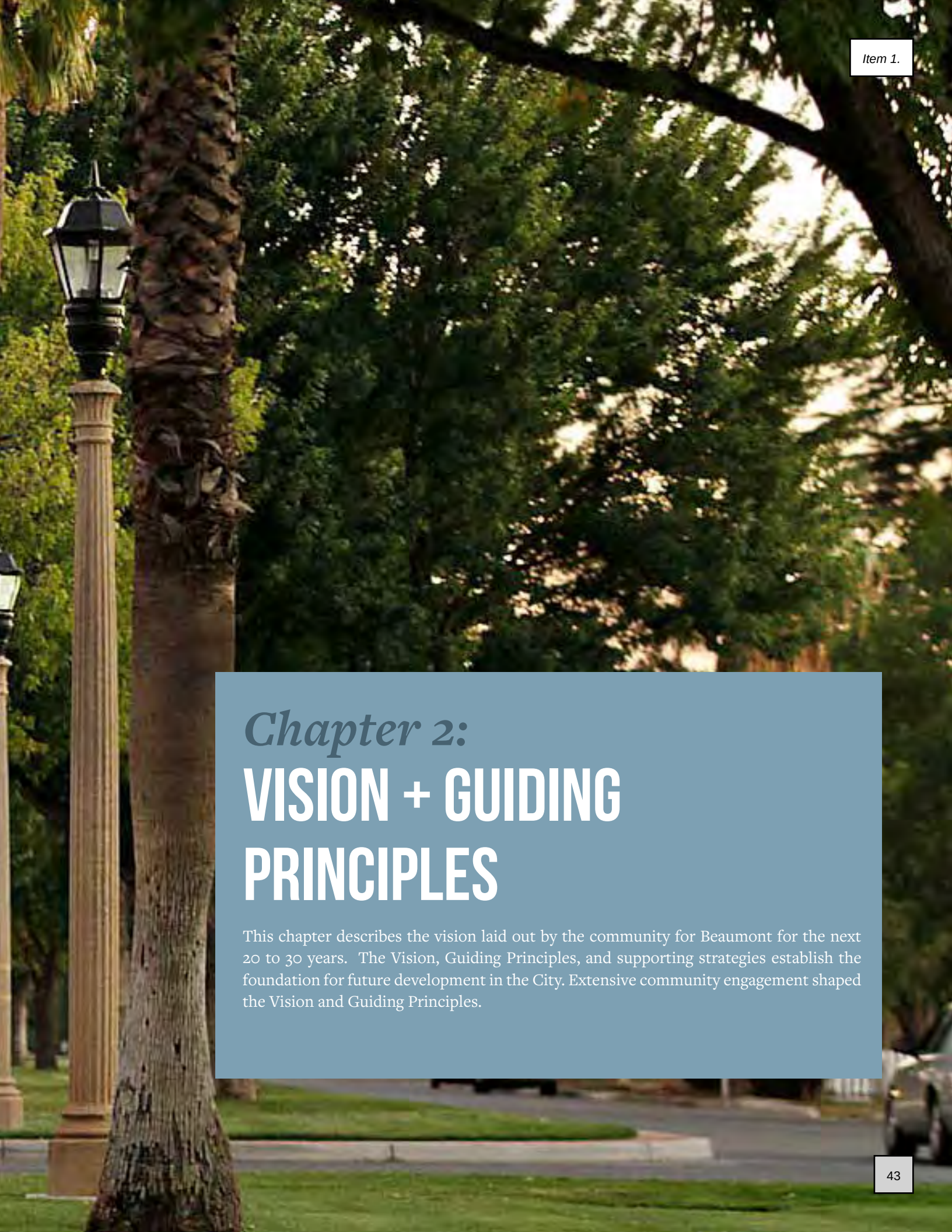
SMALL GROUP INPUT

Additional community input was received through stakeholder interviews, a General Plan Task Force, and a focus group. These small group activities helped provide important insight on specific ideas on concepts developed during the General Plan process, while also providing a structured space to engage with certain segments of the population – seniors, youth, parents with children, business owners, etc.

- **Stakeholder Interviews.** The purpose of these interviews was to identify issues, opportunities, and challenges early in the planning process. Interviews were held with 12 representatives from the community, including residents, developers, and business owners.
- **Task Force.** The 15-member General Plan Task Force met 4 times during the General Plan update, including 1 joint meeting with the Planning Commission. The primary role of the task force was to serve as ambassadors, providing input at key steps of the process and ensuring the plan reflected the community's vision for the future. The task force provided input on the overall vision of the City, land use and transportation alternatives, and policy priorities.
- **Youth Focus Group.** One focus group meeting was held with youth from Beaumont High School. The youth focus group was organized as a short presentation, followed by an interactive mapping exercise focused on downtown and desired features across the City.

DECISION-MAKER UPDATES

The City Council and Planning Commission received periodic updates on the General Plan Update. Representatives from the Planning Commission, City Council, Beaumont-Cherry Valley Water District, and the Beaumont Chamber of Commerce served as member liaisons to the General Plan Task Force, attending committee meetings and reporting back to their respective board or commissions about the events and discussions underway. The Economic Development Commission was also briefed as needed during the planning process.



Chapter 2: VISION + GUIDING PRINCIPLES

This chapter describes the vision laid out by the community for Beaumont for the next 20 to 30 years. The Vision, Guiding Principles, and supporting strategies establish the foundation for future development in the City. Extensive community engagement shaped the Vision and Guiding Principles.

INTRODUCTION

The future of Beaumont will be guided and shaped by the voices of City residents. It is a place that residents will be proud to call home. Beaumont will not only be a place to live and work, but also a destination for educational, recreational, and shopping opportunities. The General Plan will be used as a tool to guide the future development of the City and to ensure decision-making closely aligns with the future vision for Beaumont. To continually improve livability and quality of life in the City, the General Plan is guided by a community-developed Vision and a core set of Principles and Priorities.

VISION STATEMENT

"Beaumont – where we value our small-town feel, our community heritage, and our natural setting. We are committed to encouraging economically sustainable, balanced growth that respects our long history, while meeting infrastructure needs and protecting our environment. Beaumont's community pride and rural mountain setting sets Beaumont apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation."

OUR GUIDING PRINCIPLES

To achieve the vision for the future, the City will follow the Guiding Principles described below.

TRANSPARENT, HONEST GOVERNMENT

Transparent government benefits the decision-making process and provides the public an opportunity to make informed decisions. Local government transparency fosters a culture of openness and accountability with City residents. The goal is to improve not only government, but the stability of the community in the long term. Developing tools for public decision-making, using technology to relay information to community members, and embracing strategic planning processes offer innovative approaches to embrace transparent, honest government.

RESPONSIBLE, MEASURED GROWTH

Supporting a vibrant and sustainable community with a high quality of life, clean environment, and strong economy requires ensuring responsible, measured growth. Future development must maintain a balance between promoting jobs and economic vitality while protecting roads, community character, and sense of place. Uncontrolled urban growth can lead to sprawl and strain the city's capacity to provide quality services, such as water, education, transportation, recreation, and safety. Growth must be directed in a way that benefits the long-term identity and health of the local community.

LIVING WITHIN OUR FINANCIAL + RESOURCE MEANS

Promoting strong financial health means balancing existing and future demands for services with available financial resources. Guiding future growth in a way that supports a compact and walkable urban environment rather than dispersed and car-centric development patterns, supports a healthy economy and avoids costly infrastructure and environmental degradation. Balancing a budget involves strategically considering policy priorities alongside available public resources, while also aligning public programs and services with appropriate criteria to evaluate efficiency. The City must continuously monitor its financial health in order to proactively address emerging financial issues and identify solutions to mitigate negative impacts.

CLOSE TIES WITH OUR NEIGHBORS

Developing community ties is vital to supporting broader health, wellness, and sense of connection for the public. Cultivating social connections between neighbors, neighborhoods, and neighboring cities can also make the community stronger by creating opportunities to work together. Purposeful and collaborative efforts not only enhance opportunities for civic engagement, but also strengthen local community institutions and help build trust with local government. City efforts to build community will foster connections between people and promote trust amongst neighbors. Vibrant public spaces for gathering and socializing, attractive civic facilities, public events and festivals, civic organizations and programming, and safe streets where residents can participate in the social life of the City provide opportunities for community interaction and engagement.

SMALL-TOWN ATMOSPHERE

The City will maintain a small-town atmosphere. Achieving a healthy balance between local economic development, preservation of open space, and future growth will improve the small-town quality that residents cherish. Protecting the City's small-town atmosphere will focus on preserving existing neighborhoods and strategically locating growth along key corridors and in specific areas, such as Downtown. A revitalized Downtown Beaumont will build on existing civic facilities, create a vibrant and active shopping area in a mixed-use setting, support walking, biking, and public transit, and provide opportunities for the community to gather and interact.

QUALITY OF LIFE PROVIDED BY EFFICIENT INFRASTRUCTURE AND MULTI-MODAL TRANSPORTATION

Beaumont's infrastructure systems, from streets to phone lines to sewer and water pipes, play a vital role in improving quality of life. A well-designed transportation system that supports walking, biking, and public transit can enhance access to community services and resources. Ensuring safe and convenient access to city streets for cars, cyclists, and pedestrians can support the design of a healthy, safe community. Beaumont will create multi-modal access for all residents, employees, and visitors to key destination points, including shopping, recreation, education, and jobs. Beaumont will continue to strategically phase growth to ensure the City can provide quality municipal service to accommodate the diverse needs of the community and to ensure that people, alongside goods and services, can be moved efficiently through the City.

HEALTH + SAFETY

Incorporating health and safety as part of land use and transportation decisions is a critical component of healthy and safe community design. The powerful link between the built environment and community well-being provides an important opportunity for the City to enhance health, safety, and overall quality of life. The City will foster safe neighborhoods through good community and environmental design that promotes a mix of uses and active streets that supports healthy lifestyles. Beaumont will promote safe and easy access to key community destinations for all members of the community – seniors, youth, people with disabilities, and the financially disadvantaged – and proactively address obstacles to accessing schools, parks, healthy food, jobs, housing, and health care.

THE BEAUTIFUL ENVIRONMENT OF THE PASS AREA

As a gateway to the desert and the mountains, Beaumont offers opportunities for residents and visitors to enjoy recreation and tourism. Protecting the community's rural mountain setting is an important aspect of balancing urban growth and conservation. The City will protect the rural landscape, including quality access to air and water, open space, and mountain views. In protected open space areas, the City will promote active open space corridors and trails that support natural vegetation, scenic vistas, and sensitive habitats as well as recreational opportunities. The City will also ensure that new development effectively protects sensitive habitats and preserve views to the mountains.

Beaumont, CA natural environment.

GENERAL PLAN PRIORITIES

This General Plan provides a blueprint to guide long-term strategies in the City that will be implemented over the course of the next 20 to 30 years. The community identified a series of General Plan priorities, which should guide strategic decision making in the City in both the short and long term. Given the largely suburban development pattern in the City, these priorities focus on physical improvements; community enhancement, including expanding access to jobs, retail and services, open space; and strengthening community character, including in Downtown, historic areas, and neighborhoods.

CREATE A VIBRANT DOWNTOWN. Downtown is a vital anchor of the community, housing many civic and historical buildings and a diverse mix of uses. The City understands the importance of coordinating investments and land use planning decisions to support the redevelopment of Downtown. The City will implement strategies to reduce existing vacancies and promote a mix of active uses and a variety of retail and housing. Downtown development will encourage human scale design that supports pedestrian activity, including an improved pedestrian experience, multi-modal streets, and adequate density to create a sense of place.

PURSUE AN INFILL STRATEGY. The City will strategically focus development within the City limits on vacant and underutilized lots in order to foster compact development patterns, create walkable communities, and preserve the natural environment and critical environmental areas. Within the Sphere of Influence, the City will also limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.

Expand entertainment, shopping, and recreational opportunities. Beaumont residents desire a range of civic attractions, convenient neighborhood shopping venues throughout the city, and

new entertainment, lifestyle retail, and recreation opportunities. The City will develop strategies to encourage diverse opportunities for entertainment, shopping and recreation in the City and the Sphere of Influence.

IMPROVE RETAIL CORRIDORS. Beaumont will explore opportunities to enhance development and redevelopment opportunities in the City's retail corridors. The City will also encourage diversification of housing types and mix of uses along 6th Street and Beaumont Avenue. The City will support new retail corridors that capitalize on potential future growth that encourages mixed use centers and fosters opportunities for economic development.

EXPAND HOUSING CHOICES. Beaumont needs a diverse housing inventory to meet the changing needs of the community. Demographic changes in the City over the last several decades require a range of housing options that provide residents choice and the ability to age in place as their housing needs change over time. The City also must meet the diverse needs of the younger generation with more affordable housing options in a variety of residential building types.

PROTECT THE CITY'S HISTORIC RESOURCES. The City's rich cultural and historical assets will be preserved and enhanced through the General Plan. Beaumont's oldest neighborhoods spread across Downtown. The Town Center and El Barrio neighborhoods are central to the City's identity and unique character. The City also includes several historic sites that memorialize important people, places, and historical events in Beaumont. The City will encourage protection and enhancement of these historical resources.

EXPAND AND ENHANCE EMPLOYMENT OPPORTUNITIES. The City will support economic development strategies that embrace a vision of inclusive growth and allows prosperity to be shared by all residents. Supporting a range of businesses and economic sectors is key to ensuring the economic vitality of Beaumont in the long term. The City recognizes the importance of education and skill development in ensuring access to new job opportunities as well as the necessity to provide a variety of employment opportunities for a diversity of income and education levels. The City will promote strategies to diversify its job base, which also brings fiscal and economic resiliency to the City. The City will also support Downtown revitalization as well as future growth and economic development in the Sphere of Influence, particularly in healthcare, retail, and technology-intensive industries. In doing so, the City also recognizes the need to balance jobs and households.

Beaumont storefronts

Wolverine Worldwide grand opening in Beaumont.

IMPROVE FISCAL PERFORMANCE OF CITY. The City understands the importance of improving fiscal sustainability and will adopt strategies that proactively support the health of the local economy. Maintaining an adequate balance between quality services and supporting revenues will be the foundation of the City's goal to stabilize the City's fiscal health over time. As a part of this strategy, the City will also evaluate the fiscal impact to the City for provision of services as it considers development project proposals. The City will also seek additional intergovernmental funding and grants for capital infrastructure projects.

IMPROVE INFRASTRUCTURE AND KEEP PACE WITH DEVELOPMENT. The physical infrastructure of the City is the backbone of the local economy and impacts the quality of jobs, roads, schools, and public services. The City will enhance the quality of life for its residents and the City's fiscal health by sustainability linking land use, transportation, and infrastructure development. Beaumont will protect existing infrastructure and ensure continued provision of well-maintained and reliable infrastructure and public facilities. The City will continue to strategically phase growth to ensure that quality municipal services can be provided efficiently. The City will also ensure continued improvement of new and existing transportation corridors to reduce automobile travel and negative environmental impacts.

IMPROVE HEALTH OUTCOMES. Beaumont will improve the health of the community by supporting active transportation, enhanced access to healthy food, access to parks, access to healthcare, improved mental health, preventive care and fitness, and economic opportunity for residents.

CREATE A DIVERSE AND EXTENSIVE OPEN SPACE NETWORK. The City prizes the views of the mountains and proximity to open space, both of which add value to Beaumont's unique location in the Pass area. Beaumont's open spaces will include both active and passive recreational opportunities including small neighborhood parks and plazas, sports fields, and natural areas. The community will benefit from access to open spaces that provide ample opportunities to be active, enjoy the outdoors, and reduce the risk of chronic disease, mental health issues and juvenile delinquency. Another important element will be connectivity between open space resources and residential neighborhoods via open space trails, pedestrian paths and bike connections.

ENHANCE OPPORTUNITIES FOR TOURISM. Beaumont will develop strategies that promote tourism investments in the City. Historically, visitors have moved to the region for its proximity to the desert, natural beauty and unique opportunities for outdoor recreation. The City's ability to capitalize on opportunities to access local festivals, open space, and recreational opportunities will encourage the development of visitor-serving amenities. The City will support partnerships that help build a unique identity related to tourism. The City will create a framework for tourism that can transform Beaumont into a regional destination.

ENSURE HIGH LEVEL OF PUBLIC SAFETY. The City will maintain a high level of public safety and continued provision of quality fire and police services. The City's goal is to protect the personal safety and welfare of people who live in, work in, and visit Beaumont, including from crime, pollution, natural disasters, and other threats and emergencies.

Chapter 3: LAND USE + COMMUNITY DESIGN

This Element provides a long-term vision, goals, and policies for Beaumont over the next 20 to 30 years. The overall focus is on how to accommodate change and growth in the city, while preserving and enhancing the features and attributes that make it such a desirable place to live. The City recognizes that the sustainable future of Beaumont is dependent on both the mix of residential, commercial, employment, and industrial uses, which provide the foundation for a fiscally resilient economy; as well as the design and quality of buildings, streets and public spaces, which make Beaumont an attractive place for its residents.

Specific topics covered include land use designations, revitalization of Downtown, preservation of existing neighborhoods, development of new neighborhoods with varied housing opportunities, and new commercial and mixed-use areas. This chapter also includes goals and policies for each of the City's neighborhoods and commercial areas.

STATUTORY REQUIREMENTS

This Element has been prepared to meet State General Plan law (Government Code Section 65302(a)) which requires that a city's General Plan include:

". . . a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry and open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, public buildings and grounds, solid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

The required land use element has the broadest scope of the required elements of a general plan, regulating how all land in a city is to be used in the future. Topics covered include land use designations and goals and policies that address preservation and enhancement of existing neighborhoods, development of new neighborhoods with varied housing opportunities, and new areas for employment, shopping and mixed-use developments.

In addition to addressing statutory requirements for land use, this Element addresses community design, introducing community character and built environment as critical components of Beaumont's urban form. While not required by statute, community design is one of the fundamental components of this General Plan, since understanding the built environment and its characteristics – the location and design of our homes, stores, parks, offices and the way that we interact with these various places in the public realm – is vital to strengthening quality of life in Beaumont. Setting the appropriate design parameters for future change and redevelopment is critical to realizing the community's vision.

RELEVANT PLANS AND DOCUMENTS

There are 17 adopted Specific Plans, as described later in this chapter.

Sunset view in Beaumont.

SETTING THE SCENE

EXISTING LAND USE

The City of Beaumont is approximately 30 square miles in size. The City's Sphere of Influence is approximately 11 square miles. The City has a relatively small development footprint compared to its overall size. As of 2016, much of the area within the City and its sphere was undeveloped. Undeveloped land is comprised of 1) open space and areas reserved for open space, 2) vacant parcels, and 3) land designated for planned urban uses that have not been built yet.

While there is a substantial amount of undeveloped land within the City, as well as along the freeways, much of this land has already been entitled for development. In the Sphere, approximately half of the undeveloped land is designated as Open Space. The next largest category is single family residential, followed by commercial. As of 2018, there were 14,000 existing households in the City of Beaumont. Residential development is primarily found north of SR-60 and I-10 in the flatter areas of the city. Most residential areas in the City are single-use neighborhoods and do not contain commercial uses or services nearby. The City has approximately 737 acres of private recreational uses, which are primarily comprised of private golf courses.

DEVELOPMENT HISTORY AND PATTERNS

The city's early railroad town originated around Beaumont Avenue and Sixth Street. Over time, the city center expanded into a familiar block pattern consisting of small parcels. Development has continued to radiate out from the original town center, following the freeway east, west, and north along Beaumont Avenue/SR-79.

In the late 1990s and early 2000s, Beaumont experienced a housing boom, including several new master planned communities: Oak Valley Greens, Three Rings Ranch, Solera, Sundance and Tournament Hills. Together, these specific plans comprise over 25,000 new residential units. While the pace of development has slowed, there are still development projects that are entitled or currently under construction. Most of the new residential developments are operated under Homeowner Associations (HOAs) and several are gated with restricted access. Additionally, new arterial roads and freeway intersections are also under development.

Retail and commercial uses in the City are primarily concentrated along Beaumont Avenue, Sixth Street and Highland Springs Avenue, between Sixth Street and First Street, on both sides of the I-10 freeway. Smaller retailers are generally located along Beaumont Avenue and Sixth Street, while big box retailers are concentrated along the I-10. Many of these large retail developments were built in response to the City's population growth in the mid-2000s. A smaller neighborhood shopping center has recently been partly developed adjacent to the I-10 exit at Oak Valley Parkway. Additionally, industrial uses have mostly developed along the I-10 and SR-60 corridors in the last few decades; future industrial developments are also planned.

EXISTING SPECIFIC PLANS

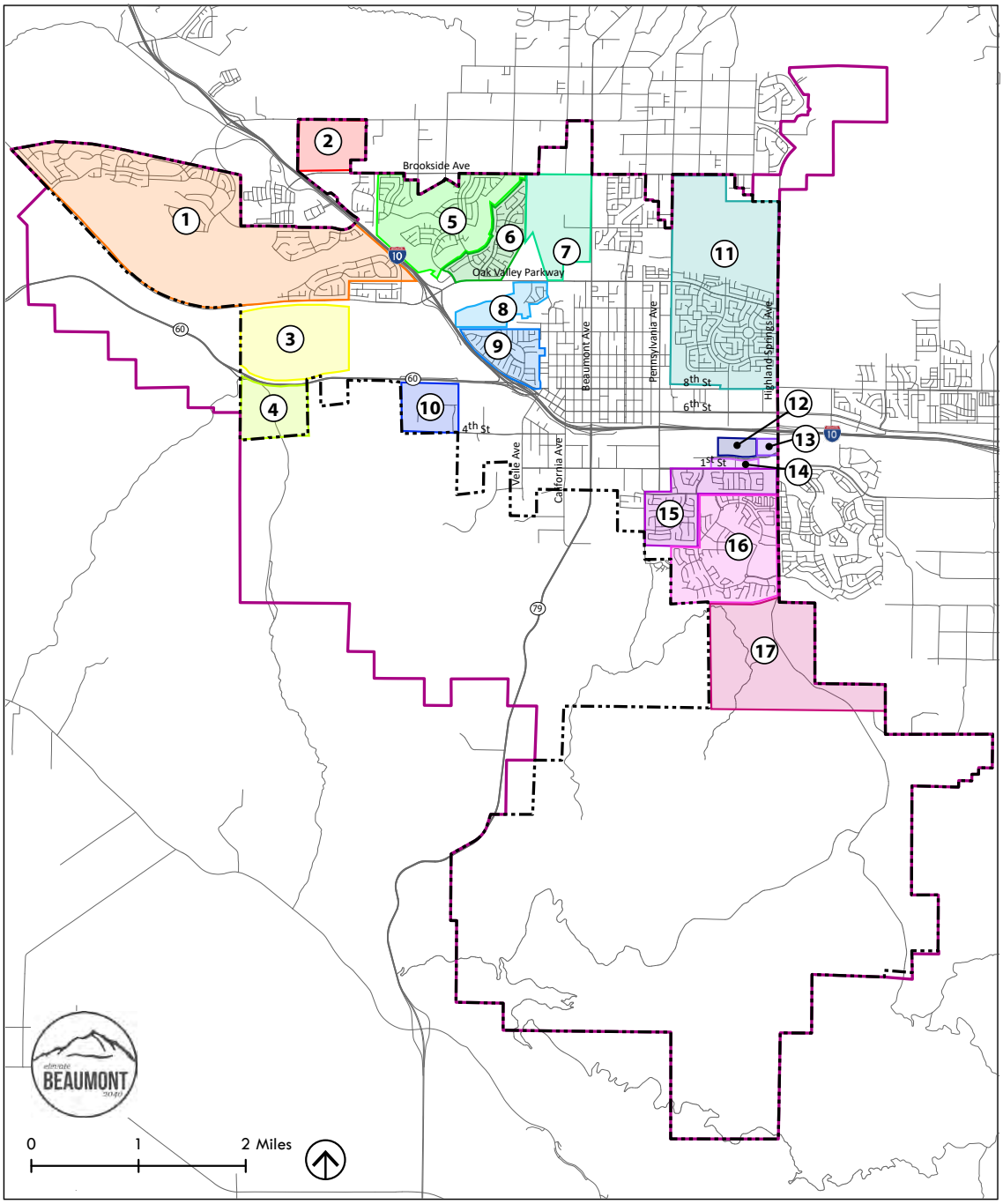
There are seventeen Specific Plans currently in place within the City (Figure 3.1), which were adopted for the development of master planned residential communities and commercial uses. While almost 25,000 housing units were entitled, about 7,500 are still to be built. A brief description and status of these are listed in the tables below.

Table 3.1 Existing Specific Plans

SPECIFIC PLAN NAME	DESCRIPTION
1. **Fairway Canyon/ Tournament Hills**	Single family residential community with a total buildout of 4,660 homes
2. **Sunny Cal**	Single family residential community with a total buildout of 560 homes
3. **Heartland**	Single family residential community with a total buildout of 1,224 homes
4. **Hidden Canyon**	Industrial park with a total buildout of 2.89 million square feet
5. **Solera**	Single family residential community with a total buildout of 1,600 homes
6. **Estates at Oak Valley**	Residential community with a mixture of single family and active adult with a total buildout of 2,800 homes and 151,000 square feet of commercial.
7. **Noble Creek Vistas**	Single family residential community with a total buildout of 648 homes
8. **Kirkwood Ranch**	Residential development including 470 single family homes and 60 multi-family units
9. **Three Rings Ranch**	Single family residential community with a total buildout of 602 homes
10. **Rolling Hills Ranch Industrial**	Industrial development with a total buildout of 3,000,000 square feet
11. **Sundance**	Residential community with a mix of very low density to high density and a total buildout of 4,450 units
12. **Walmart/Home Depot Commercial**	Commercial uses with a total square footage of 224,214 square feet
13. **Marketplace at Beaumont**	Commercial uses with a total buildout of 194.569 square feet
14. **San Gorgonio Village**	Commercial uses with a total buildout of 225,139 square feet
15. **Seneca Springs/ Empire Homes**	Residential community with a total buildout of 1,150 homes
16. **Four Seasons**	Active adult residential community with a total buildout of 2,400 homes
17. **Potrero Creek Estates**	Single family residential community with a total buildout of 1,028 homes

Item 1.

Figure 3.1 Existing Specific Plans



SPECIFIC PLANS

- City Boundary
- Sphere of Influence
- (1) Fairway Canyon/ Tournament Hills
- (2) Sunny Cal
- (3) Heartland
- (4) Hidden Canyon
- (5) Solera
- (6) Estates at Oak Valley
- (7) Noble Creek Vistas
- (8) Kirkwood Ranch
- (9) Three Rings Ranch
- (10) Rolling Hills Ranch Industrial
- (11) Sundance
- (12) Walmart/Home Depot Commercial
- (13) Marketplace at Beaumont
- (14) San Gorgonio Village
- (15) Seneca Springs/ Empire Homes
- (16) Four Seasons
- (17) Potrero Creek Estates

KEY ISSUES + OPPORTUNITIES

The City's unique location provides its residents with beautiful mountain views and abundant recreational opportunities. Beaumont offers proximity to urban amenities with a small-town feel. Guided by the Vision, Principles and Priorities established by its residents (see Chapter 2), the City will continue to enhance and revitalize existing commercial corridors and residential neighborhoods, while preserving the environment of the Pass Area. While areas near Downtown may experience the most significant change during the next 20 to 30 years, a concerted effort to coordinate land use and transportation decisions in the City will help strategically guide future development in line with those areas that will experience less change. These changes will help the City position itself to generate new opportunities for economic development, while ensuring the protection of open space and an improved quality of life for all residents. The following key issues and opportunities provide important context for the City's land use framework:

- ***HISTORY.*** The city has a rich history - this is an opportunity to capitalize on that history for both placemaking and branding purposes.
- ***DOWNTOWN.*** The city currently lacks a defined, recognizable downtown area, but maintains the historic development pattern of a California railroad town. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, the City is planning for its revitalization in the proposed Downtown Area Plan.
- ***HOUSING.*** The city's housing stock is relatively new, offering higher quality and higher performing building stock that should be more attractive to future residents. However, the diversity of housing types in the City is low, limiting options for people to remain in their neighborhoods or even in the City, as residents progress through different life stages.
- ***NEIGHBORHOODS.*** The city offers a few different neighborhood types. While the diversity of housing stock is good for attracting a wide variety of residents, the City's existing neighborhoods have lower levels of connectivity and accessibility to goods and services. Neighborhoods with higher levels of accessibility and walkability are in growing demand. Improving accessibility can help encourage demand for Beaumont's neighborhoods into the future.

In addition, undeveloped land that has been entitled for a future use, but has not yet built upon, offers the community an opportunity for redefining that land's future, if the community and associated developers have an interest in re-thinking the future of those development projects.

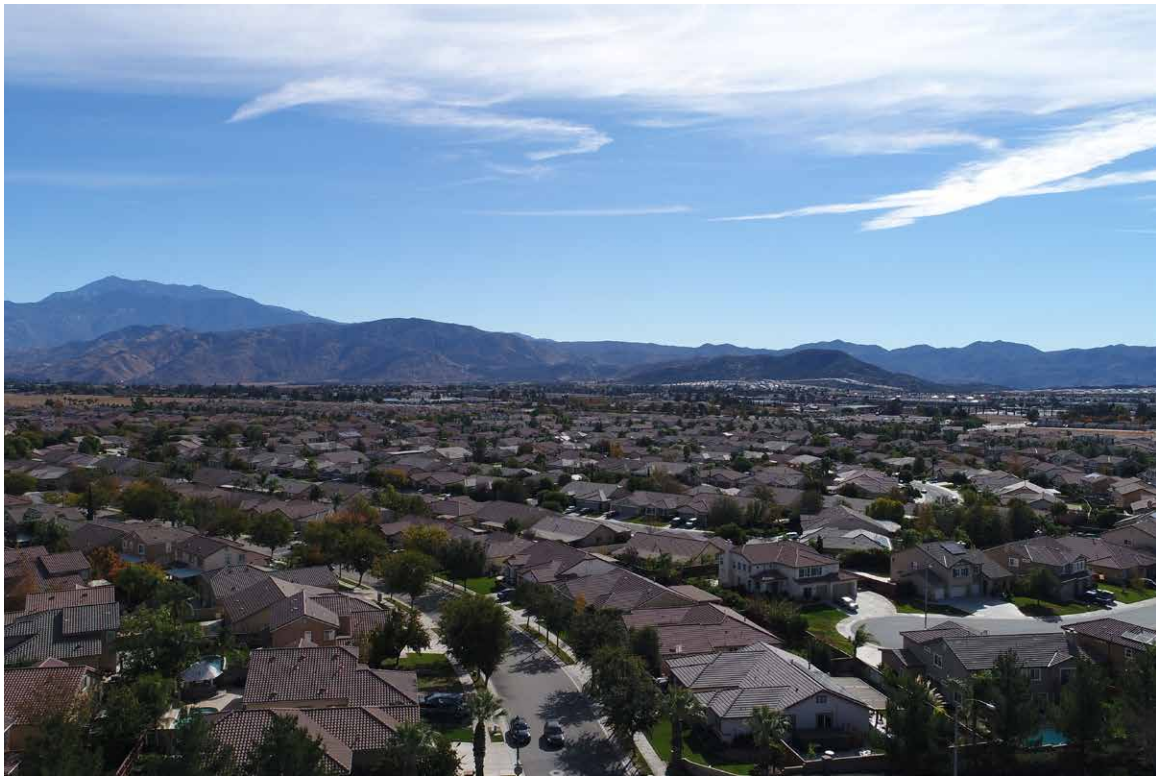
- ***DEVELOPMENT POTENTIAL.*** The City has a lot of undeveloped land within its jurisdiction, as well as a lot of entitled development. As such, non-residential development and infill residential development are an important area of focus for the community. Undeveloped land can become new neighborhoods, new shopping centers, new employment centers, or recreation and open space amenities for the community.

However, not all this undeveloped land could or should be considered for urban uses. Much of the land in the southern half of the city faces numerous development constraints, including topography, habitat, and even hazards associated with previous munitions testing. Similarly, the undeveloped land in the southern half of the city provides important aesthetic benefits, serving as both a backdrop to the city and defining the city's southern gateway.

FUTURE GROWTH

As evidenced by Figure 3.1, many of the future land uses in the City are already determined by the various Specific Plans that are in place. The Open Space area in the south of the City is also protected and off-limits for development. The strategy for the remainder of the land in the City is to focus development within the City limits on undeveloped lots in order to foster compact development patterns, create walkable communities, and preserve the natural environment and critical environmental areas. These infill areas include Downtown, Town Center and around the potential Metrolink Station near Pennsylvania Avenue and Second Street.

In order to protect the natural environment in the southwest portion of the City's Sphere of Influence, the City will focus future development in areas immediately adjacent to existing development and along current and new transportation corridors. Development along SR-79 as it goes south provides an important opportunity to bring in future growth and economic development in the Sphere of Influence, particularly in healthcare, retail, and technology-intensive industries. Additional opportunities to create compact pattern residential neighborhoods in proximity to SR-79 will further enhance access, expand housing choices, and improve health outcomes.



View of Beaumont neighborhoods.

While the General Plan establishes its vision for the Sphere of Influence, the City is not currently planning annexation in the Sphere of Influence. If a property owner requests annexation in the future, the General Plan provides guidance for future development. Today, the area in the Sphere of Influence is governed by the County of Riverside General Plan.

This Plan has been analyzed in the accompanying Environmental Impact Report based on estimates of how much more residential and other development might be anticipated in the next twenty years. Looking back at the growth rate over the last twenty years, already entitled development, and in keeping with the regional growth projections outlined in SCAG's RTP, the General Plan projects a growth of roughly 27,500 units and approximately 28 million square feet of non-residential development during the planning horizon of 2040. These numbers assume that the entire residential capacity within the city will be developed within the planning horizon. The assumption for non-residential development is approximately 58% of the maximum development capacity for these land uses in the same planning horizon. Table 3.2 provides an estimate of the amount of development that could be reasonably expected to occur in the City and the Sphere of Influence during the planning horizon. The actual distribution of future growth in the City and its Sphere will vary based on the regional economy, market demand and other factors.

Distribution of development is based on the following general assumptions:

- Downtown and Urban Village will be the focus of future residential and commercial growth in the short term.
- The North Neighborhoods, Heartland and Four Seasons/Potrero will continue to develop according to their respective Specific Plans.
- Employment uses are focused along the I-10 and SR-60 corridors, and in the long term, along SR-79.
- Longer term growth in the Sphere of Influence will occur in the Urban Village South and additional residential neighborhoods that provide a variety of housing options in varying densities.
- Development within the Badlands and the Mountain areas will be limited to very low density residential in order to preserve the much-beloved views and environment of the Pass Area.

Table 3.2 Potential Development in the City and its Sphere of Influence

		RESIDENTIAL DEVELOPMENT**			NON-RESIDENTIAL DEVELOPMENT**			
Land Use	Land Area	Number of Residential Units	Single Family Residential	Multi-family Residential	Typical Non-Residential Development (square feet)	Retail/ Service (square feet)	Office (square feet)	Industrial (square feet)
General Commercial	320.71	-	-	-	3,422,681	3,422,681	-	-
TOD Overlay	172.82	2,540	508	2,032	790,444	658,703	131,741	-
Downtown Mixed Use	385.75	1,782	89	1,693	823,360	617,520	205,840	-
Neighborhood Commercial	45.93	-	-	-	490,174	441,157	49,017	-
Industrial	1336.38	-	-	-	19,646,791	589,404	392,936	18,664,451
Employment District	179.15	-	-	-	4,096,958	1,229,088	614,544	2,253,327
Public Facilities	349.61	-	-	-	-	-	-	-
Open Space	10252.61	-	-	-	-	-	-	-
Rural Residential 40	3419.51	60	60	-	-	-	-	-
Rural Residential 10	850.37	60	60	-	-	-	-	-
Rural Residential 1	547.46	438	383	-	-	-	-	-
Single Family Residential	5076.29	22,735	22,735	-	270,876	270,876	-	-
Traditional Neighborhood	574.36	2,026	1,824	203	105,080	105,080	-	-
High Density Residential	322.69	5,692	-	5,692	59,037	59,037	-	-
Urban Village	408.13	3,526	705	2,821	2,133,377	1,333,361	266,672	533,344
Urban Village South	236.61	2,044	409	1,635	1,236,818	773,011	154,602	309,205
Streets	2087.90	-	-	-	-	-	-	-
Total*	**26,566**	**40,904**			**33,075,597**	**9,499,918**	**1,815,352**	**21,760,327**

* Includes City and Sphere. Includes existing development
** Includes existing development

CITY STRUCTURE

Neighborhoods, districts, and corridors are the fundamental building blocks of all cities; mapping these can help better understanding how people live, shop, work, play, and get around in Beaumont.

CITY FRAMEWORK

NEIGHBORHOODS are the basic building block of great cities. At their core, neighborhoods are the places where we live, and are typically mostly residential. Complete neighborhoods are developed areas with a balanced mix of human activity and uses, including dwellings, workplaces, shops, civic buildings, and parks. A neighborhood should mix a variety of residential types within a walkable and connected network of green streets, parks, schools and neighborhood centers to serve daily shopping needs. In Beaumont, most of the recent residential subdivisions are single-use developments with limited connectivity, housing options and access to retail and services.

DISTRICTS are areas of the city that are functionally specialized with supportive uses, without being rigorously regulated to a single use, such as a shopping center. One of the best examples of a district are downtowns, a specialized retail center with supporting residential, office, and institutional uses. Districts play an important role in a city since they are typically the primary retail and entertainment areas and provide jobs and economic development opportunities. Downtown Beaumont along Sixth Street and Beaumont Avenue provides the potential for development as the City's center. With the Civic Center as its anchor, the possibility exists to create a walkable, active, pedestrian-oriented retail core with a mix of supporting residential uses.

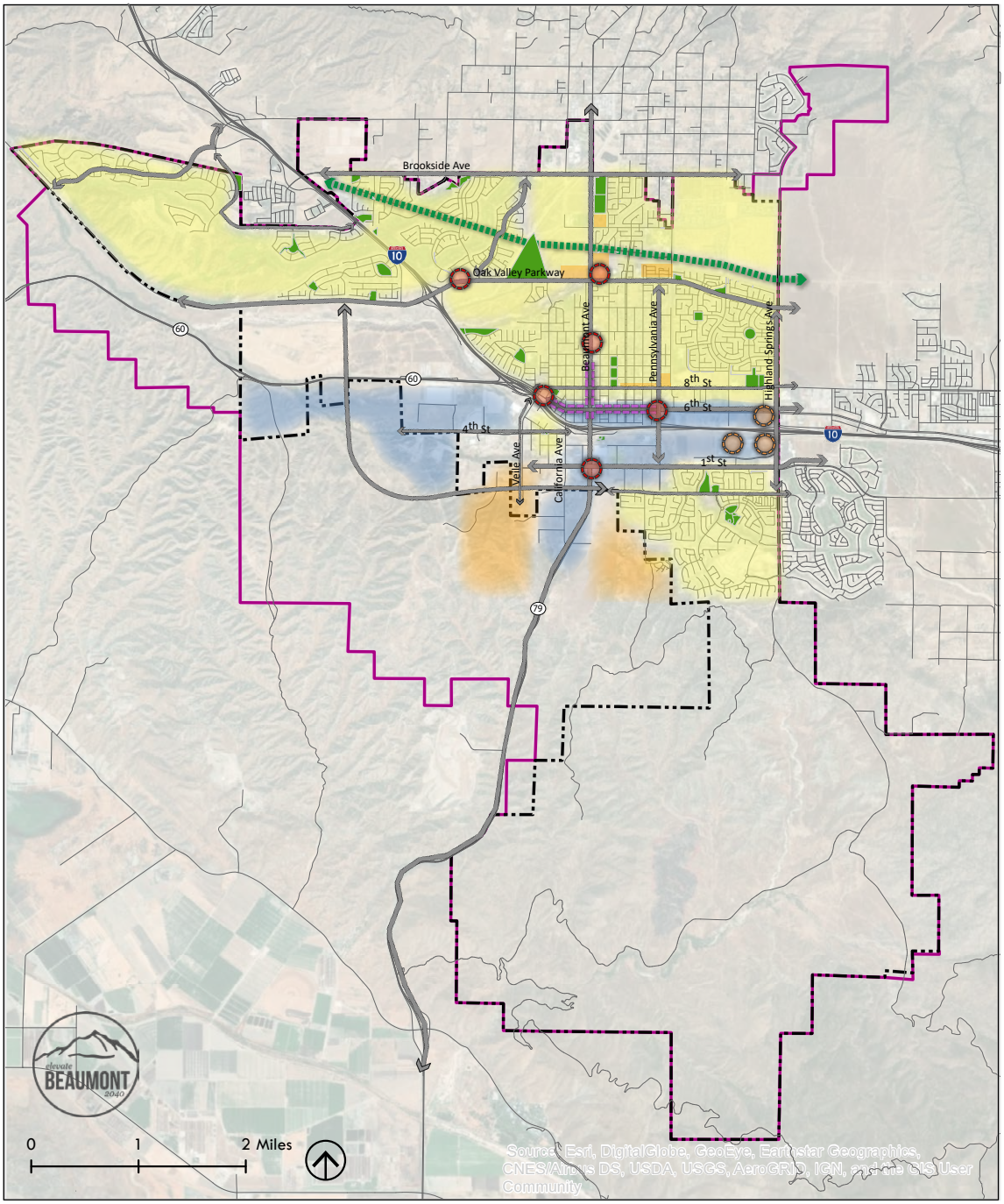
Existing Beaumont neighborhoods.

CENTERS are the primary places of commerce, neighborhood-serving retail, arts and culture and civic activities. In Beaumont, centers are areas of the City which are characterized by a specialization of a single non-residential use. Here, those uses are almost universally retail and commercial service and can be primarily found in a few commercial centers with great freeway access. Centers serve an important function in the city, functioning both as a place to shop, gather, and seek entertainment. The city's industrial areas also serve in a similar fashion, acting as an employment center with limited supporting uses.

CORRIDORS are both the separators of neighborhoods and districts and the via ducts by which people move throughout town. Corridors take many shapes and forms and, as a primary component of the public realm, also serve different transportation and placemaking purposes. In some cases, such as Sixth Street and Beaumont Avenue through Downtown, corridors have more permeable edges and are readily accessed from the adjacent neighborhoods and districts. In cases where corridors have very high connectivity to surrounding areas, corridors function as "to" places in which people gather and congregate, such as the case with the prototypical Main Street. In other cases, such as along the edges of the newer master planned communities or with conventional arterials, corridors have very limited connectivity to the adjacent areas and serve primarily to move cars. In these limited-access cases, corridors serve primarily as "through" places and a great emphasis is put on efficient automobile operations.

These components of cities are further defined to convey the type of place or use. As shown in Figure 3.2, the existing pattern of land use in the City includes residential, mixed-use, commercial, and open space largely oriented around the east-west regional transportation facilities that bisect the City. The design of districts, neighborhoods, and corridors actively shapes the creation of a town with great accessibility and connectivity. The City structure includes the City's downtown core and the existing network of commercial, residential, and employment centers, in addition to parks and open space. In a compact and walkable environment, centers are characterized by the urban character, walkability, and mix of uses. Gateways can also help make entrance points into the City more prominent and enhance unique design features, such as monuments, gateway markers, art, or signage.

Figure 3.2 Existing City Structure



EXISTING CITY STRUCTURE

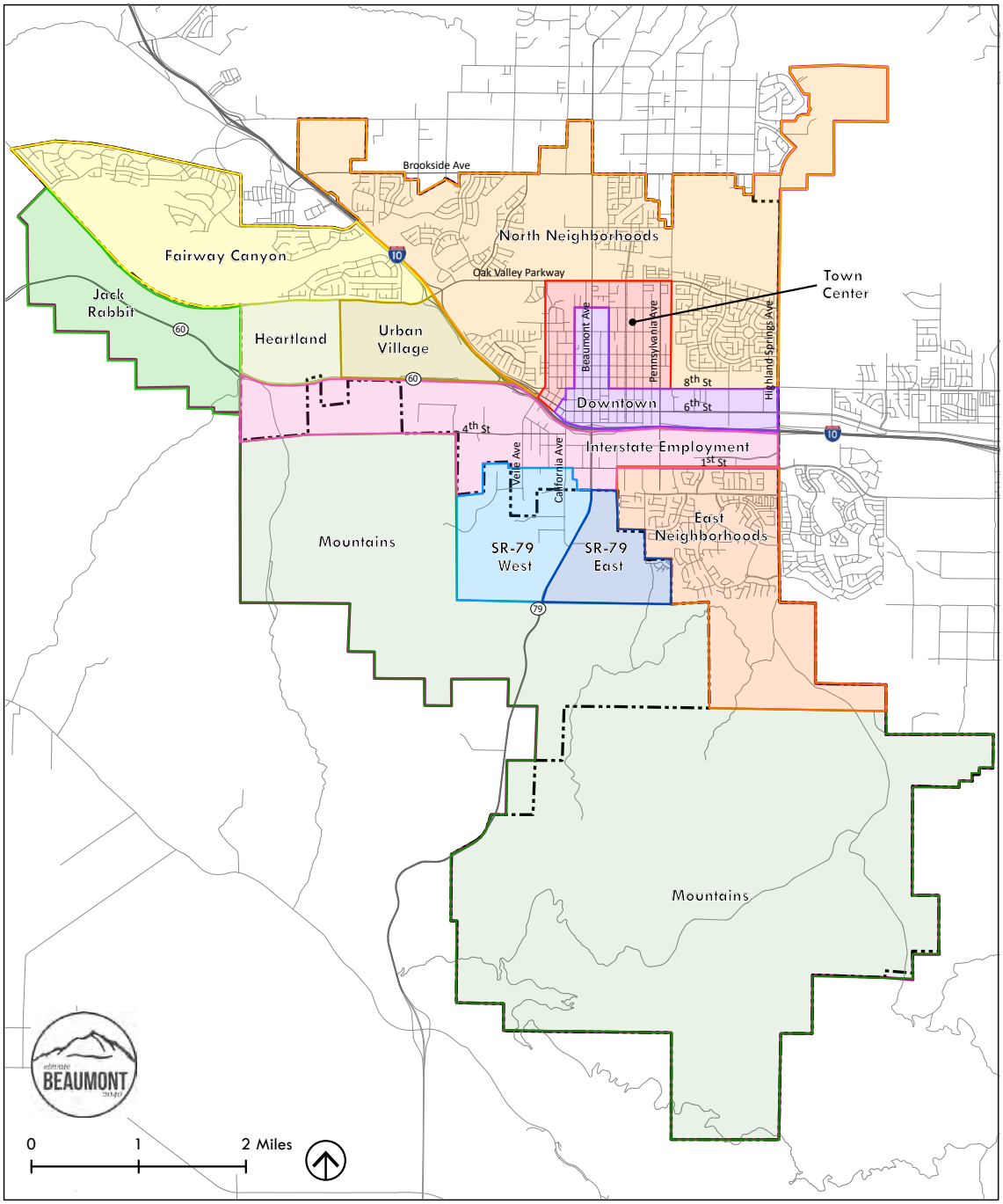
- City Boundary
- Sphere of Influence
- Easements
- Major Corridors
- Single Family Neighborhoods
- Mulifamily Family Neighborhoods
- Non-Residential Districts
- Open Space
- Downtown
- Neighborhood Commercial Centers
- Regional Commercial Centers

BEAUMONT SUBAREAS

Given the transformation of the City since the 2007 General Plan, the larger Beaumont planning area has been subdivided into twelve smaller subareas. These planning subareas are described below. These subareas contain residential subdivisions, commercial and industrial areas, which can evolve into true walkable neighborhoods.

This section includes a vision and key strategies for specific subareas in Beaumont, as illustrated in Figure 3.3. Each subarea has unique identifying features and demonstrate what makes Beaumont special. The location, character, and key issues for these areas are discussed on the following pages, along with strategies that are specific to each. These strategies are in addition to citywide goals and policies discussed later in the Element. It is anticipated that a mix of both citywide and specific subarea strategies will be implemented for each neighborhood.

Figure 3.3 General Plan Subareas



BEAUMONT SUBAREAS

City Boundary

Sphere of Influence

DOWNTOWN BEAUMONT

Downtown Beaumont is comprised of three districts – Sixth Street Corridor, Sixth Street Corridor Extended, and Beaumont Avenue. The community vision for a downtown is based on a higher-intensity, walkable urban core with a mix of residential, office, retail and civic land uses. The proposed Downtown Area Plan provides goals, policies, and design guidance for development in Downtown. Beaumont Downtown is designated Downtown Mixed Use in the General Plan and is governed by the proposed Downtown Area Plan. Please refer to Chapter 11 for additional guidance.

DOWNTOWN CORE/SIXTH STREET CORRIDOR

The Downtown Core is bounded by 8th Street on the north, the I-10 Freeway on the south, Palm Avenue to the east, and the I-10 and Egan Avenue on the west. Civic and commercial uses located along the Sixth Street frontage are the predominant land uses within this district. Beaumont Civic Center with City Hall, Police department and other City offices are located on Sixth Street between Magnolia and Maple Avenues. A mix of single-family homes and multifamily apartments are also found in the subarea, north of the Sixth Street frontage. The Downtown Core is expected to be a walkable urban area with a mix of residential, office, retail and civic land uses. The active pedestrian experience is emphasized with wide sidewalks, narrowed traffic lanes, and median parking.

SIXTH STREET CORRIDOR EXTENDED

This district is a continuation of the Sixth Street Corridor and is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on the east, and Palm Avenue to the west. Existing uses in this district are predominantly multi-family, commercial, and undeveloped land. The future land use pattern in this district is expected to be commercial and mixed uses along Sixth Street. The intent of this district is to provide additional opportunities for multifamily residential development and commercial uses in a mixed-use setting. Residential uses are required north of Sixth Street and stand-alone commercial uses are permitted along the south side of 8th Street. The residential population will also support retail and commercial uses in the Downtown Core.

Additional neighborhood-supportive uses and medical office uses along Highland Springs Avenue provide compatible uses close to San Gorgonio Hospital, located in the City of Banning.

BEAUMONT AVENUE

The Beaumont Avenue district extends one block on both sides of Beaumont Avenue between 8th Street and 13th Street. The current uses are a mix of commercial buildings, single family homes and vacant land along Beaumont Avenue. Single family homes are primarily located along Euclid Avenue and Magnolia Avenue. These homes are part of the larger older residential neighborhood identified as the Town Center.

The intent for this district is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development must be compatible with existing and future neighboring residential uses.

TOWN CENTER

This subarea largely corresponds to the older residential section of the City. This subarea is generally bounded by 8th Street on the south, Cherry Avenue on the east, Elm Avenue on the west, and Oak Valley Parkway on the north. This subarea is dominated by residential development, which largely consists of single-family homes with some multi-family residential development sporadically interspersed. Partly due to the age of the housing stock, the homes in this area are smaller and less expensive than some of the newer residential neighborhoods built in the last 20 years. The traditional grid block pattern in this subarea allows for an interconnected environment with multiple ways for residents to circulate.

This subarea could benefit from strategic opportunities for reinvestment and updated pedestrian and streetscape amenities. The vision for this subarea is to improve the quality of housing stock and provide additional streetscape enhancements to improve safety and comfort for pedestrians and bicyclists as well as street trees. Access to parks is also the most limited in this subarea.

This subarea is designated as Single-Family Neighborhood.

SUBAREA STRATEGIES:

- Encourage infill residential development to encourage neighborhood cohesion.
- Allow for higher density infill that is compatible with surrounding residential uses.
- Identify and consider protection of properties with historic and architectural significance.
- Update zoning to:
    - Encourage pedestrian-oriented building design.
    - Update accessory dwelling unit (ADU) standards to reflect 2017 ADU laws (SB 229 and AB 494) and to protect character of established neighborhoods.
- Create a streetscape plan for the subarea with emphasis on Palm, Maple and Chestnut Avenues as well as Eighth, Tenth and Twelfth Streets to connect to Downtown. Prioritize these streets for pedestrian and bicycle connectivity.
- Protect stands of Eucalyptus and Pepper trees along Beaumont Avenue.
- Prioritize improvement of Stewart Park in the Capital Improvement Plan.
- Consider the use of CDBG funding and other housing rehabilitation program resources in this neighborhood to improve physical infrastructure. Census tracts that are eligible for CDBG funding include 438.07, 738.10, 438.12, 438.18, 438.20, 439, 440.

The Beaumont Town Center area is it stands today.

NORTH NEIGHBORHOODS

The northern portion of Beaumont is largely planned with numerous suburban residential developments. These developments are mostly governed by Specific Plans, including Sundance, Cougar Ranch, Kirkwood Ranch, Noble Creek, Estates at Oak Valley and Three Rings Ranch. Existing developments include Three Rings Ranch, Fairway Canyon and Kirkwood developments. Sunny-Cal was approved in 2018 and annexed into the City. The subarea is generally bounded by Oak Valley Parkway, Cherry Avenue and the I-10 freeway to the south and west, Highland Springs to the east, and both the City boundary and Brookside Avenue to the north. While there are parcels within this subarea that are undeveloped, new residential projects are under construction or are planned. The street pattern in this subarea is predominantly suburban with curvilinear, dead-end streets that provide limited pedestrian connectivity. Many of the residential developments are gated, further limiting pedestrian connectivity.

The location and extent of permitted development within the North Neighborhoods generally mirror the existing development and entitlements for future development. Much of this subarea is designated as Single-Family Neighborhoods with limited areas reserved for Neighborhood Commercial and High Density Residential. This subarea is not expected to undergo significant land use change in the future.

SUBAREA STRATEGIES:

- Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
- Prioritize pedestrian and bicycle connections to parks, schools and neighborhood shopping.
- Ensure that new shopping centers serve surrounding neighborhoods and are physically accessible via bicycle routes and connected sidewalks.
- Implement gateway elements at the I-10 exits at Cherry Valley Boulevard and Oak Valley Parkway. Protect Oak tree stands on Beaumont Avenue north of Oak Valley Parkway.
- Use specific plan(s) for the large development sites within the neighborhood, requiring coordination and consistency with adjacent specific plans and project master plans, in order to promote an integrated development pattern.
- Encourage developers to build proposed retail and services in a specific plan no later than 75% of the residential development. Consider including this provision as a requirement in any development agreements.
- Encourage neighborhood shopping opportunities at the intersection of key corridors including Brookside Avenue, Cougar Way, Oak Valley Parkway, 11th Street, 8th Street, Beaumont Avenue, Pennsylvania Avenue, and Highland Springs Avenue.
- Prioritize development of a neighborhood center that provides goods and services to community residents on the northwest corner of Beaumont Avenue and Oak Valley Parkway.
- Provide greater connectivity in new neighborhoods than is present in the adjoining existing neighborhoods.

SUN CAL + HEARTLAND

Much like the North Neighborhoods, the Fairway Canyon and Heartland sub-areas are largely planned with suburban residential developments. These developments are mostly governed by Specific Plans, including Oak Valley/SCPGA Golf Course, Tournament Hills, and Heartland.

The Fairway Canyon subarea is generally bounded by Oak Valley Parkway to the south, I-10 to the east and the City boundary to the north and west. This is a master planned golf resort community anchored by the Morongo Golf Club at Tukwet Canyon (formerly SCPGA Golf Course). Almost half the planned residential has been built. The street pattern in this subarea is predominantly suburban with curvilinear, dead-end streets that provide limited pedestrian connectivity.

The Heartland Subarea is governed by the Heartland Specific Plan. The Timoteo Creek runs across the northern part of the subarea and is intended to be preserved as an open space resource and is designated Open Space. The residential portion of the project is under construction.

The location and extent of permitted development within these two subareas generally mirror the existing development and entitlements for future development. Much of this subarea is designated as Single-Family Neighborhoods. This subarea is not expected to undergo significant land use change in the future.

SUBAREA STRATEGIES:

- Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
- Prioritize pedestrian and bicycle connections to parks, schools and neighborhood shopping.
- Ensure that new shopping centers serve surrounding neighborhoods and are physically accessible via bicycle routes and connected sidewalks.
- Implement gateway elements at I-10 exit at Oak Valley Parkway.
- Encourage developers to build proposed retail and services in a specific plan no later than 75% of the residential development. Consider including this provision as a requirement in any development agreements.
- Encourage the development of a Neighborhood Center that would provide access to goods and services to community residents, on the northwest corner of Beaumont Avenue and Oak Valley Parkway.
- Provide greater connectivity in new neighborhoods than is present in the adjoining existing neighborhoods.
- Create public access to Timoteo Creek and connectivity to other open space resources in close vicinity.

FOUR SEASONS/POTRERO

This subarea is predominantly newer single-family homes and includes plans for Seneca Springs/ Empire Homes, Four Seasons and Potrero Creek Estates developments, all of which are covered by individual Specific Plans. This subarea is bordered by First Street on the north, Highland Springs Avenue on the east, the City boundary on the west, and the Potrero reserve on the south. Once completed, the projects will provide additional single-family residential housing and include access to diverse recreational opportunities, natural open space, and hiking, biking or multi-use trails. Four Seasons and Seneca Springs/Empire Homes have been mostly constructed. The Potrero Creek Estates Specific Plan was adopted in 1988 and has not been built.

SUBAREA STRATEGIES:

- Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
- Prioritize pedestrian and bicycle connections to parks, schools and neighborhood shopping.
- Ensure that new shopping centers serve surrounding neighborhoods and are physically accessible via bicycle routes and connected sidewalks.
- Encourage developers to build proposed retail and services in a specific plan no later than 75% of the residential development. Consider including this provision as a requirement in any development agreements.
- Work with the property owner to re-evaluate the Potrero Creek Estates Specific Plan for current market feasibility and conformance with best planning practices.
- Require appropriate environmental analysis consistent with the MSHCP requirements.

URBAN VILLAGE

This subarea is north of SR-60 freeway, south of the I-10 and bordered by Potrero Avenue extension on the west. The 2007 General Plan contained an Urban Village Overlay that allows a regional commercial center, higher density residential development, open space, and recreational amenities. Industrial land uses were not allowed within the Urban Village Plan Overlay and any development proposals within the area required a specific plan. This General Plan continues the same mix of uses for the Urban Village subarea and encourages the development of a specific plan that considers a comprehensive vision for the subarea.

Currently, the subarea is largely undeveloped. The Timoteo Creek runs along the north edge of the subarea. The Urban Village designation is intended to create compact development patterns with higher density residential development and abundant open space and recreation amenities near commercial uses.

SUBAREA STRATEGIES:

- Preserve Timoteo Creek and its 100-year flood plain as an open space resource.
- Create public access to Timoteo Creek and connect to other open space resources in the vicinity, including immediately to the west in the Heartland subarea.
- Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
- Require buffering of residential uses from I-10 and SR-60 with non-residential uses.

- Require the creation of a grid of internal roadways to form small walkable blocks.
- Strongly encourage the development of a specific plan that considers a comprehensive vision for the subarea.

INTERSTATE EMPLOYMENT

This subarea contains large tracts of developed and undeveloped land, farmland, and industrial development. It is located to the south of the I-10 Freeway and the Union Pacific Railroad, extends to the western City boundary, and Highland Springs Avenue to the east. The eastern portion of this subarea is home to several big box retailers including Walmart, Home Depot, Kohls and Ross for Less. Several light industrial facilities, including Perricone Juices, Icon Health and Fitness Outlet are in the central portion of this subarea. Additionally, Amazon is planning a four-story, 640,000-square-foot fulfillment center in the Beaumont Industrial Business Park, at the merge of the I-10 and SR 60 freeways. This facility will provide about 1,000 jobs. Dowling Fruit Orchards, a family owned business and the only agricultural producing site in the City, is also located in this subarea.

The land use pattern in this area has the potential to accommodate additional job intensive uses. This subarea is generally designated Industrial and Commercial. Several Specific Plans govern properties in the subarea, including Home Depot Specific Plan, Marketplace Specific Plan, Hidden Canyon Industrial Specific Plan, Walmart Farmers Boys Specific Plan and Rolling Hills Ranch Industrial Specific Plan.

Also found within this subarea is also a small neighborhood known as the "Historic Barrio Railroad District" or Barrio for short. The general boundaries are First Street, California Avenue, rail tracks and Veile Avenue. The neighborhood was established early in the City's history for worker housing during the construction of the railroads. The Barrio is home to a largely Hispanic population. Informational signs in the area include the neighborhood's history and black-and-white photos of the area, such as that of an old train depot. This neighborhood is generally surrounded by industrial uses and should be protected from nuisance impacts associated with the industrial uses.

Finally, RCTC in coordination with Caltrans, CVAG and FRA is studying the potential of passenger rail service to the San Gorgonio Pass and the Coachella Valley. A Beaumont station would likely be located at Pennsylvania Avenue at 3rd Street. Improved transit connectivity will be beneficial to the Beaumont community with increased access to the Los Angeles basin and Western Riverside to the west and Coachella Valley to the east. A Transit Oriented Overlay is in place around the potential station site and will allow high density residential uses, in addition to the underlying commercial uses.

SUBAREA STRATEGIES:

- Continue to attract industrial uses that provide high paying jobs to this subarea.
- Leverage freeway visibility and access in locating the new industrial uses. Construction of Potrero interchange provides improved access.
- Require buffering of industrial uses from the existing Barrio neighborhoods.
- Work with regional agencies to make fixed rail transit in Beaumont a reality.

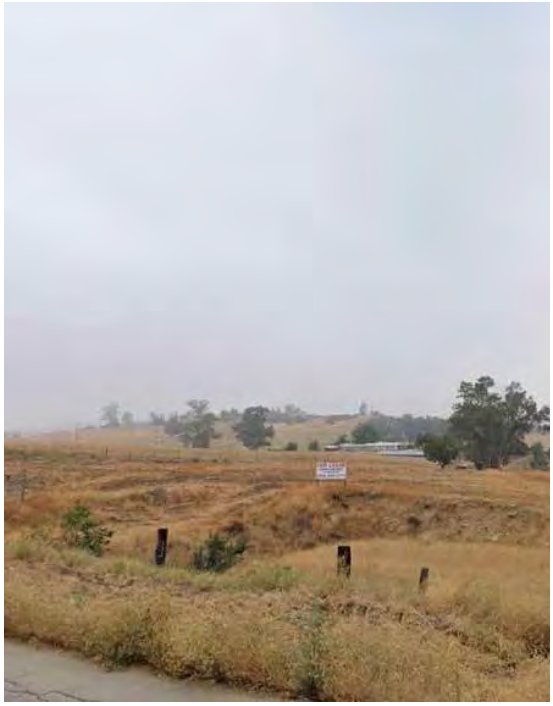
- Work with the major retailers to improve the pedestrian environment in their projects with increased landscaping, shade and amenities.
- Encourage new developments to connect with existing pedestrian paths and bicycle trails.

SR-79 WEST + SR-79 EAST

These two Planning Subareas flank SR-79 on both sides. Currently, these two subareas are mostly undeveloped. Except for a portion of the SR-79 West Subarea, both subareas fall within the City's Sphere of Influence and thus are governed by the County of Riverside General Plan. In the County General Plan, the land use designation for these two subareas is Rural Residential (1 acre lots). To take advantage of transportation access provided by SR-79, the City is proposing more intensive development along SR-79. The eastern subarea will be the location for a second Urban Village and additional high-density residential uses. The western subarea will be anchored by an Employment District that contains job-intensive uses, and a Traditional Neighborhood that provides additional housing opportunities in a complete and compact neighborhood pattern. Complete neighborhoods are developed areas with a balanced mix of homes and multifamily dwellings within a walkable and connected network of green streets, parks, schools and neighborhood centers to serve daily shopping needs.

SUBAREA STRATEGIES:

- Leverage access from the Potrero Boulevard connection to SR-79 West.
- Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
- Buffer residential uses from SR-79 with non-residential uses.
- Require the creation of a grid of internal roadways to form small walkable blocks.



SR-79 West Subarea

SR-79 East Subarea

MOUNTAINS

This Planning Subarea includes Potrero Canyon and Laborde Canyon, an area totaling more than 11,000 acres and consisting of predominantly vacant land. A portion of this site was owned by Lockheed Martin and used as a test site for rocket motor and weapons testing from 1960 to 1974. The site was approved for County acquisition, and pending clean-up, will serve as protected open space. Most of this subarea is also protected under the Western Riverside County MSHCP.

SUBAREA STRATEGIES:

- Monitor ongoing cleanup on the Lockheed sites.
- Designate additional areas for open space, as feasible.

JACK RABBIT

This subarea includes the mountainous range known as the San Timoteo Badlands. This area is undeveloped and contains the western extent of SR-60 in Beaumont. The area north of SR-60 is protected open space and part of the Western Riverside County MSHCP. San Timoteo Creek runs through this site. The area to the south of SR-60 is currently undeveloped and has topographical constraints. Access is limited to the eastern end of the subarea from Jack Rabbit Trail.

This subarea is entirely in the Sphere of Influence, and thus, is governed by the County of Riverside General Plan. The designation for the area north of SR-60 is Open Space and south of SR-60 is Rural Residential (1 acre lots).

SUBAREA STRATEGIES:

- Preserve Timoteo Creek and its 100-year flood plain as an open space resource.
- Work with property owner(s) of the southern portion of the subarea to develop plans compliant with the Western Riverside County MSHCP. A Specific Plan is encouraged.

View of Beaumont mountains.

LAND USE DESIGNATIONS

Land use designations indicate the intended use of each parcel of land in the City. They are developed to provide both a vision of the organization of uses in the City and a flexible structure to allow for changes in economic conditions and community vision. The General Plan includes 14 land use designations and one Overlay, described below, mapped in Figure 3.5 and summarized in Table 3.3.

There are four broad categories of land use designations – 1) residential, 2) nonresidential uses (commercial and industrial uses), 3) mixed use and 4) public. Residential designations define the predominantly residential areas of the City and range from single family homes to multifamily housing. Nonresidential designations provide locations for retail, office and industrial uses. Mixed use designations provide areas for a range of residential or commercial uses in vertical or horizontal pattern. Public designations identify a range of public facilities such as schools, parks, and city and publicly owned uses.

For each land use designation, the uses allowed and standards for development intensity (dwelling units per acre for residential development and floor area ratio (FAR) for nonresidential development) are specified.

RELATIONSHIP WITH THE ZONING ORDINANCE

The land use designations and locations are compatible with the zoning districts found in the Zoning Ordinance. While the General Plan land use designations are broad, the zoning districts include specific allowances, prohibitions of uses (including conditional uses), and dimensional requirements, such as building setbacks, parking standards, and building heights. Land use designations and zoning districts must be compatible but need not be the same. Zoning districts must be within the range of the allowed intensity and uses found in the General Plan. Where the documents differ, the General Plan takes precedence. Note that the maximum density of any land use designation may be exceeded to complement General Plan Housing Element policy (in accordance with the density bonus provisions of Section 65915 of the California Government Code).

UNDERSTANDING DENSITY + INTENSITY

State law requires that General Plan land use designations provide a measurement of the maximum development intensity allowed within each designation. The three generally accepted metrics are dwelling units per acre, floor area ratio, and persons per square mile. It is important to note that density is only loosely related to urban form and character.

DU/AC – DWELLING UNITS PER ACRE

The term density is used for residential uses and refers to the population and development capacity of residential land. Density within the General Plan is described in terms of dwelling units per gross acre of land (du/ac), including existing and proposed streets and rights-of-way.

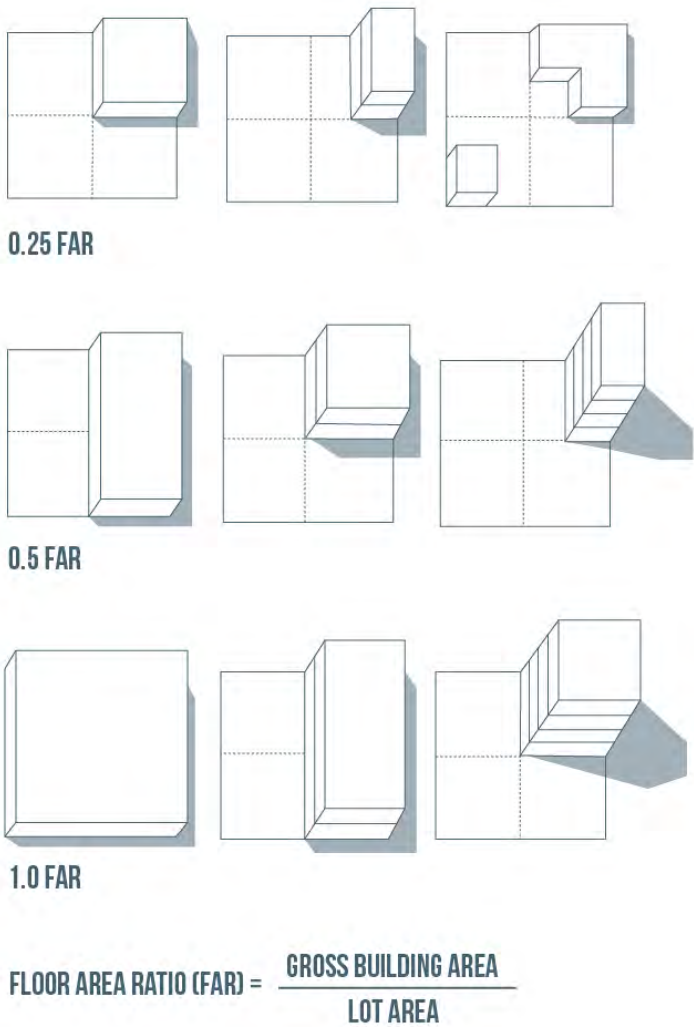
It should be noted that du/ac is not always a useful predictor of neighborhood design character or population density. While in areas of single-family detached homes, du/ac does establish how many homes -and presumably how many families – will be present in each acre, in areas of mixed-use or multi-family development, it is much less helpful.

FAR – FLOOR AREA RATIO

Development intensity, which applies to nonresidential and mixed uses, refers to the extent of development on a parcel of land or lot. Floor area ratio is used in the General Plan as a measure of non-residential or mixed-use development intensity.

Floor area ratio (FAR) expresses the intensity of use on the lot (see Figure 3.4). The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot yields a FAR of 0.5. A 0.5 FAR describes a single-story building that covers half of the lot, a two-story building covering approximately one-quarter of the lot, or a four-story building covering one-eighth of the lot. This makes FAR a useful tool for measuring development and environmental impacts.

Figure 3.4 FAR Explained



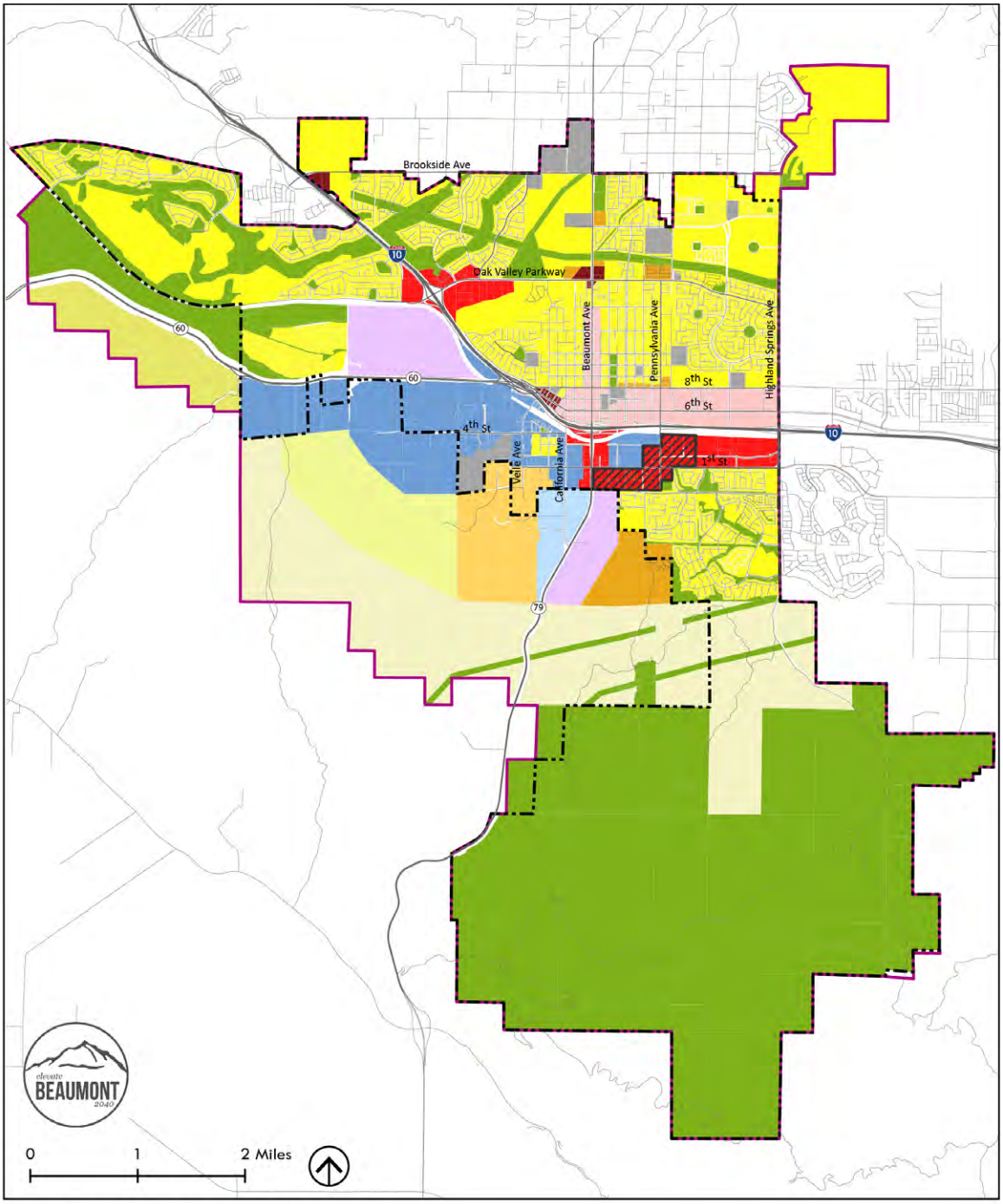
PERSONS/SQ. MI – INHABITANTS PER SQUARE MILE

A simplistic estimate of the number of total inhabitants in a square mile of a given land use designation, derived from known averages of building type occupancies.

Table 3.3 Land Use Designations

LAND USE DESIGNATION	ZONING DISTRICT	DESCRIPTION	DENSITY/ INTENSITY
RESIDENTIAL DESIGNATIONS			
Rural Residential 40 (RR40)	RR	Single family detached homes on 40 acre lots in a rural mountainous setting	Minimum 40 acre lots
Rural Residential 10 (RR10)	Not within City Limits	Single family detached homes on 10 acre lots in a rural setting	Minimum 10 acre lots
Rural Residential 1 (RR1)	Per County Zoning	Single family detached homes on 1 acre lots in a hillside setting	Minimum 1 acre lots
Single Family Residential (SFR)	R-SF	Single-family residential (attached or detached) Neighborhood commercial in specified locations	Maximum 4 du/acre Maximum FAR 0.35
Traditional Neighborhood (TN)	R-TN	Single-family detached houses and small-scale multi-family housing Neighborhood commercial in specified locations	Average Density 6 du/ acre Maximum 12 du/acre Maximum FAR 0.35
High-Density Residential (HDR)	R-MF	Multi-family housing (townhomes, condominiums, apartments, etc.) Neighborhood commercial in specified locations	Minimum 12 du/acre Maximum 30 du/acre Maximum FAR 0.35
NON-RESIDENTIAL DESIGNATIONS			
Neighborhood Commercial (NC)	C-N	Range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.	FAR up to 1.0
General Commercial (GC)	C-C	Variety of "big box" and "large format" retailers in commercial shopping centers that serve adjacent neighborhoods.	FAR up to 0.75
Employment District (ED)	Not within City Limits	Employment uses for market-supported light industrial, research and development, creative office and maker space type uses.	FAR 0.5 to 1.0
Industrial (I)	M	Range of industrial uses, including "stand-alone" industrial activities, general and light industrial, research parks, private trade schools, colleges, and business parks.	FAR 0.25 to 0.75
MIXED-USE DESIGNATIONS			
Downtown Mixed Use (DMX)	See Chapter 11	Mixed-use buildings with active ground floor retail uses, upper level professional office, service activities in conjunction with multifamily residential uses and live/work units.	0-22 du/acre; FAR up to 0.5
Urban Village (UV)	UV	Variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses and abundant open space and recreation amenities.	12-24 du/acre; FAR up to 1.0
Transit Oriented District Overlay (TOD Overlay)	TOD Overlay	Residential and supportive employment and commercial uses near the future transit station.	18-30 du/acre; FAR up to 1.0
OTHER/ PUBLIC DESIGNATIONS			
Public Facilities (PF)	PF	Public and/or civic use, including Civic Center, city yard, libraries, and K-12 public schools.	FAR up to 1.0
Open Space (OS)	R-C	Passive and active parks, trails, golf courses, community centers, supportive maintenance sheds, etc.	n/a

Figure 3.5 Land Use Map



LAND USE DESIGNATIONS

- City Boundary
- Sphere of Influence
- TOD Overlay
- Open Space
- Employment District
- Industrial
- High Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural Residential (1 DU per acre)
- Rural Residential (1 DU per 10 acres)
- Rural Residential (1 DU per 40 acres)
- Urban Village
- Downtown Mixed-Use
- General Commercial
- Neighborhood Commercial
- Public Facilities

Residential Designation

RURAL RESIDENTIAL 40 (RR40)

DESCRIPTION

The Rural Residential 40 designation conserves natural features, while providing the lowest intensity and amount of residential development within a preserved rural landscape. These areas are intended to serve as a transition to the protected mountains. The typical lot size in this designation is 40 acres.

ALLOWED LAND USES

Single-family dwellings. There is a maximum of one primary dwelling structure per lot (Accessory Dwelling Units (ADUs) excepted). Uses such as religious institutions, schools, public facilities, agricultural uses, among others, which are determined to be compatible with and oriented toward serving the needs of very low-density neighborhoods, may also be allowed.

ALLOWED DENSITY/INTENSITY

- Minimum 40 acre lots. Maximum height of 2 stories and 26 feet.

Residential Designation

RURAL RESIDENTIAL 10 (RR10)

DESCRIPTION

The Rural Residential 10 areas are intended to serve as a buffer between the 40-acre Rural Residential lots and the urban boundary of the City. These neighborhoods conserve natural features, while providing the low intensity and amount of residential development within a preserved rural landscape. The typical lot size in this designation is 10 acres.

ALLOWED LAND USES

Single-family dwellings. There is a maximum of one primary dwelling structure per lot (ADUs excepted). Uses such as churches, schools, day care centers, public facilities, agricultural uses among others, which are determined to be compatible with and oriented toward serving the needs of very low-density neighborhoods, may also be allowed.

ALLOWED DENSITY/INTENSITY

- Minimum 10 acre lots. Maximum height of 2 stories and 26 feet.

Residential Designation

RURAL RESIDENTIAL 1 (RR1)

DESCRIPTION

The Rural Residential 1 designation is directed at the Jack Rabbit area and is intended to maintain consistency with current County zoning designation of one-acre residential lots. These neighborhoods conserve natural features, while providing the low intensity and amount of residential development within a preserved rural landscape. The typical lot size in this designation is 1 acre.

ALLOWED LAND USES

Single-family dwellings. There is a maximum of one primary dwelling structure per lot (ADUs excepted). Uses such as churches, schools, day care centers, public facilities, and agricultural uses, which are determined to be compatible with and oriented toward serving the needs of low-density neighborhoods, may also be allowed.

ALLOWED DENSITY/INTENSITY

- Minimum 1 acre lots.
- Maximum height of 2 stories and 26 feet.

Residential Designation

SINGLE-FAMILY RESIDENTIAL (SFR)

DESCRIPTION

Single-Family Residential corresponds to existing and planned residential development within the City consisting of single-family detached units. Most existing residential neighborhoods, including those located within Specific Plan areas, are included in this designation. Supporting neighborhood commercial uses at key intersections and along specific corridors are permitted. These include Brookside Avenue, Cougar Way, Oak Valley Parkway, 11th Street, 8th Street, Beaumont Avenue, Pennsylvania Avenue, Highland Springs Avenue.

ALLOWED LAND USES

Single-family residential (attached or detached), and ADUs.

Supporting neighborhood commercial uses in locations as noted above. Schools, parks and public facilities are also permitted.

ALLOWED DENSITY/INTENSITY

- Maximum density is four (4) du/acre
- Maximum FAR for neighborhood commercial uses is 0.35, where permitted

Residential Designation

TRADITIONAL NEIGHBORHOOD (TN)

DESCRIPTION

Traditional Neighborhood designation provides a range of housing choices within a walkable and well-connected neighborhood setting within a short distance of goods and services that meet daily needs and open spaces. Although most of the residences are single-family detached houses, multi-family housing is also provided in "house-form" building types – such as duplexes, triplexes, cottage clusters, garden apartments and rowhouses – that are compatible in scale and character with houses.

The typical parcel within this designation is vacant and large in size. Hence, an average density with this designation is established to allow for the development of this diversity of housing types within each proposed development. Supporting neighborhood commercial uses at key intersections, schools, parks and public facilities are also permitted. Neighborhood commercial uses should be located along streets designated as Arterial Roadways or Industrial Collector Streets.

Development and design patterns within this designation shall include maximum block length of 600 feet and street grid layouts to promote walkability and connectivity.

ALLOWED LAND USES

Single-family detached houses, small-scale multi-family housing (such as duplexes, triplexes, cottage clusters, garden apartments and rowhouses), and ADUs.

Supporting neighborhood commercial uses in locations as noted above.

ALLOWED DENSITY/INTENSITY

- Minimum lot size is 5,000 sf
- Average density is six (6) du/acre with a minimum density of four (4) du/acre and a maximum density of 12 du/ac
- Maximum FAR for neighborhood commercial uses is 0.35, where permitted

Residential Designation

HIGH DENSITY RESIDENTIAL (HDR)

DESCRIPTION

The High-Density Residential designation creates walkable, transit-ready residential neighborhoods located near concentrated commercial, civic and recreational uses. Housing in these neighborhoods is primarily multifamily in a variety of housing types, such as apartments, townhomes, walkups, garden apartments and condominiums. Additional development densities are possible under affordable density bonuses.

Within City limits, this designation applies to existing areas along Beaumont Avenue and Oak Valley Parkway. Primarily with the Sphere, also designated High Density Residential is an area to the east of the SR-79-adjacent Urban Village. This area is anticipated to develop as a complete neighborhood with high density housing options as well as supportive commercial uses. Neighborhood commercial uses should be located along streets designated as Arterial Roadways or Connector Streets.

Development and design patterns within this designation should include maximum block length of 600 feet and street grid layouts to promote walkability and connectivity.

ALLOWED LAND USES

Multi-family housing (townhomes, condominiums, apartments, etc.)

Supporting neighborhood commercial uses in locations as noted above.

ALLOWED DENSITY/INTENSITY

- Minimum density is 12 du/acre
- Maximum density is 30 du/acre
- Maximum FAR for neighborhood commercial uses is 0.35, where permitted

Non-Residential Designation

NEIGHBORHOOD COMMERCIAL (NC)

DESCRIPTION

Neighborhood Commercial corresponds to smaller commercial, retail and service-related activities found along West 6th Street, Oak Valley Parkway and Beaumont Avenue. The intent of this designation is to provide neighborhood commercial uses in proximity to residential neighborhoods. These areas should relate to the surrounding residential uses with bicycle facilities and continuous sidewalks. This land use designation permits a range of neighborhood supportive retail and service-oriented land uses.

ALLOWED LAND USES

Range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.

ALLOWED DENSITY/INTENSITY

- Maximum FAR is 1.0, typical FAR is 0.35

Non-Residential Designation

GENERAL COMMERCIAL (GC)

DESCRIPTION

General Commercial provides a concentration of "big box" and "large format" retailers in commercial shopping centers that serve adjacent neighborhoods. Most of the parcels included in this land use designation are located south of I-10 Freeway, along SR-79, and Highland Springs Avenue and around the Oak Valley Parkway interchange. These areas have convenient access from both existing and future residential neighborhoods within the City and for residents in the surrounding communities.

ALLOWED LAND USES

Variety of "big box" and "large format" retailers in commercial shopping centers that serve adjacent neighborhoods.

ALLOWED DENSITY/INTENSITY

- Maximum FAR is 0.75, typical FAR is 0.35

Non-Residential Designation

EMPLOYMENT DISTRICT (ED)

DESCRIPTION

The Employment District designation provides space for a range of employment uses to help expand and diversify the City's economy. The desired employment uses are market-supported light industrial, research and development, creative office and maker space type uses. The employment uses are supported by retail, service and other supportive uses. Manufacturing, distribution and warehouse uses are not permitted. In order to maximize the synergies created by compatible uses, a minimum development intensity is established.

ALLOWED LAND USES

Employment uses for market-supported light industrial, research and development, creative office and maker space type uses. Includes retail, service and other supportive uses.

ALLOWED DENSITY/INTENSITY

- Minimum FAR is 0.5 and
- Maximum FAR is 1.0

INDUSTRIAL (I)

DESCRIPTION

The Industrial designation is characterized by a wide range of industrial uses, including "stand-alone" industrial activities as well as business parks. Other types of permitted development within this land use category includes research parks, private trade schools, colleges, and business complexes containing a mix of light industrial, distribution, office, and commercial or supportive retail activities. Most of the parcels included in the Industrial land use designation are found in the Interstate Employment Subarea located south of the SR-60 Freeway.

ALLOWED LAND USES

Range of industrial uses, including "stand-alone" industrial activities, general industrial, light industrial, research parks, private trade schools, colleges, and business parks.

ALLOWED DENSITY/INTENSITY

- The permitted floor area ratio (FAR) range is 0.25 to 0.75 with an average of 0.45.

Mixed Use Designation

DOWNTOWN MIXED USE (DMX)

DESCRIPTION

As further outlined in Chapter 11, the Downtown Mixed-Use designation supports a lively, thriving Downtown area by accommodating a mix of uses at a variety of densities and intensities. Active and retail uses are required along the Sixth Street and Beaumont Avenue street frontages in order to create a pedestrian-oriented and vibrant environment. This designation provides for vertical and horizontal mixed-use development.

The intent of the properties along the segment of Beaumont Avenue located between Sixth Street (on the south) and 14th Street (on the north) is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities in conjunction with residential uses. Future non-residential development shall be compatible with neighboring residential development.

This designation also provides for multifamily housing options along the Sixth Street Corridor east of Pennsylvania Avenue will have densities at the higher end of the range, with nodes of commercial at key intersections. The multi-family housing is supportive of the retail and commercial uses in downtown and is near the future transit station south on Pennsylvania Avenue. Live/work units are permitted and encouraged.

ALLOWED LAND USES

Mixed-use buildings with active ground floor retail uses, upper level professional offices, service activities in conjunction with multi-family residential uses and live/work units.

ALLOWED DENSITY/INTENSITY

- See Chapter 11

Mixed Use Designation

URBAN VILLAGE (UV)

DESCRIPTION

The Urban Village designation applies to a specific area of the City situated between the I-10 and the SR-60 Freeway corridors. Within this area, a variety of specialized land uses that capitalize on the area's unique location are contemplated. These uses include a regional commercial center, higher density residential development, and abundant open space and recreation amenities. Educational uses are also permitted. This area will be developed in phases. The value of the Urban Village derives from its compactness, and the degree to which it allows a larger number of residents to live near shops, transit and employment. This area is designated as a housing site (2,500 units +) in the City's Housing Element. A Specific Plan is strongly encouraged for this area.

The second Urban Village (South) designation takes advantage of access provided by SR-79 and the proximity of the future transit station at Pennsylvania. It allows for a variety of specialized land uses, including regional serving commercial and higher density residential development at average densities of 20 du/acre. Educational uses are also permitted. The value of Urban Village South derives from its compactness, and the degree to which it allows a larger number of residents to live near shops, transit and employment. A Specific Plan will be required for this area.

ALLOWED LAND USES

Variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses and abundant open space and recreation amenities.

ALLOWED DENSITY/INTENSITY

The permitted density range is between 12 and 24 du/acre; The permitted floor area ratio (FAR) is up to 1.0.

Mixed Use Designation

TRANSIT ORIENTED DISTRICT OVERLAY (TOD OVERLAY)

DESCRIPTION

The TOD Overlay provides for an alternate designation in the area around the future Metrolink transit station. The intent of the Overlay is to take advantage of the proximity of transit and permit residential and supportive employment and commercial uses within walking distance of the station. TOD uses may be developed before the transit service is established in Beaumont.

ALLOWED LAND USES

Residential and supportive employment and commercial uses near the future Metrolink transit station.

ALLOWED DENSITY/INTENSITY

- The permitted density range is between 20 and 30 du/acre;
- The permitted floor area ratio (FAR) is up to 1.0.

Other/Public Designations

PUBLIC FACILITIES (PF)

DESCRIPTION

Public Facilities applies to those land uses that serve a public and/or civic use.

ALLOWED LAND USES

Public and/or civic use, including Civic Center, city yard, libraries, and K-12 public schools.

ALLOWED DENSITY/INTENSITY

- The maximum permitted floor area ratio is 1.0.

Other/Public Designations

OPEN SPACE (OS)

DESCRIPTION

The Open Space designation refers to open space lands used for recreation and conservation including parks, trails, and golf courses.

ALLOWED LAND USES

Passive and active parks, trails, golf courses, public community centers, supportive maintenance sheds, etc.

ALLOWED DENSITY/INTENSITY

- N/A

GOALS + POLICIES

The following section includes goals and policies for the Land Use + Community Design Element. Goals and policies are followed by implementation actions. Land use and community design policies are woven throughout the General Plan, including in the Mobility, Community Facilities + Infrastructure, and Health, Equity + Environmental Justice Elements, etc.

URBAN FRAMEWORK

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policies

3.1.1 Promote a balance of land use and development types throughout the City.

3.1.2 Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.

3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

3.1.4 Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.

3.1.5 Invest in existing residential neighborhoods adjacent to Downtown and promote connectivity to surrounding neighborhoods.

3.1.6 Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.

3.1.7 Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.

3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit

3.1.9 Prioritize public investments and guide private investments around existing neighborhoods and districts to locate expansion areas contiguous to the existing footprint.

3.1.10 Infill vacant areas within City limits by developing new residential neighborhoods around neighborhood centers and community gathering spaces, such as schools and parks.

3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

3.1.12 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 3.2: A City that ensures the timely provision of services with phased development.

Policies:

3.2.1 Ensure that there will be adequate water and wastewater system capacity to meet projected demand. Coordinate with BCVWD to ensure access to clean and adequate water supply.

3.2.2 Continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.

3.2.3 Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

RESIDENTIAL USES

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policies:

3.3.1 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.

3.3.2 Develop a variety of housing types at varying densities that meet the needs of residents of a variety of incomes, lifestyles and needs.

3.3.3 Continue to maintain and conserve existing residential neighborhoods.

3.3.4 Continue to explore future opportunities for new residential development.

3.3.5 Incentivize infill housing development in the Downtown and new higher density housing in the Urban Villages.

3.3.6 Encourage developers to build supportive commercial uses by the time 75% of the residential uses are constructed in a Specific Plan or master planned community.

3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

3.3.8 Support ongoing maintenance and improvement of existing residential properties; in particular, encourage property owners to maintain and improve their front yards and building fronts.

3.3.9 Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.

3.3.10 Permit accessory dwelling units on single-family residential lots.

3.3.11 Discourage the construction of new gated communities. When gated communities are allowed, require frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.

3.3.12 Encourage and support the keeping of farms, including urban agriculture, and equine animals in suitable locations and upon parcels which are a minimum of one acre in size, with a maximum of two large animals per acre, and shall establish appropriate zoning provisions to accommodate animal keeping.

NON-RESIDENTIAL USES

Goal 3.4: A City that maintains and expands its commercial, industrial and other employment-generating land uses.

Policies:

3.4.1 Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.

3.4.2 Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.

3.4.3 Continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways. Encourage a second urban village in the SR-79 East Subarea.

3.4.4 Encourage development of employment-generating uses in the SR-79 West Subarea.

3.4.5 Focus economic development efforts on attracting high paying jobs to the City.

3.4.6 Continue to promote the maintenance and preservation of industrial activities and businesses that contribute to the City's economic and employment base.

3.4.7 Encourage the continued expansion of the City's industrial districts to accommodate economic development and growth.

3.4.8 Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors, especially in El Barrio.

COMMUNITY DESIGN + PUBLIC REALM

Goal 3.5: A City that promotes quality urban design to make Beaumont a more desirable place to live and work.

Policies:

3.5.1 Install gateway elements that improve the appearance of entry points leading into the City.

3.5.2 Continue to work towards the implementation of streetscape and sign standards.

3.5.3 Promote quality design in the review of commercial and residential projects.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policies:

3.6.1 Improve existing parks and public spaces throughout the City to provide beautiful,

comfortable, and inviting gathering spaces.

3.6.2 Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.

3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policies:

3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policies:

3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

3.8.2 Establish buffers between residential development and high-volume roadways, including SR-79, I-10, and SR-60, to protect residents from negative environmental health impacts.

3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

3.8.4 Prioritize access to health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens.

3.8.5 Promote access to affordable and safe opportunities for physical activity, particularly for park poor neighborhoods, such as the Town Center and El Barrio.

3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

3.8.7 Apply universal design principles to ensure that all people can experience an environment that promotes their health, safety, and welfare.

Goal 3.9: A City with neighborhoods and districts with enhanced safety and welfare of all residents and employees.

Policies:

3.9.1 Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following:

- Active public space
- Building design to promote "eyes on the street"
- Clear delineation between private and public space
- Natural access control between public and private space
- Maintenance of public places
- Removal or repair of vandalism or broken property

3.9.2 Promote Business and Neighborhood Watch programs, in addition to collaborations between residents and law enforcement, to help maintain a clean and safe environment.

3.9.3 Encourage regional partnerships that support the coordination of public safety awareness and crime prevention.

3.9.4 Improve lighting and nighttime security across all City neighborhoods to prevent crime and increase safety.

3.9.5 Support community volunteer programs, including police cadets, Volunteering In Beaumont is Excellent (VIBE) Program, and Citizen Volunteers.

3.9.6 Encourage the creation of a graffiti prevention team to remove graffiti from public property (including parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policies:

3.10.1 Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.

3.10.2 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

3.10.3 Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

3.10.4 Designate truck routes to avoid sensitive land uses, where feasible.

3.10.5 Encourage smoke-free and Vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

3.10.6 Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

3.10.7 Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

OPEN SPACE

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policies:

3.11.1 Maintain existing park and recreation facilities that will be maintained in good condition to protect the public's investment and facilitate uses.

3.11.2 Evaluate the feasibility of expanded joint-use of the open space lands used for flood control and utility easements.

3.11.3 Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.

3.11.4 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

3.11.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.

3.11.6 Encourage residential clustering and allow transfer of development rights as a means of preserving open space.

3.11.7 Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.

3.11.8 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

3.11.9 Continue to maintain the Badlands and Potrero area as primarily a functioning wildlife habitat.

3.11.10 Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policies:

3.12.1 Develop policies for hillside development in order to protect the natural environment and views.

3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

3.12.3 Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

3.12.4 Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.

3.12.5 Review the feasibility of creating a "night-time sky" ordinance to reduce light pollution.

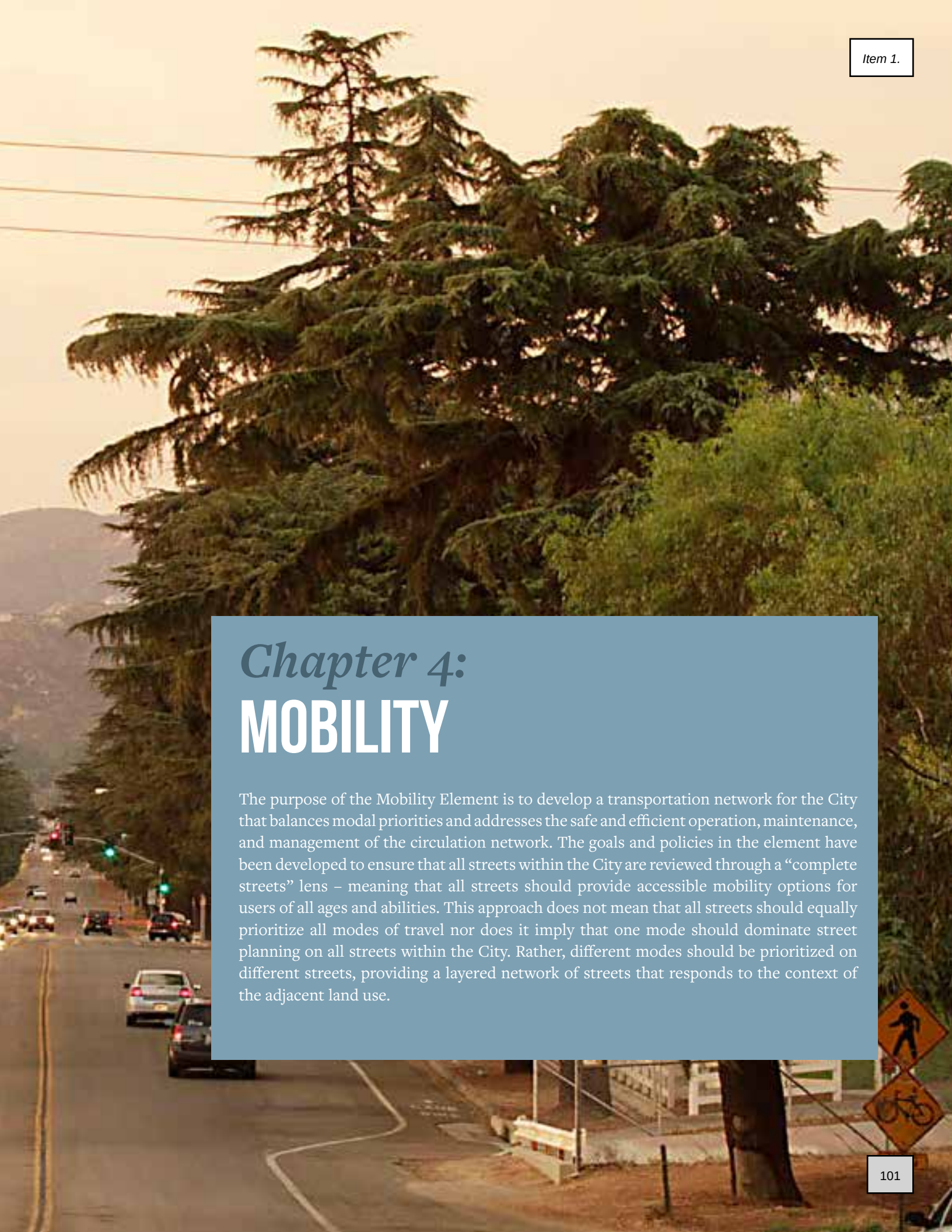
IMPLEMENTATION

Table 3.4 Implementation Strategies

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
	DEPARTMENTAL PROCESSES			
LUCD1	**Specific Plan Consistency.** Following adoption of the General Plan, review the existing, adopted Specific Plans and make changes to ensure consistency with the General Plan.	High	Short	Planning
LUCD2	**Update Zoning.** Modify zoning map and zoning standards to maintain consistency with the General Plan.	High	Short	Planning
LUCD3	**Update Subdivision Ordinance.** Update subdivision ordinance to maintain consistency with the General Plan.	High	Medium	Planning, Public Works
LUCD4	**Prepare Design Standards and Guidelines.** Prepare design guidelines to illustrate community character and complement development requirements.	Medium	Medium	Planning
LUCD5	**Development Review.** Work to find efficiencies and make development permitting as simple and as transparent as possible. • Establish online permitting processes, where possible • Integrate GIS functionality with permitting and planning	Medium	Medium	Planning
LUCD6	**Development Fees.** Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.	Medium	Medium	Planning, Public Works
LUCD7	**Development Fact Sheets.** Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions.	Medium	Medium	Planning, Building and Safety
LUCD8	**Downtown Area Plan**. Implement policies for the Downtown Area to revitalize and create an active, vibrant Downtown.	High	Short	Planning
LUCD9	**Regulatory Barriers.** Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development.	High	Short	Planning, Public Works, Building and Safety, Fire

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
LUCD10	**Development Monitoring**. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.	Medium	Medium	Planning
LUCD11	**Pedestrian Improvements Funding.** Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.	Medium	Medium	Planning, Public Works, Economic Development
LUCD12	**General Plan Review.** Review the General Plan on a four-year cycle, including a review of individual elements and community programs.	Medium	Medium	Planning
LUCD13	**Coordination of Development Plans and Infrastructure Funding.** Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.	Ongoing	Ongoing	Planning, Public Works, Economic Development
LUCD14	**Annexation Incentives.** Develop financial and regulatory incentives (e.g., reduced fee permits, expedited building permits, impact fee waivers) to promote new development in the Sphere of Influence that conforms with the vision of the General Plan, including support for employment uses, mixed use housing, active transportation, and jobs.	High	Ongoing	Planning, Public Works, Economic Development
RESIDENTIAL USES				
LUCD15	**Infill Housing Incentive Program**. Establish an infill housing incentive program. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.	High	Ongoing	Planning, Public Works, Economic Development, Building and Safety
LUCD16	**Core Service Areas.** Prioritize capital spending in neighborhoods that promote active transportation, mixed use support improvements to its core service areas	High	Ongoing	Planning, Public Works, Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
NON-RESIDENTIAL USES				
LUCD17	**Mixed Use Development.** Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development.	Medium	Medium	Planning, Public Works, Economic Development
LUCD18	**District Marketing.** Create a branding and marketing strategy for Downtown, business, and employment districts in the City.	High	Ongoing	Planning, Economic Development
COMMUNITY DESIGN + PUBLIC REALM				
LUCD19	**Wayfinding Program.** Implement a wayfinding and signage program to improve visibility to key City parks, Potrero Reserve, the Plunge, gateways, and nearby recreational destinations.	Medium	Medium	Planning, Community Services
LUCD20	**Placemaking Program.** Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.	Medium	Medium	Planning, Public Works
LUCD21	**Light Pollution Guidelines.** Adopt guidelines for outdoor lighting located in proximity to wildlife and habitat areas in order to minimize light pollution.	Medium	Medium	Planning, Public Works
LUCD22	**Tree Planting Program.** Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).	Low	Long	Planning, Community Services
OPEN SPACE				
LUCD23	**Joint Use.** Create a joint use agreement with the Flood Control District and other utility companies to allow residents greater park and recreational access.	Medium	Medium	Planning, Parks District, Community Services, Public Works
LUCD24	**Maintenance Plan.** Develop a park maintenance plan that specifies the types of maintenance required for each park and timing of such work.	Medium	Medium	Planning, Public Works, Parks District
LUCD25	**Hillside Development Ordinance.** Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.	Medium	Medium	Planning, Community Services, Public Works



Chapter 4: MOBILITY

The purpose of the Mobility Element is to develop a transportation network for the City that balances modal priorities and addresses the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in the element have been developed to ensure that all streets within the City are reviewed through a "complete streets" lens – meaning that all streets should provide accessible mobility options for users of all ages and abilities. This approach does not mean that all streets should equally prioritize all modes of travel nor does it imply that one mode should dominate street planning on all streets within the City. Rather, different modes should be prioritized on different streets, providing a layered network of streets that responds to the context of the adjacent land use.

STATUTORY REQUIREMENTS

The following statutory requirements effect the goals and policies outlined in this Mobility Element.

COMPLETE STREETS ACT

The California Complete Streets Act of 2008 (AB 1358) was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities.

GLOBAL WARMING SOLUTIONS ACT

The Global Warming Solutions Act (AB 32) was signed into law on September 27, 2006. AB 32 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. This bill requires the California Air Resources Board (CARB) to develop regulations to reduce greenhouse gas emissions to 1990 levels by 2020. On January 1, 2012 the greenhouse gas rules and market mechanisms, adopted by CARB, took effect and became legally enforceable.

The reduction goal for 2020 is to reduce greenhouse gas emissions by 25% of the current rate in order to meet the 1990's level, and a reduction of 80% of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce greenhouse gases. The scoping plan has a range of greenhouse gas reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program.

CARB recognizes cities as "essential partners" in reducing greenhouse gas emissions (GHGs). As such, the Air Resources Board has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies.

The City of Beaumont should follow the example of other cities that voluntarily strive to comply with AB 32 and implement GHG reduction strategies into the City's General Plan.

SUSTAINABLE COMMUNITIES + CLIMATE PROTECTION ACT

The Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, which will help to meet the statewide targets for reducing greenhouse gas emissions set by AB 32.

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achieving the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2016.

The City of Beaumont will incorporate components to comply with SB 375 by incorporating components into the General Plan. Applicable components of the SCS include:

- Support transit-oriented development.
- Support infill housing development and redevelopment.
- Support mixed-use development that improves community walkability.
- Improve jobs-to-housing ratio.
- Promote land use patterns that encourage the use of alternatives to single-occupant automobile use.
- Apply Transportation System Management (TSM) and complete streets practices to arterials to maximize efficiency.
- Improve modes through enhanced service, frequency, convenience, and choices.
- Expand and enhance Transportation Demand Management (TDM) practices to reduce barriers to alternative travel modes and attract commuters away from single occupant vehicle travel.

Transit oriented development and bikability support sustainable communities.

SB 743 – CEQA CHANGES

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including vehicle miles traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into CEQA guidelines.

RELEVANT PLANS + STUDIES

BIKEWAY AND PEDESTRIAN MASTER PLAN

The City of Beaumont adopted a Bikeway and Pedestrian Master Plan in 2011 with the intent to increase the connectivity of existing infrastructure to better service the City's population. The Bikeway and Pedestrian Master Plan identifies the development of bicycle and pedestrian facilities and improvements. It also promotes bicycle and pedestrian education and safety programs.

GOLF CART TRANSPORTATION PLAN

To promote the use of an alternative form of non-polluting transportation, the City of Beaumont has developed a Golf Cart Transportation Plan (GCTP). This plan introduces golf cart facilities, such as golf cart routes, to link neighborhoods with various attractions, such as retail, medical, and recreational facilities. The GCTP and golf cart network are discussed more later in this document.

SETTING THE SCENE

Mobility serves as a key component of a City. City-owned streets represent important infrastructure and need to be planned for accordingly. However, streets need to be properly sized to meet the user's demand. Making streets unnecessarily wide increases the City's capital and maintenance costs, increases vehicle speeds, and increases pedestrian exposure while crossing the roadway. Under sizing a roadway can create congestion and increase travel times for vehicles and deliveries. The goal of this Element is to develop a street network that balances the needs of all users.

The following strategies shall guide public and private transportation investments to achieve the vision reflected in the General Plan, including:

- ***MANAGE TRAFFIC:*** The City will support the safe and efficient movement of goods and services by providing signal synchronization and allowing optimum flow in automobile prioritized corridors.
- ***ENCOURAGE COMPLETE STREETS:*** The City will provide a safe, efficient, and accessible transportation system that serves the mobility needs of users of all ages and abilities.
- ***SUPPORT ACTIVE TRANSPORTATION:*** The City will provide a network of bicycle and pedestrian infrastructure that supports the City's complete street efforts and provides connectivity to existing local and regional facilities, activity centers in the City, employment areas, parks, open space, and the downtown area.
- ***PROMOTE TRANSIT:*** The City will work with SunLine Transit and Riverside County Transit Commission (RCTC) to analyze and forecast commuter traffic trends to develop a more efficient transit system.
- ***ENSURE EFFICIENT GOODS MOVEMENT:*** The City will identify strategies to encourage timely and efficient goods movement that does not compromise quality of life in Beaumont, by minimizing congestion, air pollution, and noise.
- ***MANAGE PARKING:*** In key subareas, like the downtown area, the City will pursue the "right sizing" of off-street parking within the City by encouraging shared parking, reducing parking requirements, and unbundling parking where appropriate.
- ***INTEGRATE TRANSPORTATION NETWORK COMPANIES (TNCS) AND AUTONOMOUS VEHICLES (AVS):*** Beaumont will plan for and support an increase in the use of TNCs and AVs.

Statutory requirements inform each of the strategies to address the above key considerations. These statutory requirements are summarized and explained in the following section.

MANAGE TRAFFIC

Beaumont's roadway system can be improved by reducing congestion and increasing connectivity. The community has expressed that it is particularly important to implement these improvements before additional housing developments are implemented. Also, special attention needs to be directed towards securing funding for any of these improvements to materialize.

TRANSPORTATION DEMAND MANAGEMENT

This Mobility Element also supports and promotes Transportation Demand Management (TDM) and Transportation Systems Management (TSM) techniques. TDM consists of programs and policies to reduce demand for single occupancy vehicles (SOVs). Examples of TDM measures include creating carpooling and car-sharing programs. Beaumont can also encourage local employers to reduce congestion by allowing their employees to have flexible (i.e., non-peak) work hours or to telecommute. Employers can also be persuaded to subsidize bus or rail tickets, which can ultimately lead to less vehicles on the road.

Beaumont can collaborate with employers to provide bicycle facilities (e.g., lockers, lanes, and office showers) around major employment centers. The City can increase transit use and decrease SOV use by offering shuttle services to nearby transit stations, such as the Walmart Transfer area and the future passenger rail station. Similarly, Beaumont can encourage biking through creating bike sharing programs as well as safe and secure bike parking facilities.

Beaumont can also implement TSM techniques to improve congestion. TSM solutions that would reduce congestion are coordinating traffic control devices (e.g. signal synchronizing), better managing driver information signs, and monitoring traffic flow through advanced electronic control methods.

MANAGE LEVEL OF SERVICE

Level of service is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS "A," representing completely free-flow conditions, to LOS "F," representing breakdown in flow resulting in stop-and-go conditions. LOS "E" represents operations at or near capacity and is an unstable level during which vehicles are operating with minimum space for maintaining uniform flow. As such, on key auto-priority corridors, it is important to improve those facilities to allow for freer movement of travel. However, in key areas of the City where retail, pedestrian, and bicycle travel are expected (such as the City's downtown core of Beaumont Avenue and Sixth Street), slower travel is expected (improving safety) and free-flow travel is not desired.

There are several strategies to improve LOS on key auto-priority roadways. These include synchronizing signals, which as mentioned, would also decrease congestion. Also, implementing complete streets policies would reduce demand for single occupancy vehicles and thus reduce intersection and roadway LOS delay.

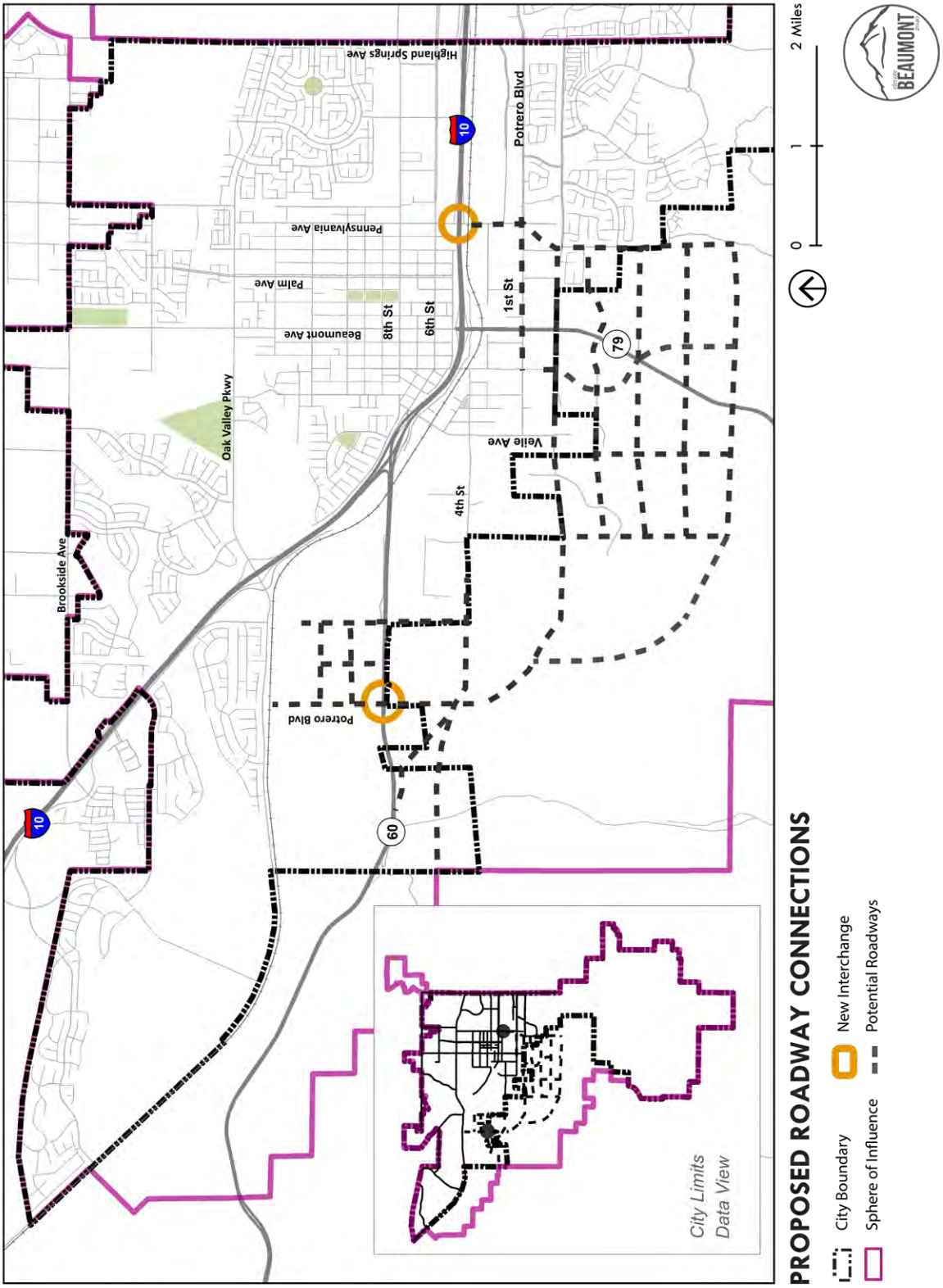
INCREASE CONNECTIVITY

Beaumont's existing network has varying levels of connectivity. Downtown Beaumont is highly connected with short blocks in a traditional grid pattern. This promotes access between different uses and establishes multiple routes. Other areas, and especially the newer areas of the City, lack connectivity due to minimal infrastructure that provides alternate routes to access regions of the City. Figure 4.1 shows proposed street connections to better connect the City. Completion of these connections will benefit motorists (in terms of reduced delays and travel times), and bicyclists and pedestrians in terms of greater accessibility.

The City should encourage new development to provide short block spacing consistent with the Land Use and Community Design Element to enhance connectivity to neighborhoods. In addition, the Mobility Element promotes reuse of the existing roadway width or the minor expansion of the existing right-of-way (ROW) to accommodate a more complete street. This is especially important in the downtown area, where walking and bicycling should be prioritized over driving.

Beaumont Avenue in Downtown Beaumont is well connected with short blocks and a grid patterned street network.

Figure 4.1 Proposed Roadway Connections



IMPLEMENT COMPLETE STREETS

A complete streets vision is a shift in how cities plan and design their street systems. Cities now recognize the street as a public space that should serve all users of the system (e.g. seniors, children, bicyclists, pedestrians, etc.), while being sensitive to the adjacent land use context. The Mobility Element is consistent with and further enhances state and federal requirements by implementing "complete streets" strategies.

The National Complete Streets Coalition, a subsection of Smart Growth America, defines complete streets as networks that are designed and operated to enable safe access for users of all ages and all modes of transportation. The Coalition identifies the following ten key components that make up a comprehensive complete streets policy:

- Vision for how and why the community wants to complete its streets.
- Specifies that "all users" includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses and motor vehicles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, and connected network for all modes.
- Adoptable by all agencies to cover all roads.
- Directs how to use the latest and best design criteria and guidelines, while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Performance standards with measurable outcomes.
- Specific next steps for implementation of the policy.

Complete streets acknowledge that each street within the city is unique given its geographic setting, adjacent land uses, and the desired use of that facility. As such, this element identifies a street typology appropriate for the uniqueness of the street and surrounding land uses, and identifies which modes of travel (pedestrian, bicycle, vehicles, etc.) should be prioritized on that street.

ROADWAY TYPOLOGIES

This Mobility Element utilizes a layered networks approach to provide a balanced mobility system that identifies, based on the type of street typology, the travel modes for which service levels should be enhanced and maintained. Non-preferred travel modes are accommodated along the street, but their service is not prioritized. This approach also ensures that connectivity for that mode is maintained to ensure mobility throughout the City.

Figure 4.2 is a composite of the City's roadway classifications. Figures 4.3 shows the cross-sections of each roadway category in terms of desirable lane configurations/widths, medians, sidewalks, etc. Variations may occur depending on the local context, right-of-way limitations, turn lane requirements, and capacity requirements. Figure 4.4 shows streets identified as auto-priority. Figure 4.5 shows the existing bicycle facilities, and Figure 4.6 shows pedestrian and bicycle priority streets.

FREEWAYS + EXPRESSWAYS

Freeways are high-speed facilities designed to accommodate vehicles moving through the City. These facilities provide for interregional and intercity travel by automobile. They are under the jurisdiction of and operated by Caltrans. Freeways can also provide access for transit vehicles, but automobiles are prioritized. Bicycles and pedestrians are prohibited on freeways. Expressways are similar to freeways, except that access is provided at-grade in most cases. Freeways in Beaumont include Interstate 10 (I-10) and State Route 60 (SR-60). SR 79 is a State Highway that serves as an expressway .

ARTERIAL ROADWAYS + MAJOR HIGHWAYS

These facilities serve as a primary connection for all modes of travel and provide regional mobility, connecting different portions of the region to each other through the City. Arterial roadways and major highways are designed to move large volumes of traffic and provide a high level of mobility between major residential, employment, and activity centers. While these streets often prioritize vehicular travel, most of these roadways also provide bicycle and pedestrian facilities. Key facilities include portions of Oak Valley Parkway, portions of Beaumont Avenue, and Highland Springs Avenue. Given the function of these roadways to move vehicles, they typically include medians and other access management treatments to minimize conflict locations.

SECONDARY STREETS

Secondary streets are similar to arterial roadways. These streets are intended to operate with lower speeds and reduced right-of-way to reflect adjacent land uses. They provide a connection between Arterial roadways and Collectors streets. Bicycle and pedestrian facilities are prioritized on most of these streets. On-street parking is generally not provided on these roadways. Brookside Avenue, Cougar Way, and portions of First Street and California Street serve as Secondary streets.

COLLECTOR STREETS

These are streets that are intended to connect neighborhoods together. Collector streets can serve large volumes of intra-city traffic. These roadways typically direct traffic through major development nodes. They should provide accessibility for bicycles, pedestrians, and vehicles;

however, speeds should be managed to ensure that all modes safely travel together. This street type is specified along numerous streets throughout the City and can substantially vary in terms of width to encourage pedestrian activity. Palm Avenue and portions of 8th Street serve as connector streets that provide access throughout the City, as well as neighborhoods.

LOCAL STREETS

Local streets are typically located in neighborhoods and provide access to adjacent land uses (typically housing). On-street parking is typically allowed on both sides of the street. They should be designed to accommodate automobiles, but at a slow rate of speed. These streets prioritize pedestrians walking on sidewalks and cyclists typically take the lane within the roadway. Traffic calming attributes (such as bulb-outs, speed bumps, or other devices that minimize speeds) may be present.

Wellwood Avenue in Beaumont is an example of a local street.

DOWNTOWN STREETS

Downtown streets shall all be complete in nature and shall serve the area designated in the Beaumont Downtown Area Plan, specifically the Beaumont Avenue and Sixth Street corridors. The street classification for Downtown streets are further described in Chapter 11. Travel speeds shall be slow. Bicycles and pedestrians should be prioritized in these areas. On-street parking should be provided and enhanced. Pedestrian facilities shall be provided and include wide sidewalks, pedestrian scale lighting, and street furniture. These streets may also allow median parking and facilitate special events, such as farmers markets and street fairs. Streets should provide two travel lanes to limit pedestrian crossing distances and improve safety.

Figure 4.2 Roadway Classification

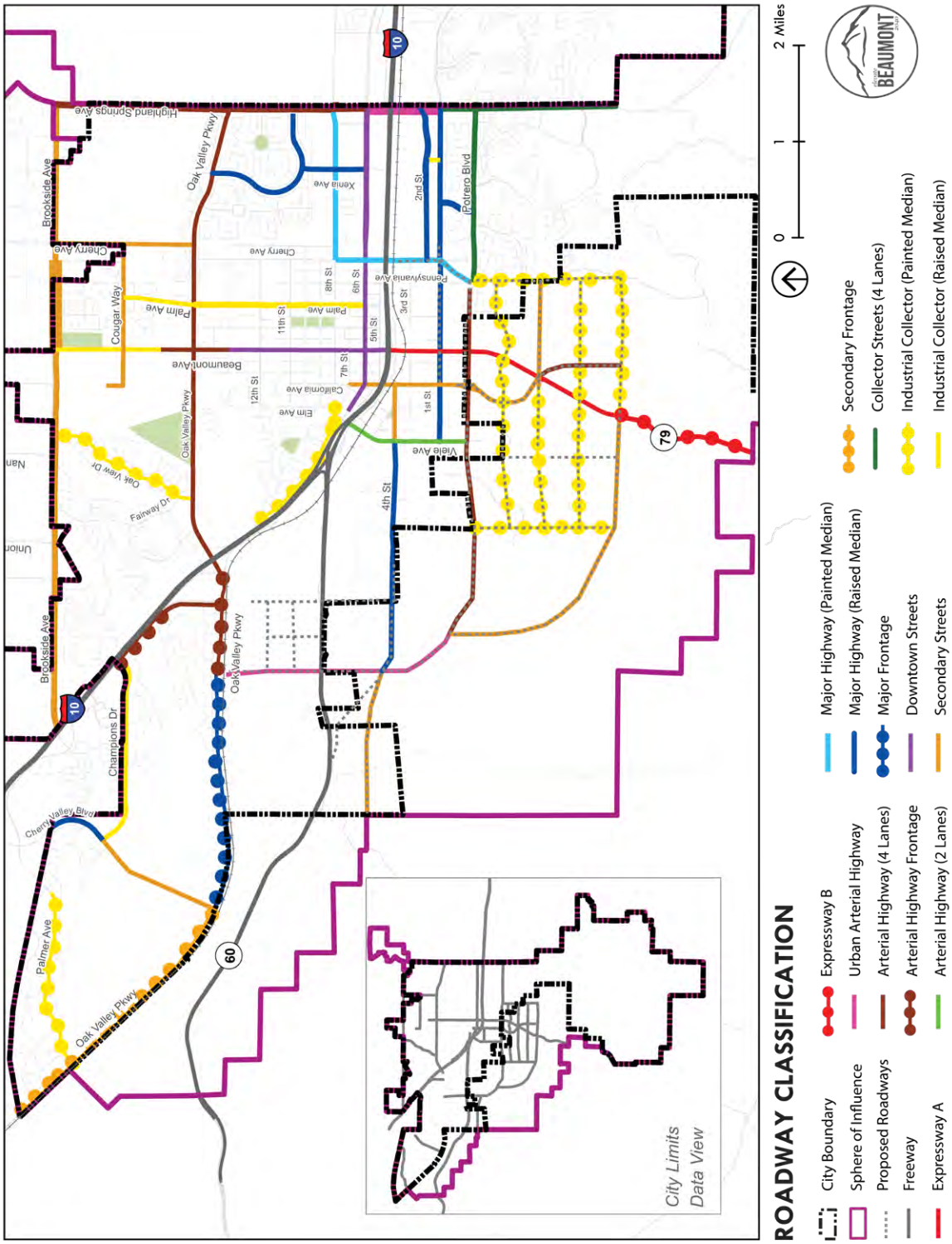
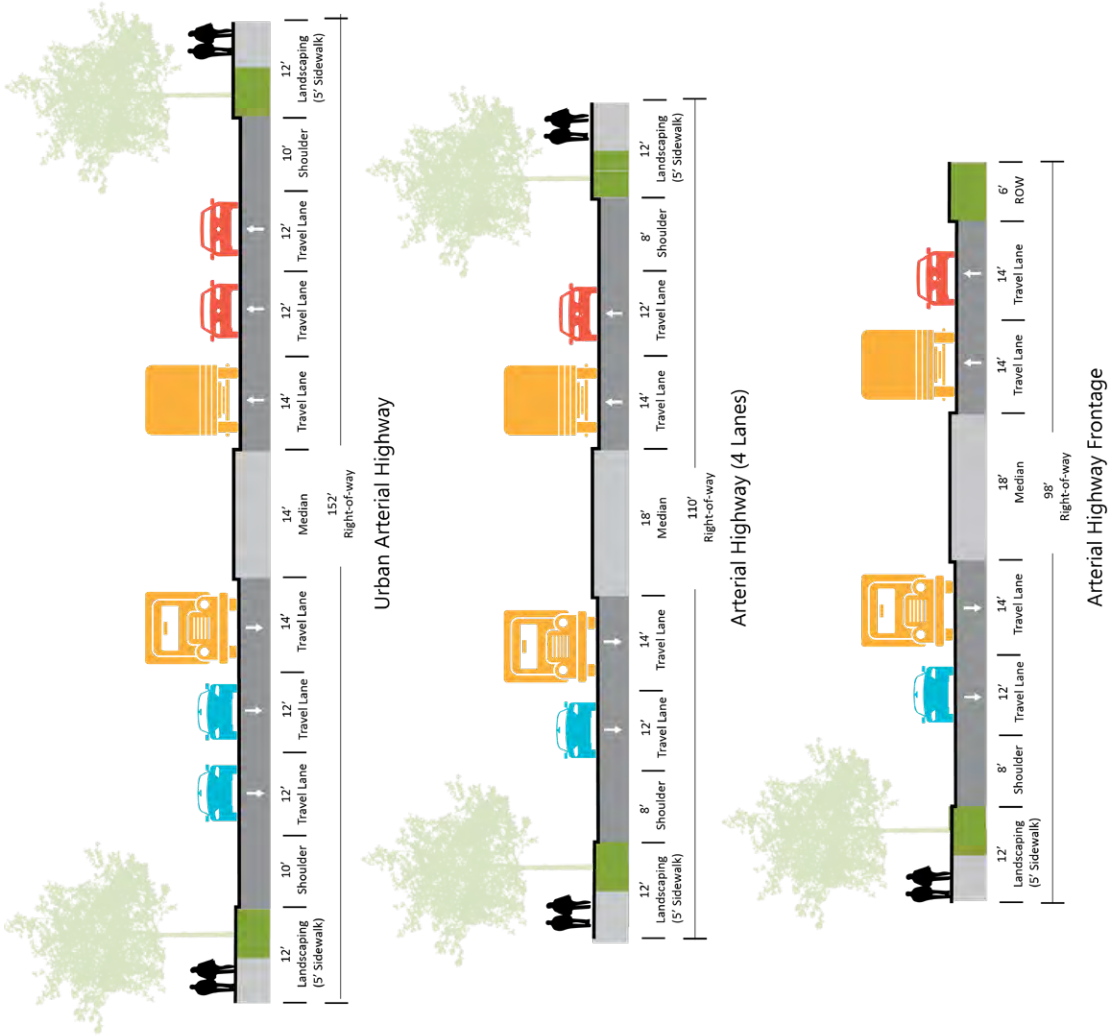
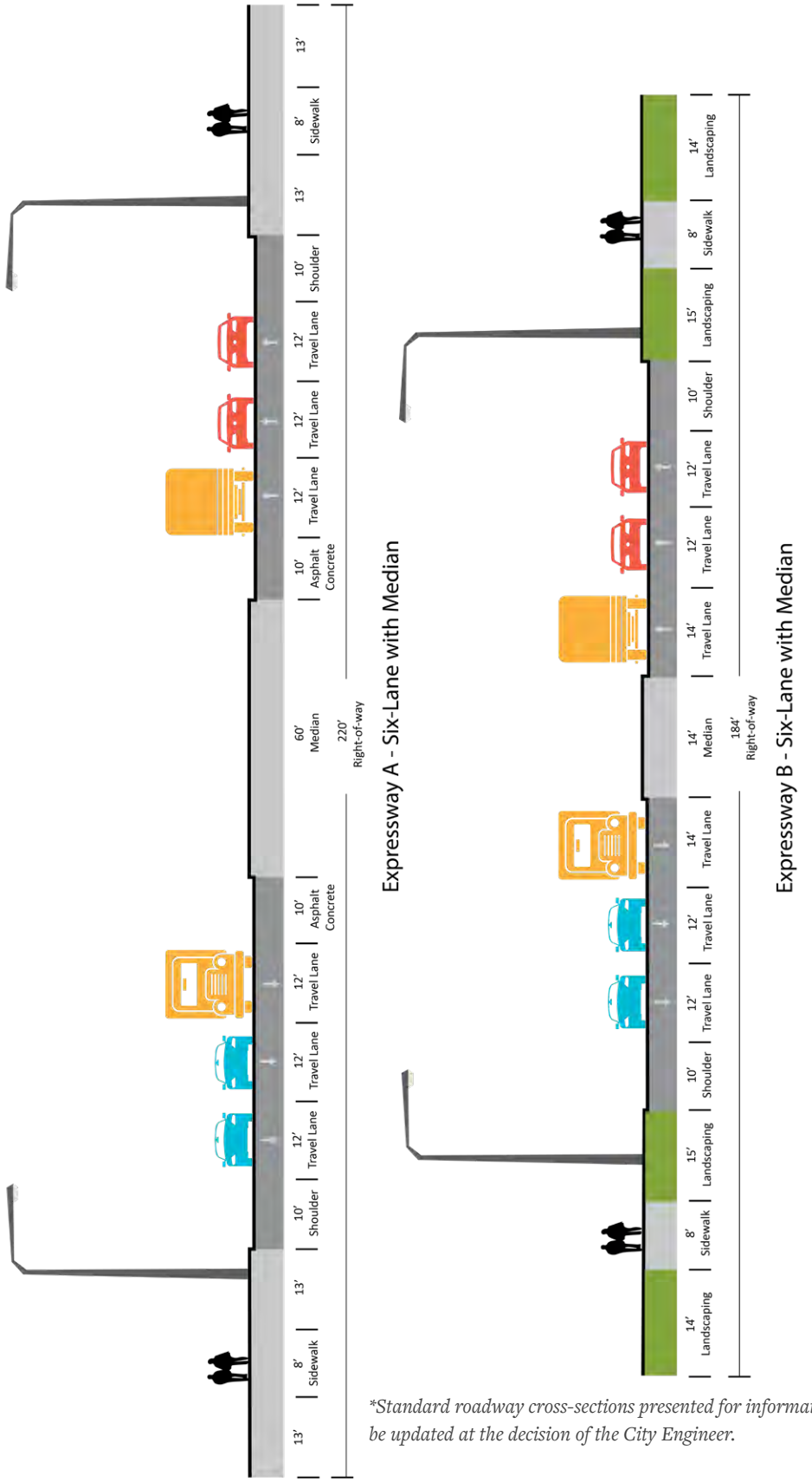


Figure 4.3 Roadway Cross-Sections - Arterial Highways



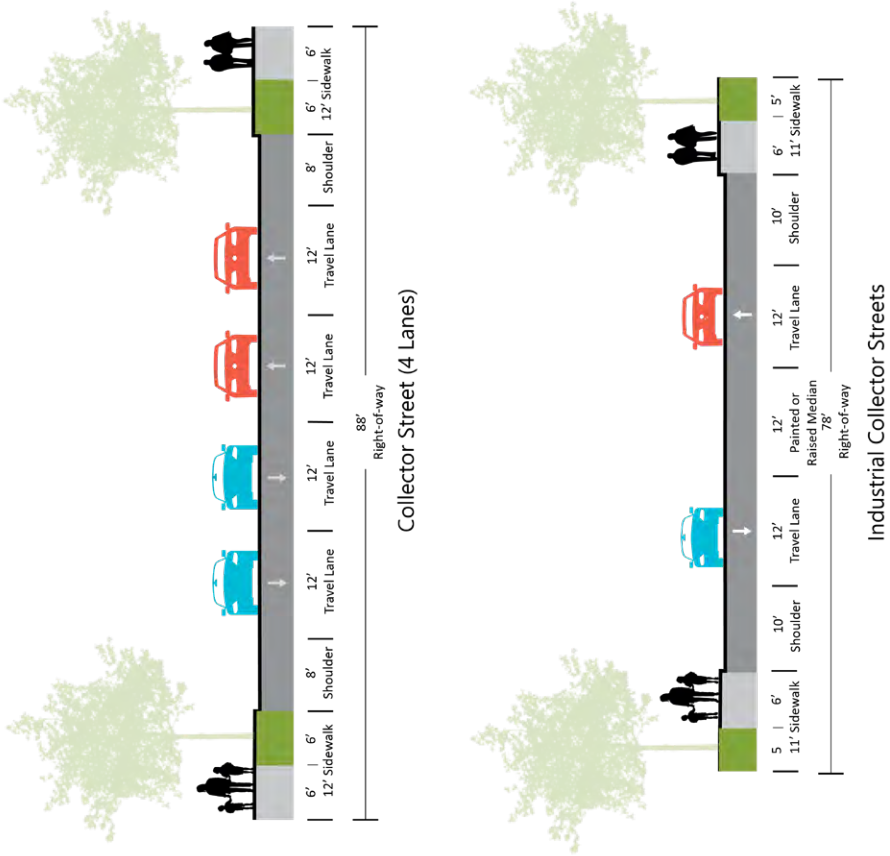
**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

Figure 4.3 Roadway Cross-Sections - Expressways



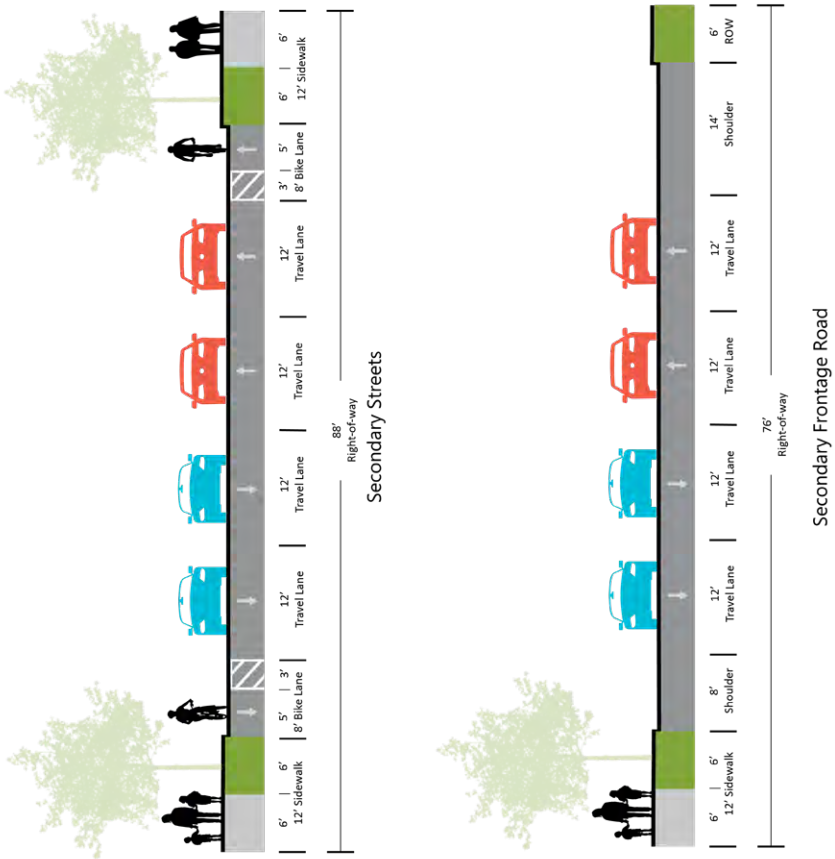
**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

Figure 4.3 Roadway Cross-Sections - Collector Streets



**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

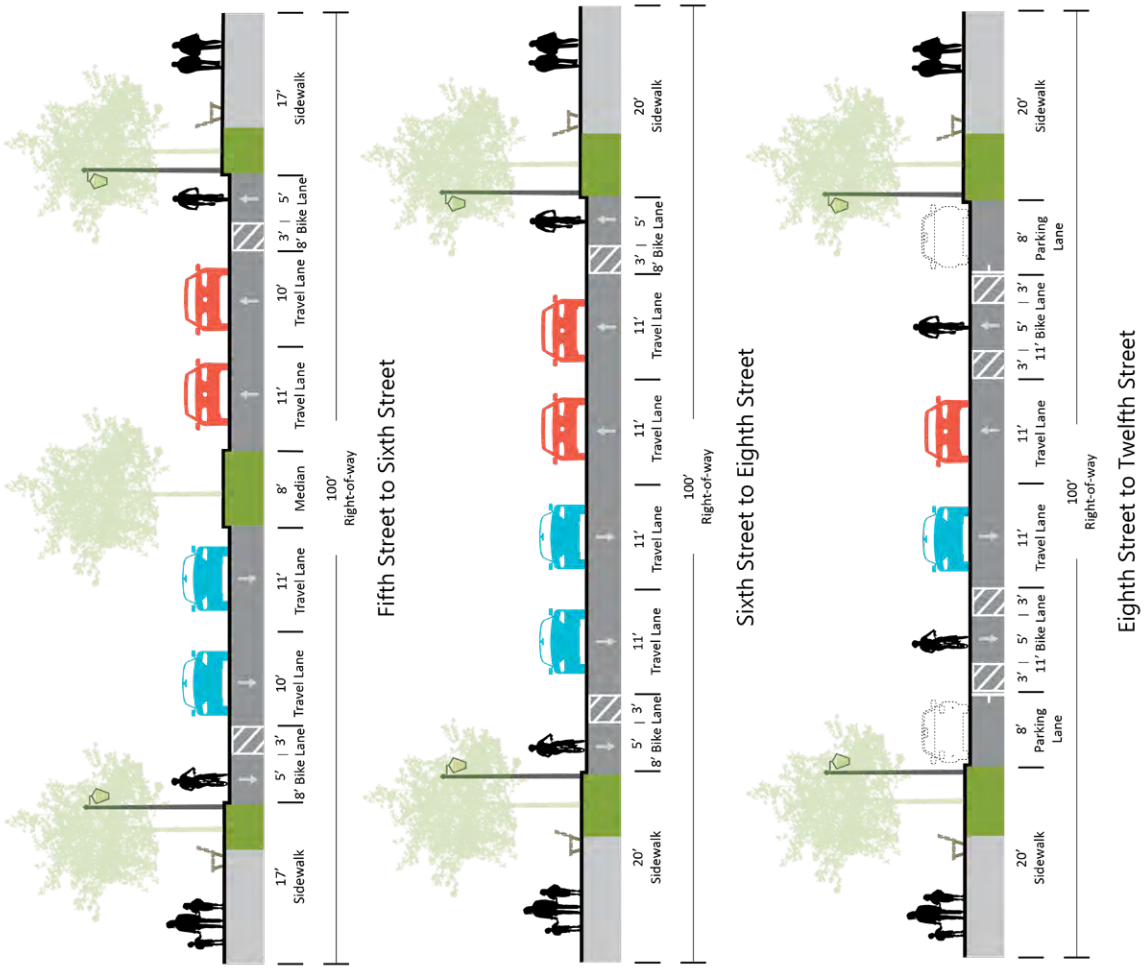
Figure 4.3 Roadway Cross-Sections - Secondary Streets



**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

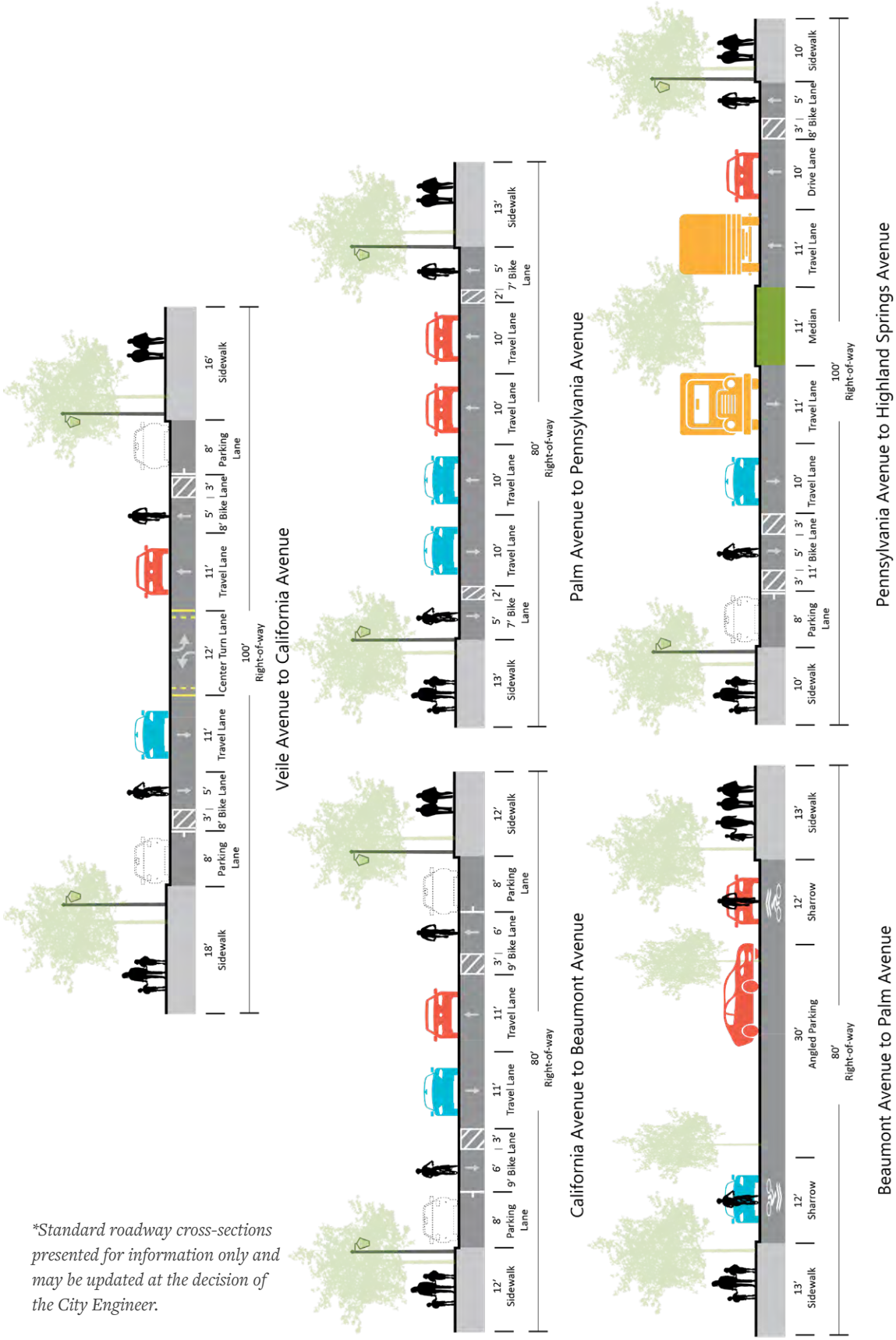
Item 1.

Figure 4.3 Roadway Cross-Sections - Downtown Streets: Beaumont Avenue



**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

Figure 4.3 Roadway Cross-Sections - Downtown Streets: Sixth Street



**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

Item 1.

Figure 4.4 Auto Priority Network

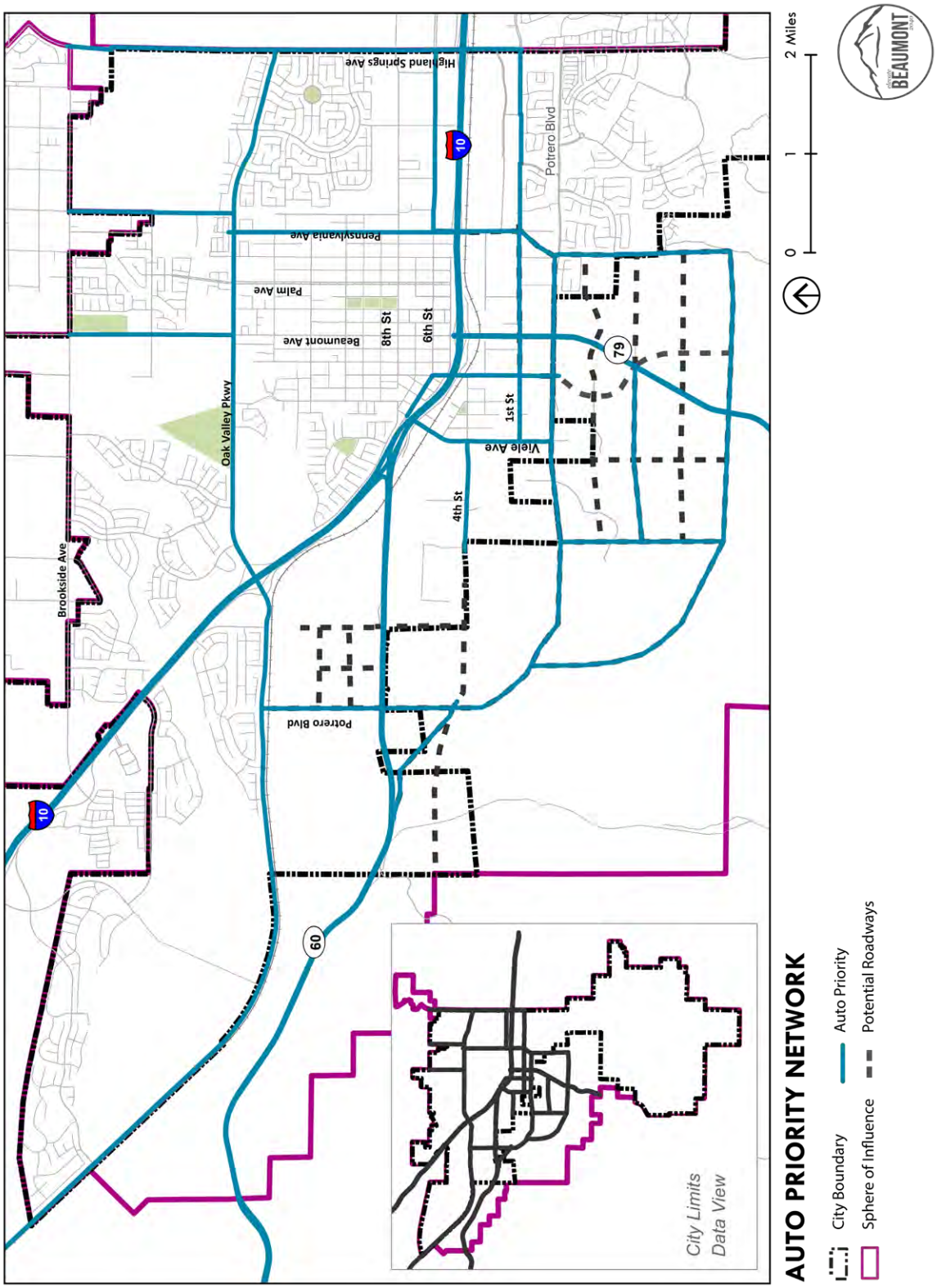
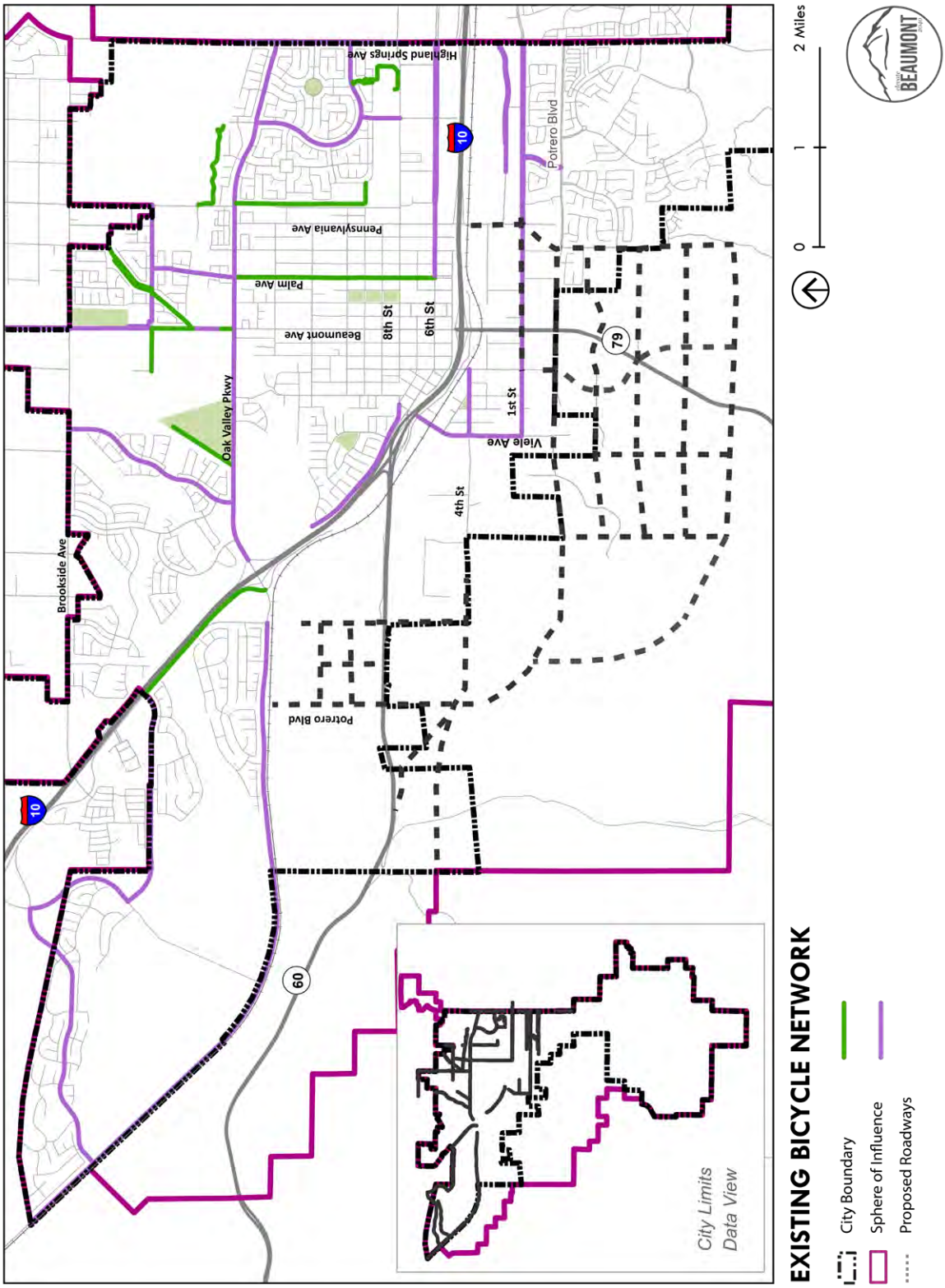
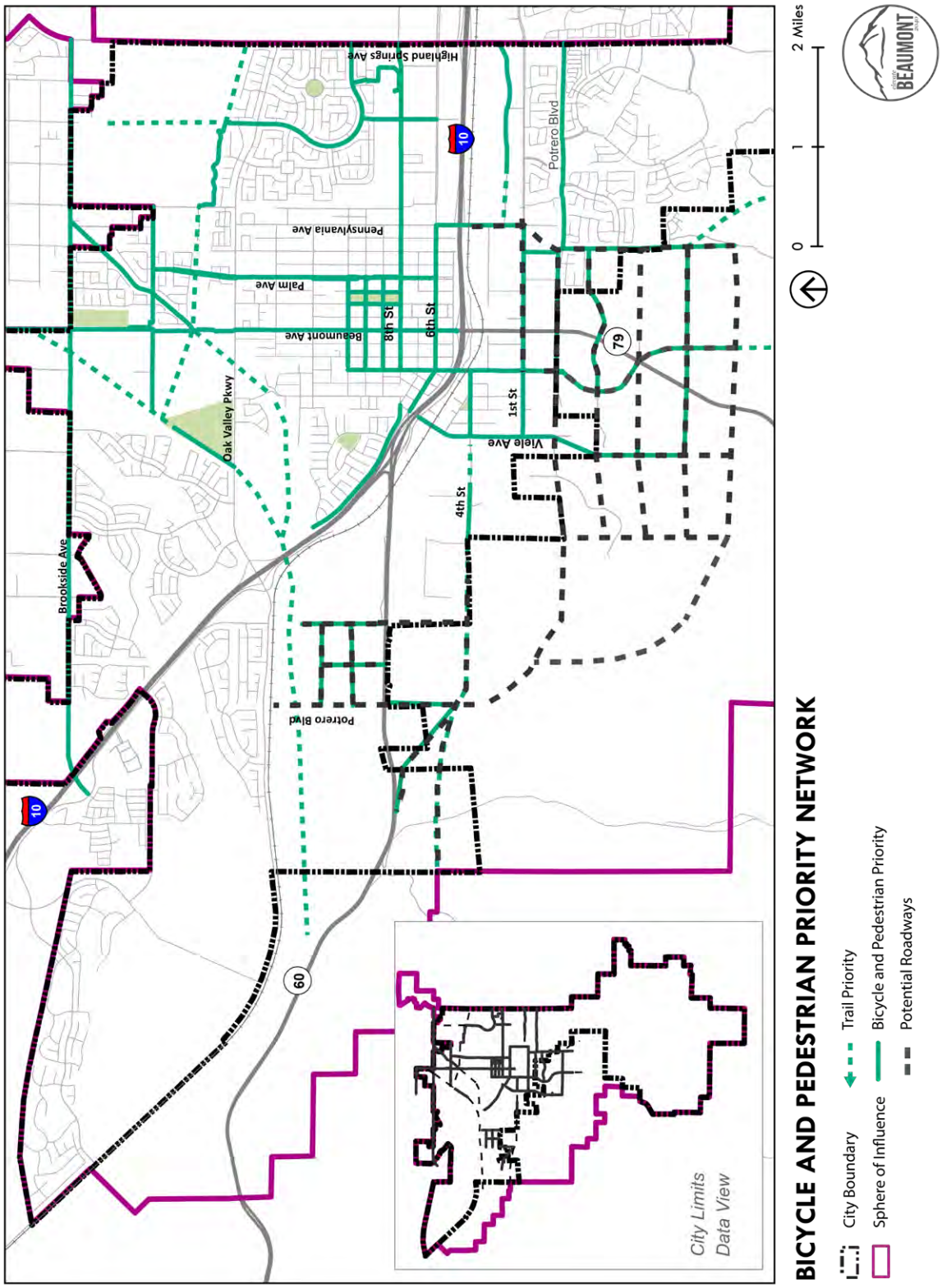


Figure 4.5 Existing Bicycle Network



Item 1.

Figure 4.6 Bicycle and Pedestrian Priority Network



SUPPORT ACTIVE TRANSPORTATION

One of the City's goals is to provide a network of bicycle and pedestrian infrastructure that supports the City's complete street efforts and provides connectivity to existing local and regional facilities, activity centers in the City, employment areas, parks, open space, and trails.

PEDESTRIAN NETWORK

A well-connected, walkable pedestrian environment enhances both personal and social wellbeing. Pedestrian facilities, (e.g. sidewalks, crosswalks, and trails) together with land uses, promote pedestrian activities, and can help increase walking as a means of transportation, recreation, and exercise. Consequently, these facilities provide significant health benefits to residents and visitors who can participate. Inadequate pedestrian facilities can discourage users, while the development of unnecessary facilities can waste money and resources.

A strong pedestrian infrastructure network enables people of all age groups and abilities to safely walk to their destinations. Pedestrian facilities help connect and provide access to schools, shopping, employment, and transit stations, among other key destinations. Pedestrian paths are primarily developed as part of the roadway and trail systems of a city and reflect the interconnected nature of circulation and transportation systems as a whole. Sidewalks in Beaumont are generally provided on at least one side of the street along most of the major roadways throughout the City; however, on roadways where sidewalk facilities are missing, the City should provide these facilities to complete and strengthen its pedestrian network. Figure 5-1 of the Existing Conditions Report (April 2017) summarized existing sidewalk facilities and identifies missing sidewalk facilities along major roadways throughout the City.

In addition to connecting available pedestrian resources, the City should prioritize the completion of sidewalks along retail land uses to provide better accessibility for pedestrians. The City's Capital Improvement Plan (September 2017) includes a project that addresses ADA ramp and sidewalk improvements. The City should ensure that missing sidewalk facilities located in the Existing Conditions are reviewed and prioritized. Enhanced pedestrian crossings and sidewalks should also be considered in areas where high pedestrian demand occurs (such as schools) and pedestrian movement should be prioritized in the developing downtown.

BICYCLE NETWORK

A comprehensive, safe, and well-maintained bikeway network with supporting facilities has multiple benefits. It can help to increase the mode share for bicycling by reducing the number of short vehicle trips. By shifting car trips to cycling trips, there is also improved circulation and reduced greenhouse gas emissions.

Safe, convenient, attractive, and well-designed bicycle facilities are essential if this mode is to be properly accommodated and encouraged. To integrate this mode within Beaumont, a network of bicycle facilities consisting of bicycle paths, lanes, and routes linking all areas of the City could be accommodated. As mentioned previously, Beaumont's Bikeway and Pedestrian Master Plan focuses on improving bicycle facilities and connectivity throughout the City.

BICYCLE FACILITY CLASSIFICATION SYSTEM

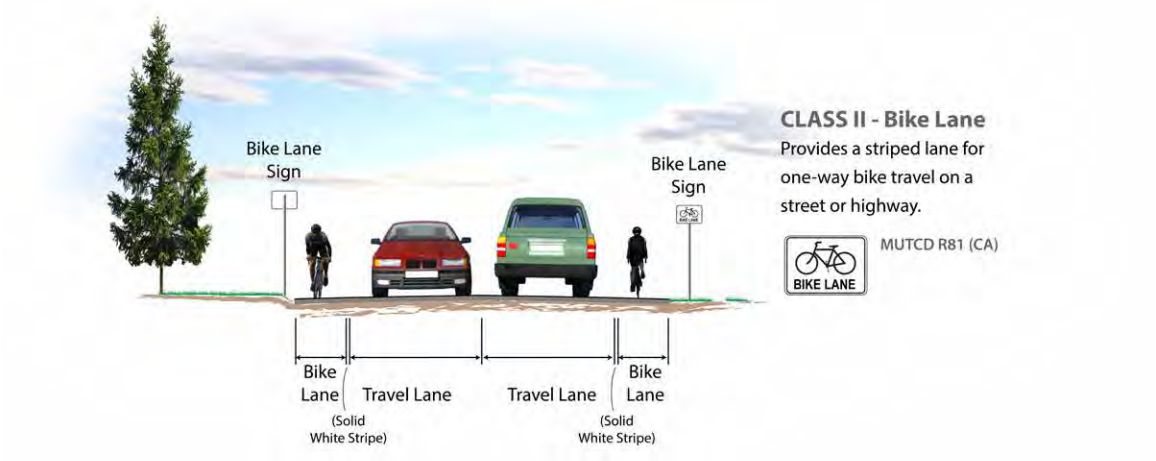
Caltrans has defined four bikeway facility types that are presented in Chapter 1000 of the Highway Design Manual. These facility types are described below.

CLASS I BIKEWAYS (BIKE PATHS)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separated right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

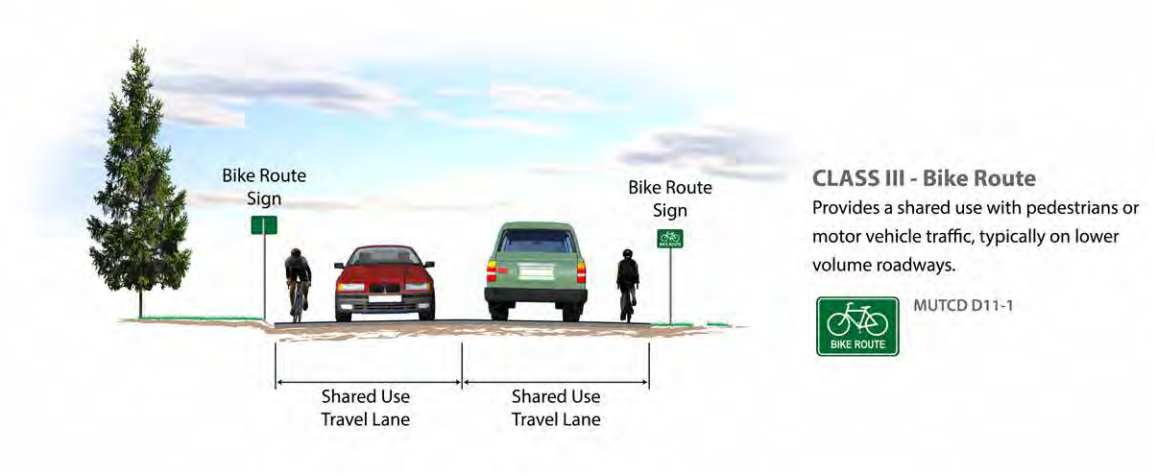
CLASS II BIKEWAYS (BIKE LANES)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.



CLASS III BIKEWAYS (BIKE ROUTES)

Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

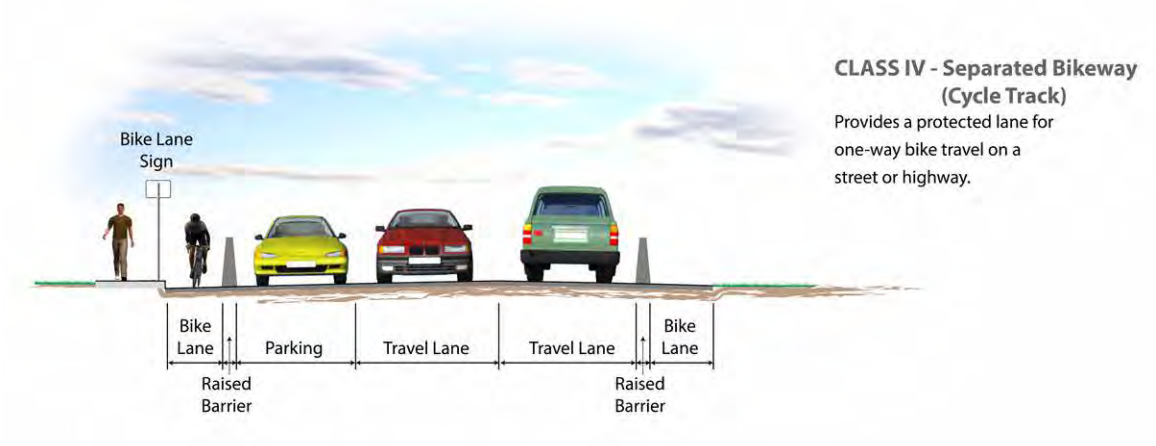


CLASS IV BIKEWAYS (CYCLE TRACKS)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separations, flexible posts, inflexible physical barriers, or on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

In addition to the four facility types described above, low traffic volume local streets also contribute to the bicycle network. These streets typically do not have a bicycle lane or signage; however, as a result of low traffic volume, may be adequately safe and efficient as bike routes.

Figure 4.5 shows existing bike facilities in the City, and Figure 4.6 shows the bicycle priority map. The bicycle priority map outlines areas where the city should focus on developing new or maintaining existing bicycle facilities. The Bikeway and Pedestrian Master Plan shall still govern local roadways and bicycle facilities not previously identified in this report.



GOLF CART NETWORK

The Golf Cart Transportation Plan (GCTP) introduces facility improvements and safety initiatives for golf cart users. Designated routes are planned to be developed along collector streets. The GCTP defines golf cart facilities as all publicly owned facilities that provide for golf cart travel, including golf cart lanes, routes, and crossings designated by signs or permanent markings, and are shared with pedestrians, bicyclists, and other motorists in the plan area. Golf cart facilities are separated into the following three categories: golf cart lanes, golf cart route areas, and golf course cart crossing zones. Each of these is described below.

GOLF CART LANES

Golf cart lanes are outlined as public roadways that are designated by signs and pavement markings for golf cart travel. The GCTP recommends that golf cart lanes are minimum of six feet in width. The plan states that theses lanes will allow golf carts to travel adjacent to automobile traffic but within a separated striped space. Golf cart lanes can share lanes with bicyclists. Second Street has golf cart lanes along its roadway.

GOLF CART ROUTE AREAS

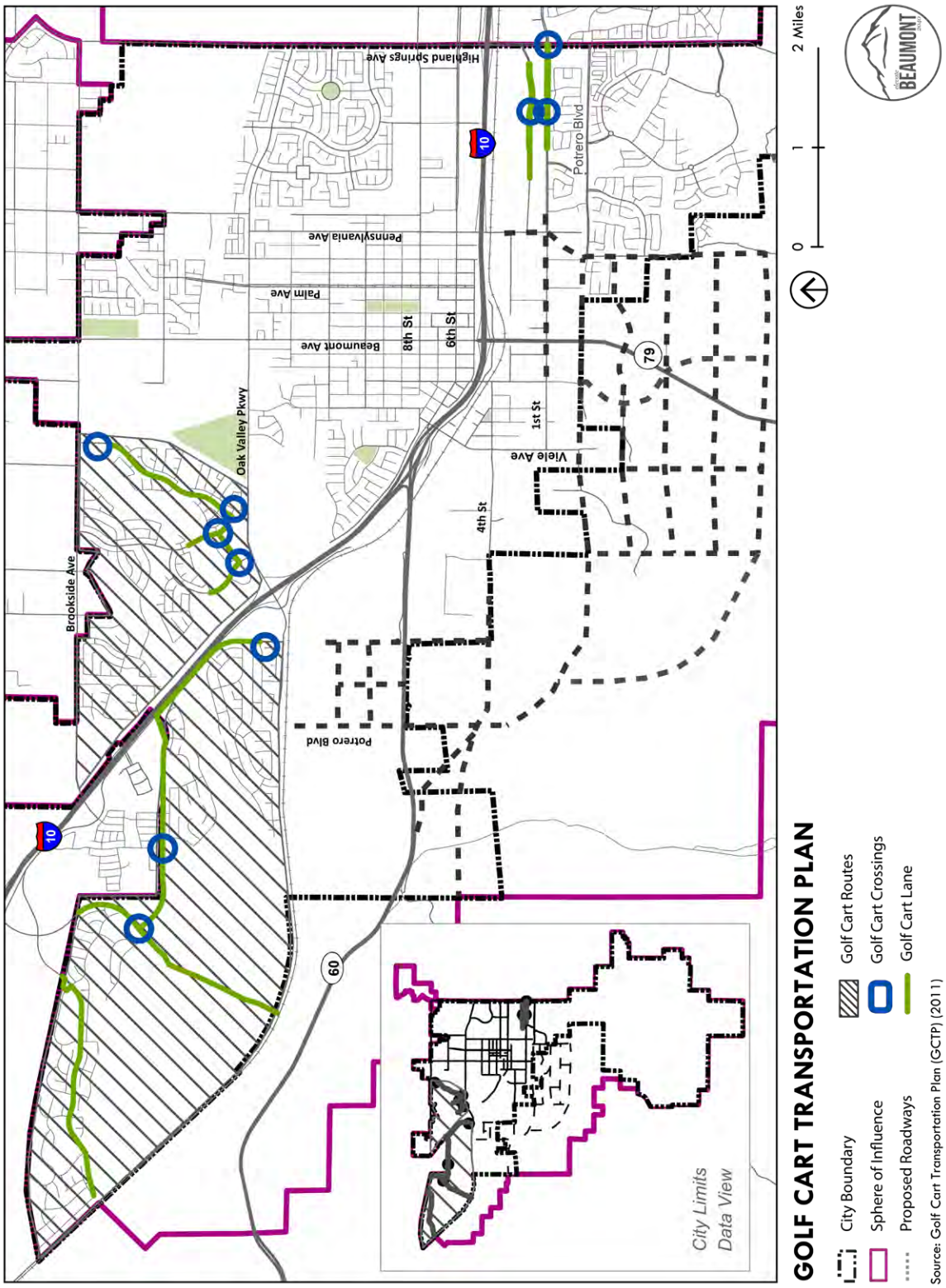
Golf cart route areas are travel lanes on residential streets that are shared with pedestrians, bicyclists, and other motorists.

GOLF COURSE CART CROSSING ZONES

Golf course cart crossing zones are classified as locations on public streets that allow golf carts to cross, at any time, other than during darkness, or any streets, except for highways. As transportation trends continue to introduce environmentally friendly modes of travel that are superior to automobiles and golf cart usage, the City should not focus on the development of additional golf cart facilities, outside of golf communities. The GCTP is shown on Figure 4.7.

Golf carts offer an alternative mode of local transportation.

Figure 4.7 Golf Cart Transportation Plan



PROMOTE TRANSIT

Transit service in Beaumont is provided by the Beaumont Pass Transit System. It provides bus service to and within the City, local schools, and surrounding destinations. Many of the users of the City's system are students traveling to/from school. This Mobility Element seeks to enhance accessibility to transit to provide more facilities and connect services to residents and visitors.

BUS SERVICE

Beaumont Pass Transit System provides services to the City of Beaumont, Cherry Valley, Calimesa and Cabazon. Riverside Transit Agency and SunLine Transit Agency also provide service to the City of Beaumont. Transit routes are generally connected and link key destinations throughout the City.

Across the nation, bus transit systems have seen declining ridership; partially as a result of increased access to vehicles associated with Transportation Network Companies (TNCs). Given these trends, Beaumont should periodically evaluate the transit system to ensure that it's operating efficiently. The City should also work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends to develop a more efficient transit system. Those routes that are inefficient or experience low ridership could be replaced with programs that subsidize TNC use, similar to other transit agencies.

FUTURE RAIL SERVICE

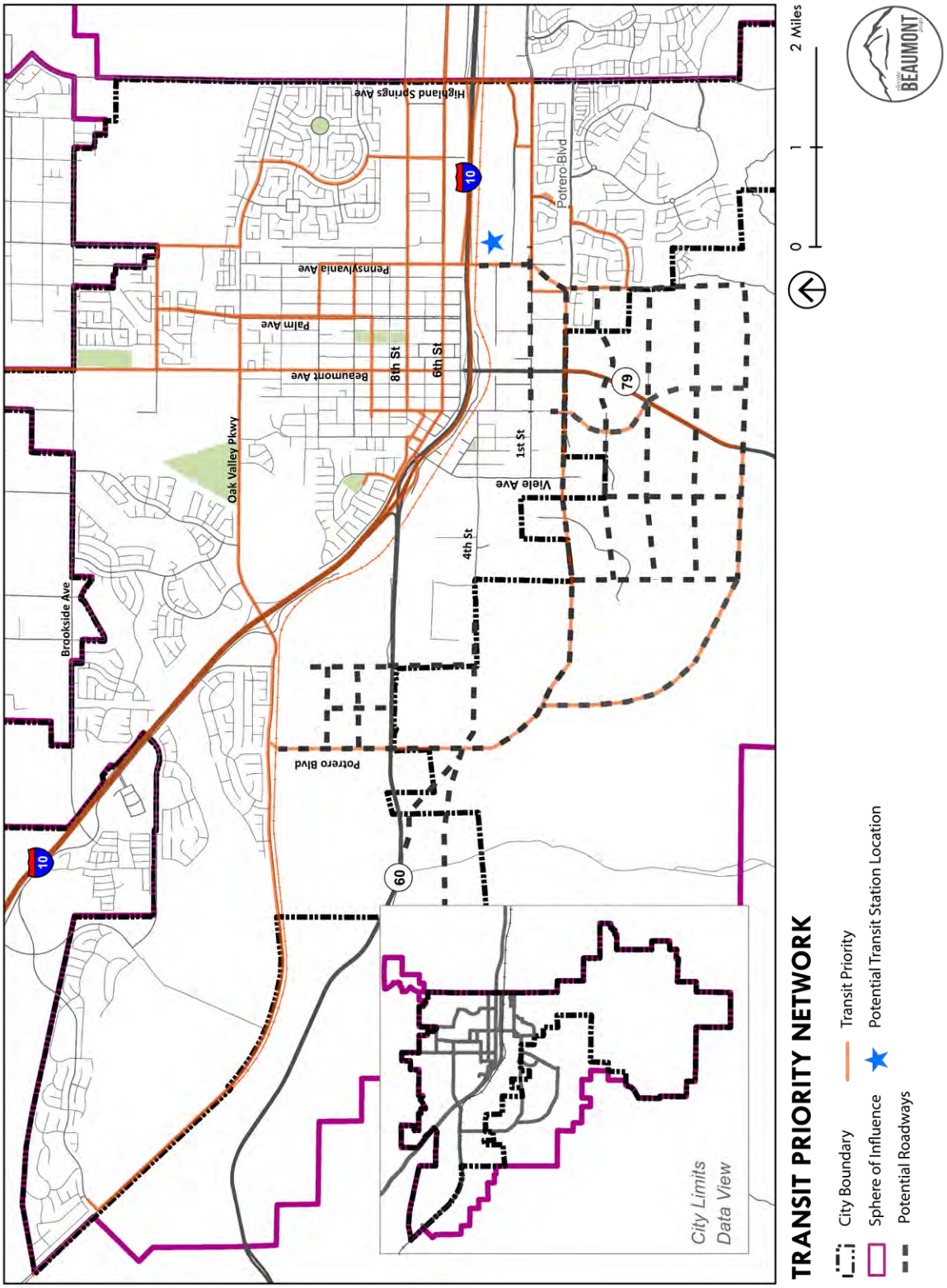
The City is also encouraged to collaborate with all transit agencies to focus on the design and implementation of a passenger rail system linking Metrolink in downtown Riverside to Metrolink service in the Coachella Valley. This passenger rail improvement has been proposed to strengthen the connections between Riverside County and Coachella Valley. The City is interested in working with system stakeholders to facilitate the installation of a transit stop in Beaumont. The station should be designed to provide access to multi-modal transportation modes and to connect the station to the City. The envisioned transit system is shown in the transit priority network in Figure 4.8.

ENSURE EFFICIENT GOODS MOVEMENT

Facilities that provide for the movement of goods and services in the City consist of the Union Pacific rail corridor and highway facilities. The City will identify strategies to encourage timely and efficient goods movement that does not significantly contribute to congestion, air pollution, and noise in Beaumont.

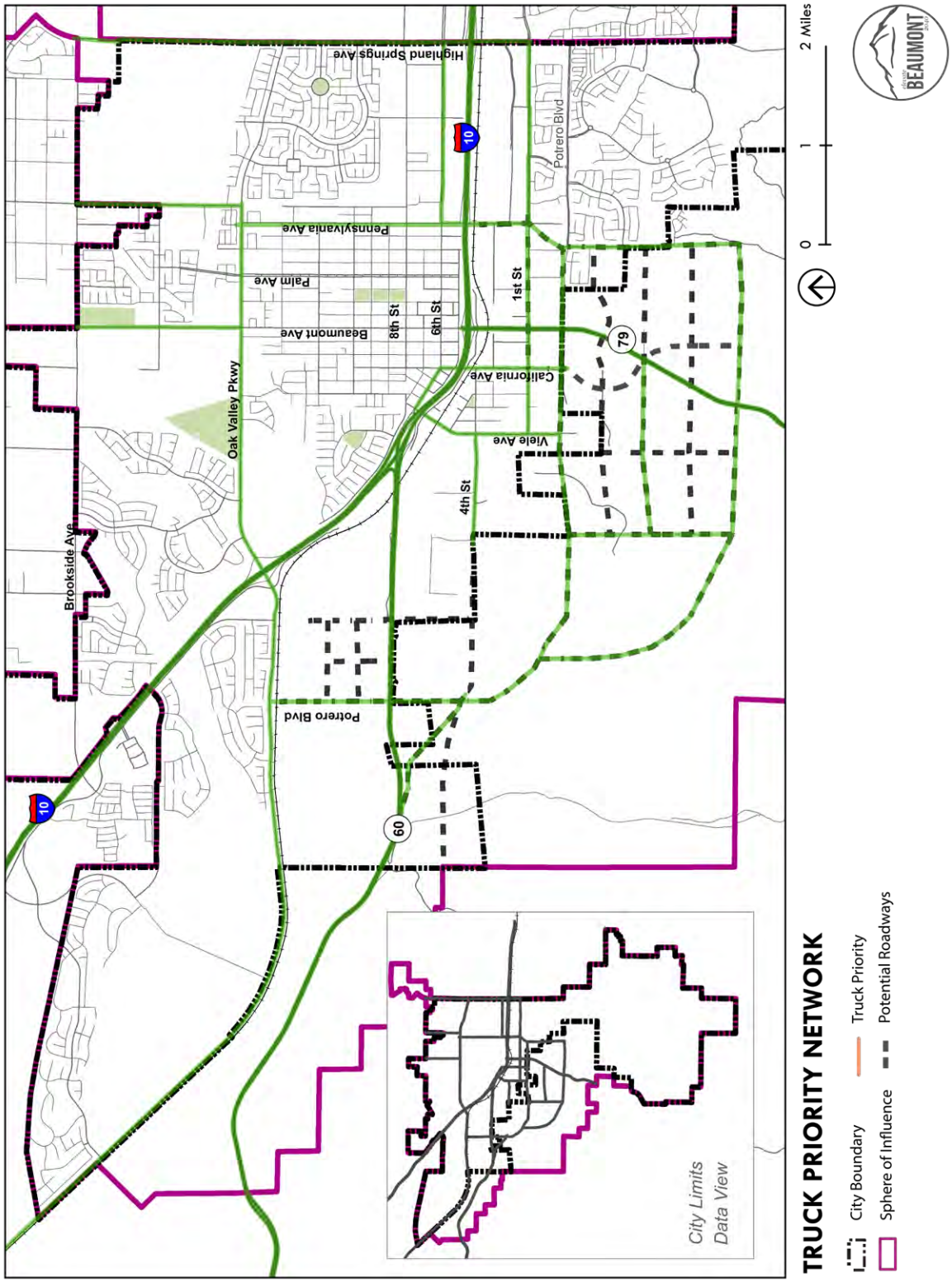
Truck routes prioritize automobile and heavy vehicle usage. Roadways in the system that are not designated truck routes are restricted to trucks under five tons, except for vehicles making pickups or deliveries within the City limits. The City should work towards designating certain streets throughout the City as truck routes. These routes should not overlap with bicycle facilities. Recommended truck routes are presented in Figure 4.9; but should be finalized through a City ordinance or resolution.

Figure 4.8 Transit Priority Network



Item 1.

Figure 4.9 Truck Priority Network



MANAGE PARKING

Providing the appropriate amount of parking is critical to the success of both residential neighborhoods and commercial businesses. Inadequate parking means that businesses and residents find it difficult to access their destinations. For example, visitors to commercial centers may "spillover" into surrounding neighborhoods. Too much parking underutilizes valuable land, resulting in lower-density development that discourages other forms of transportation, such as walking and biking. Providing too much parking may also spread out land uses, creating gaps between businesses and store fronts, increasing vehicular use, and introducing additional points of conflict between pedestrians and vehicles.

In Downtown Beaumont, a few developments have parking lots while some on-street parking is also available. Too much or too little parking may impact Downtown redevelopment as too much parking spreads development across a wider area. This idea is important to note as the City is currently developing strategies in its Beaumont Downtown Area Plan to revitalize Downtown. Therefore, it is important to "right-size" and manage parking such that the requested parking spaces are balanced with the number of spaces needed.

The City will continue to promote "right-sizing" of parking facilities, by applying the following techniques:

- ***PARK ONCE***. A strategy for destination centers (such as the City's Downtown and other mixed-use areas) to enable visitors to "park once" and visit a series of destinations on foot. Park once strategies will work well in areas such as Downtown and other pedestrian-priority areas that are well-connected by pedestrian and bicycle facilities. The creation of well-designed centralized parking areas supports this strategy.
- ***SHARED PARKING.*** In the United States, there are approximately six parking spaces for every vehicle on the roadway. Shared parking allows for more efficient use of parking spaces that would otherwise might remain empty or unused. Land uses that have different parking demands at different times of the day can share the same parking facilities. A parking space can serve two or more individual land uses without conflict or encroachment. This is an effective way to minimize paved area, allow denser land use, provide for more landscaping and open space, and provide improved walkability within a mixed-use area. One example of shared parking is a restaurant and an office building as restaurant's peak parking demand is in the evening after an office's peak parking demand, which occurs during the daytime.
- ***IN-LIEU PARKING FEES.*** Allowing developers to contribute fees toward the development of a common parking facility in lieu of providing on-site parking is an important tool to creating shared, park once locations. This strategy will work best in centers, such as in Downtown (possibly near the City Hall). This can be an incentive for investment in core areas like Downtown.
- ***PARKING MANAGEMENT STRATEGIES.*** The City may also manage high-demand parking locations and destinations through a number of different strategies, including demand pricing, time restrictions, and/or other techniques. Although not a key strategy now, it may be a key strategy in the future as the Downtown becomes more successful, TNCs like Uber and Lyft increase their mode share in the City, and autonomous vehicles (AVs) penetrate the vehicle fleet (depending on the economic structure of that fleet (e.g. shared fleet or private ownership fleet).

- ***PUBLIC-PRIVATE PARTNERSHIPS.*** The City, business owners, and developers collaborate to provide both private and public parking opportunities. Instances where this works well include parcels owned by the City, or private underutilized parking lots where a private entity develops, manages, and enforces parking in these public lots. Again, this strategy may not be required today, but may be needed as the Downtown becomes more successful.
- ***REDUCED PARKING STANDARDS.*** Reducing parking standards in Downtown and other areas that are well-served by transit (such areas adjacent to the potential future commuter rail transit station), and providing parking cash out programs (i.e., through which employers pay employees to not drive a single occupancy vehicle to work) lower parking requirements and help to right-size onsite parking.
- ***BIKING EQUALS BUSINESS PROGRAMS.*** Businesses may provide bicycle parking, bike lockers or corrals and may provide incentives to encourage their patrons and employees to ride rather than drive. For certain businesses, the City may reduce required onsite parking for vehicles if they provide a bike lockers or bicycle corrals that accommodates more cyclists.
- ***TRANSIT EQUALS BUSINESS PROGRAMS.*** Businesses may provide their customers and employees incentives to encourage them to use transit rather than drive. This could be completed through a partnership with Sunline transit, Pass transit, and/or the future commuter rail transit system.

Although there are additional parking strategies that are available and may become available in the future, most of the strategies work best in mixed-use or downtown development areas. Implementing other project-specific strategies may be necessary to accomplish the goals and visions identified in the General Plan and this Mobility Element (especially as these areas become more successful in the future) as parking demand increases in successful areas.

Beaumont commercial shopping centers featuring expansive surface parking.

INTEGRATE TRANSPORTATION NETWORK COMPANIES + AUTONOMOUS VEHICLES

The future of mobility is changing rapidly. Transportation network companies (TNCs), such as Uber and Lyft, are increasing in popularity and usage. TNCs combine web-based applications and ridesharing vehicles. While TNCs may reduce the number of vehicles on the roadway network, they are also likely to increase VMT as transportation becomes more convenient, especially for the young and elderly. Furthermore, studies suggest that the limited amount of curb space in popular areas requires public agencies to make difficult choices and tradeoffs about the prioritization of curb space use if they desire efficient operations.

There is a growing trend toward linking TNCs and transit. TNCs often provide transportation to and from key destinations, such as transit stations. The increase of TNC usage will be dependent on TNCs' ability to expand coverage, reach new passengers while retaining existing passengers, attract drivers, prove a profitable business model, and work with cities and regulators. TNCs' development of autonomous technology that can fold into a shared autonomous vehicles (AV) fleet network will also factor into the growth of this trend. This Mobility Element guides the policy directives to embrace TNCs and provide infrastructure to support an increase in their usage. Policies should also address curbside management, such as areas that either prioritize or restrict passenger loading and unloading.

For AVs, there are several levels of vehicle autonomy. They range from cruise control (low level of autonomy) to fully autonomous vehicles (AVs) that require no interaction with the driver. Manufacturers are currently developing this technology, and the Federal and State governments will likely determine regulations for a fully autonomous fleet.

With the expansion of AVs, travel behavior may likely alter within the City. AVs are expected to make car travel less stressful, increase travel safety, and reduce operational inefficiencies on freeways; all leading to the increase in demand for automobile travel. The transition period, when streets carry large numbers of both conventional and autonomous vehicles, would involve complex interactions and require new informed analysis methods and professional judgment to address conflicts and benefits. AV interactions with pedestrians and bicyclists would also require careful planning and design.

It is unknown how long the nation's vehicle fleet will take to turn over to a fully autonomous fleet. However, this Mobility Element provides guidance to embrace a future AV fleet and discusses the needed infrastructure to support this fleet.

GOALS + POLICIES

The following section includes goals and policies for the Mobility Element. Goals and policies are followed by implementation actions. Mobility-supportive measures are integrated throughout the General Plan in the Land Use + Community Design, Health, Equity + Environmental Justice, and Public Facilities and Infrastructure Elements, among others.

MANAGE TRAFFIC

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policies:

4.1.1 Reduce vehicular congestion on auto-priority streets to the greatest extent possible.

4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

4.1.3 Identify key streets and intersections that will be exempt from the LOS threshold due to inadequate right-of-way, environmental constraints, or funding limitations.

4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

4.1.6 Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.

COMPLETE STREETS

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policies:

4.2.1 Work with regional agencies to implement complete streets that are designed to accommodate users of all ages and abilities. This will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities.

4.2.2 Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.

4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

4.2.4 Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

4.2.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policies:

4.3.1 Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.

4.3.2 Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.

4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

4.3.4 Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers.

4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

ACTIVE TRANSPORTATION

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policies:

4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

4.4.3 Improve safety for all active transportation users.

4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

TRANSIT

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policies:

4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit

facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

4.5.2 Periodically evaluate the transit system to ensure its efficient operation.

4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

GOODS MOVEMENT

Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.

Policies:

4.6.1 Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.

4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

PARKING

Goal 4.7: Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.

Policies:

4.7.1 Actively manage public parking facilities to ensure that all potential users are benefitting from this civic resource. Continue to evaluate supply and demand and implement appropriate strategies to maximize use and the cost effectiveness of public parking facilities.

4.7.2 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

4.7.3 Actively identify and implement parking solutions that are sensitive to the environmental and aesthetic goals of the City and the Beaumont Downtown Area Plan.

4.7.4 Review and update the City's parking regulations to ensure that the code is kept current with the parking conditions throughout the City.

FUTURE TECHNOLOGICAL ADVANCES

Goal 4.8: Support and proactively plan for changes in mobility technologies.

Policies:

4.8.1 Monitor changing travel behaviors, such as the increased utilization of TNCs and AVs.

4.8.2 Coordinate with local and regional agencies to develop policies for connected and autonomous vehicle technology that protect vulnerable road user.

IMPLEMENTATION

Table 4.1 Implementation Strategies

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
MANAGE TRAFFIC				
M1	**Capital Improvement Plan.** Annually update the 5-year Capital Improvement Program (CIP) and focus vehicle capacity improvements to auto-priority streets.	High	Short	Public Works
M2	**Non-Auto-Priority Streets Locations.** Prepare and sustain a list of locations where LOS E or LOS F is deemed acceptable upon City Council's approval.	High	Short	Public Works
M3	**TDM Plan Requirements.** Update the City's development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.	Medium	Medium	Planning, Public Works
M4	**Bicycle and Pedestrian Plan.** Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.	Medium	Medium	Public Works
M5	**Freeway Improvements.** Work with RCTC and Caltrans to evaluate and implement appropriate improvements to Caltrans facilities to include the potential relocation of the SR-60 / I-10 interchange and improvements to SR-79, I-10, and SR-60.	Low	Long	Public Works
COMPLETE STREETS				
M6	**Street Design Standards.** Update street design standards to reflect complete streets design principles.	High	Medium	Public Works
M7	**Grant Funding.** Submit grant funding applications consistent with grant opportunities to SCAG and RCTC for multi-modal infrastructure projects that promote complete streets.	Medium	Short	Public Works
M8	**Traffic Impact Fees.** Update local traffic impact fees to ensure that new development pays its fair share toward complete street improvements.	Medium	Medium	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
M9	**Right of Way Acquisition.** Obtain and preserve adequate right-of way to accommodate future mobility system improvements.	Low	Long	Public Works
M10	**Traffic Study Methodology.** Update the City's traffic study requirements to implement the VMT methodology and impact thresholds adopted by the City.	High	Short	Public Works
M11	**MMLOS Methodologies.** Monitor MMLOS methodologies and, when appropriate, implement those methodologies to assess the performance of the multi-modal transportation system.	Low	Long	Public Works
M12	**Neighborhood Traffic Management Plan.** Develop a Neighborhood Traffic Management Plan that identifies and prioritizes traffic calming needs.	Low	Long	Public Works
ACTIVE TRANSPORTATION				
M13	**ATP Grants.** Annually submit applications in coordination with WRCOG to pursue grant funding opportunities to implement the active transportation system, including in the downtown and adjacent to schools that improve bicycle and pedestrian facilities.	Medium	Short	Public Works
M14	**Traffic Calming Measures in Downtown**. Finalize standards to create a defined, walkable, and safe core, along the Sixth Street and Beaumont Avenue corridors, by implementing traffic calming features, planting street trees to provide shade, and providing on-street parking consistent with the Beaumont Downtown Area Plan.	Medium	Medium	Public Works
M15	**CIP in Downtown.** Update the City's 5-Year Capital Improvement Program to include bicycle and pedestrian improvements in the Downtown, residential areas, and near schools.	High	Medium	Public Works
M16	**Pedestrian and Bicycle Safety Education.** Implement and enforcement and education program to enhance pedestrian and bicycle safety and education.	Medium	Medium	Public Works
M17	**Design Standards.** Update the City's standard plans to reduce pedestrian crossing distances and reduce vehicle speeds in the Downtown, residential neighborhoods, and adjacent to schools.	High	Medium	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
M18	**Trail Mapping.** Maintain city mapping to assist in promoting locations for equestrian and hiking trails throughout the City.	Medium	Long	Public Works
M19	**Multi-Use Trail.** Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.	Low	Long	Public Works
TRANSIT				
M20	**Transit Station Location.** Engage RCTC frequently and participate in meetings to ensure that the Pass transit station is in the City of Beaumont.	Medium	Long	Public Works
M21	**Fiscal Stability.** Annually monitor and report transit use and fare box recovery to ensure transit is operating efficiently.	Medium	Short	Public Works
M22	**TNC Option.** When appropriate, engage TNCs to potentially replace routes that are inefficient or experience low ridership.	Low	Long	Public Works
M23	**Shelter Improvements.** Update the City's 5-year CIP to identify appropriate improvements to bus shelters and park and ride facilities.	High	Long	Public Works
M24	**Support for Senior Fares.** Annually review transit routes to ensure accessible transit options for seniors, especially to medical and commercial centers.	Medium	Medium	Public Works
M25	**Special Events.** Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.	Medium	Medium	Public Works. Community Services
GOODS MOVEMENT				
M26	**Truck Route Map.** Update the City's truck route map to focus trucks on key streets in the City that should be used for goods movement and reduce heavy vehicle travel adjacent to sensitive areas.	Medium	Short	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
M27	**Code Update.** Update Municipal Code to: • Design standards for designated truck routes, including proper turning radii at intersections. • On-street parking designated for loading and unloading during off-peak hours only.	Medium	Short	Public Works, Planning
M28	**Collision Data.** Annually review collision data for type, location, severity, and cause. Develop countermeasures for sites with recurrent truck-involved collisions.	High	Short	Public Works
PARKING				
M29	**Zoning Code Update.** Update the City's parking Standards to: • Provide a reduction in parking standards if comprehensive TDM programs are provided. • Increase the number of electric vehicle charging stations in parking areas. • Be consistent with the Downtown Area Plan.	Medium	Medium	Public Works, Planning
FUTURE TECHNOLOGICAL ADVANCES				
M30	**Curbside Management.** Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users.	Medium	Medium	Public Works

Chapter 5: ECONOMIC DEVELOPMENT + FISCAL

The purpose of the Economic Development and Fiscal Element is to establish policy guidance critical to Beaumont's overall fiscal and economic prosperity. Local business growth and investment, job creation and diversification, and the City's financial stability are foundational to the success of the community. As market forces beyond the City's control influence economic outcomes, this Element provides a policy framework to give the City greater control of outcomes aimed at resiliency and long-term prosperity through changing economic cycles. Topics addressed in this chapter include: business growth and support, workforce development, visitation and tourism, and economic and fiscal sustainability.

STATUTORY REQUIREMENTS

While an Economic Development and Fiscal Element is not mandated by California State Law, this Element is consistent with Section 65303 of the State of California Government Code that allows jurisdictions to adopt additional elements that relate to economic development.

RELEVANT PLANS AND DOCUMENTS

The 2019 Economic Development Strategic Plan provides a blueprint for attracting targeted new development and business investment, creating jobs, and contributing to the City's long-term fiscal health. The Plan identifies key industries to be the focus of Beaumont's business retention/expansion/attraction efforts, and includes action on closely-related issues such as infrastructure, land use and workforce development.

SETTING THE SCENE

Economic development is fundamentally tied to all other topics in the General Plan, as illustrated in Figure 5.1. The interrelatedness of these elements is also evidenced in the California Planning Roundtable conclusions on California's economic future and the State's ability to:

- Improve fiscal efficiency for public services;
- Attract and retain workforce talent and businesses;
- Provide affordable workforce housing closer to jobs;
- Improve public health with multimodal street design that encourages cycling and walking as safe, comfortable, and viable modes of transportation; and
- Reduce greenhouse gas emissions[1].

1 *Hoffman, S., Anderson, W. (2017). Financing Infill Development in a Post-Redevelopment World. CalPlanner, 17 (2): 10-12*

Figure 5.1 Economic Development and Planning

BEAUMONT ECONOMIC PROFILE

Trends in population, age, educational attainment, and household growth convey important information about demand for land use types, potential consumer spending, the need for services, and criteria for real estate and business investment. Demographics can also predict trends in affordability, impacting housing costs and casualty, life and auto insurance rates.[2] The Beaumont Economic Profile and Key Issues + Opportunities sections are based on the Existing Conditions Report prepared in 2017 using data from previous years.

The City of Beaumont has seen tremendous demographic changes in the last several decades including a population that has more than quadrupled over the last 25 years, reaching over 48,000 in 2018 (Figure 5.2). Younger people and families comprise a larger proportion of the community compared to the State of California, with median age 1.2 years below that of the State and an average household size of 3.21 people, larger than the State average of 2.97.[3] Beaumont has a larger proportion of youth nine years old and younger (18% of the population) than Riverside County (15%) and the State (14%). The population of retirees (individuals 55 to 69 years of age) has increased most rapidly since 2000 and comprises approximately 15% of the population, slightly higher than State levels. Beaumont residents are attaining higher levels of education with 64% of those 25 years old and older having some college education or higher, an increase from 56% in 2010. Median household income has more than doubled over 15 years, from $29,721 in 2000 to $64,830 in 2015.

2 *2018 Insurance Outlook, Deloitte Center for Financial Services.*
3 *California Department of Finance, Table 2, E-5 (2018).*

Figure 5.2 Population Trends 1990-2040

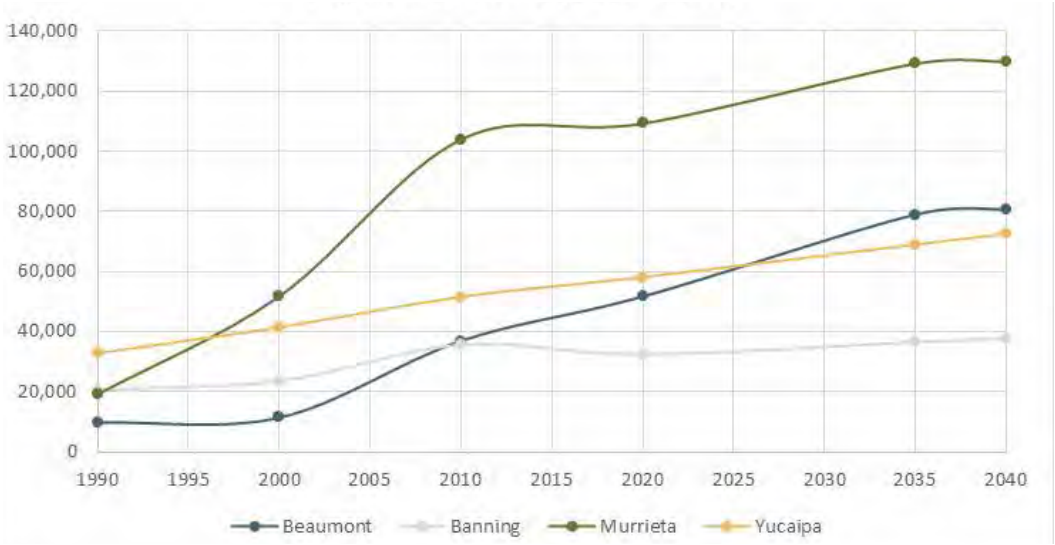
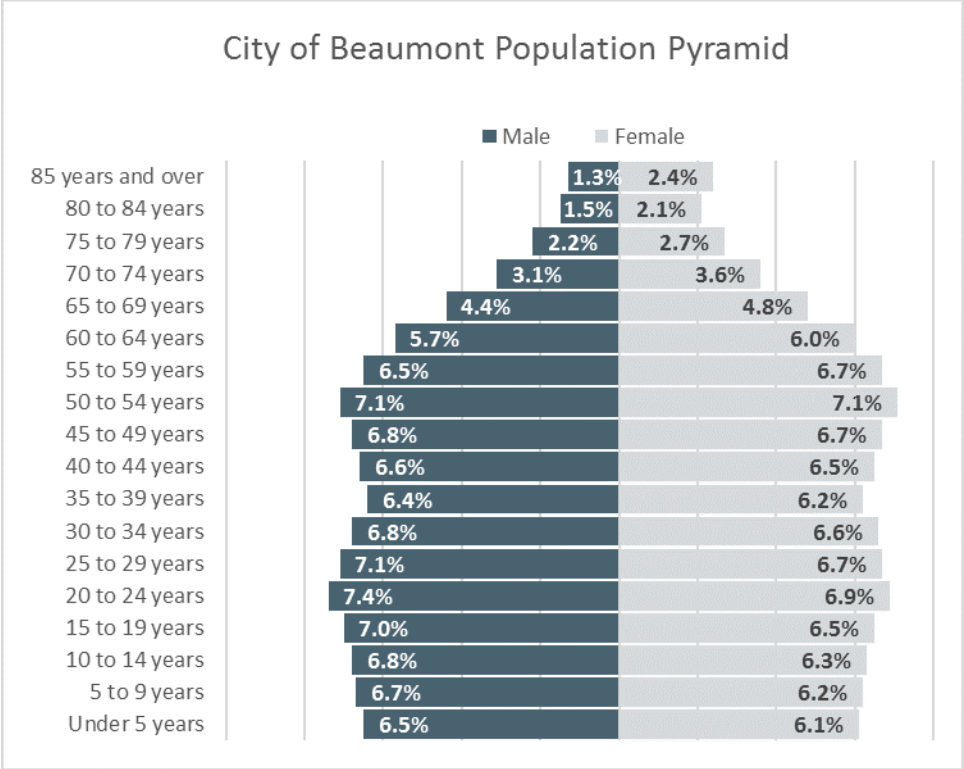


Figure 5.3 Age Distribution in Beaumont

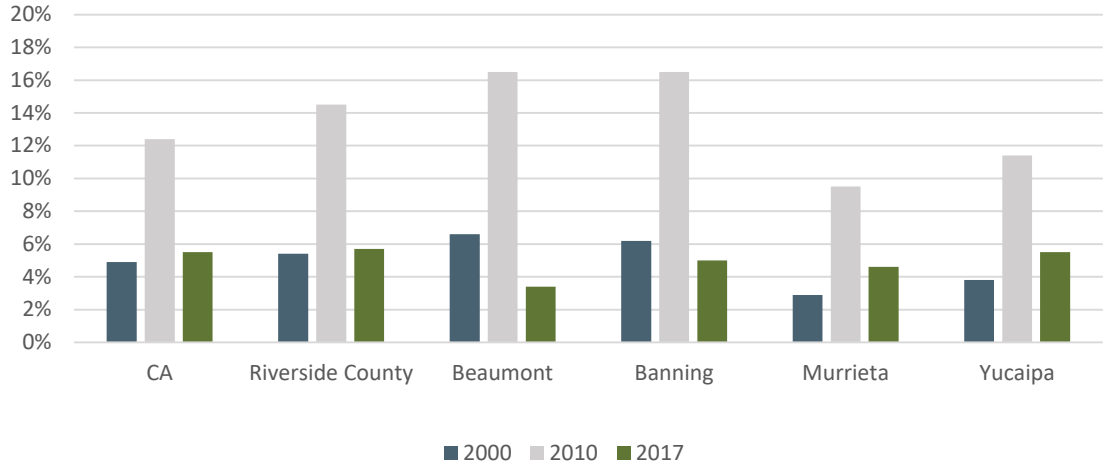


Sources: Census 2000, ACS 2011-2015

Beaumont has a higher concentration of jobs in education (e.g., Beaumont Unified School District) and retail (e.g., Walmart) than the County. While these concentrations reflect Beaumont's relatively small existing employment market of fewer than 6,000 jobs, industry concentrations or clusters allow businesses to leverage workforce expertise, supply chains, and transportation and information networks and can be a competitive advantage for business attraction. Beaumont has a lower concentration of jobs in wholesale trade; transportation and warehousing; arts, entertainment, and recreation; and administrative and support and waste management and remediation services compared to the County. Less concentrated industries also present opportunities to bolster existing businesses and draw new businesses that bring diverse, higher-paying jobs to Beaumont. For example, a new Amazon fulfillment center, now under construction in Beaumont, will bring more than 1,000 full-time wholesale trade jobs.

Unemployment rates present important information on job availability and retention, compatibility or alignment with local workforce, and overall economic performance. As shown in Figure 5.4, the Great Recession (2007-2009) had a notable impact on Beaumont, increasing the City's 2010 unemployment rate to 16.5%, much higher than the County and State at 14.5% and 12.4%, respectively. While this may indicate a heightened sensitivity to economic downturns, Beaumont has shown resiliency. The unemployment rate in Beaumont has decreased since 2010 and at 3% is lower than the County and State unemployment rates as of 2017.

Figure 5.4 Unemployment Trends (2010-2017)



Sources: California Economic Development Department, 2000-2017, US Census Bureau, Census 2000 Summary File 4, US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

The relationship between the number of jobs and the amount of housing directly impacts quality of life indicators, such as travel times, congestion, air pollution and family stability, and economic indicators such as workplace efficiency and employee retention[4]. The ratio of jobs to housing in Beaumont is among the lowest in the region at 0.42 in 2015, with over 70% of those who live in Beaumont working elsewhere in the region. A perfectly balanced jobs to housing ratio is 1.0, where the number of jobs in an area exactly matches the number of households, housing units, or employed residents in that area.

4 *SCAG, The New Economy and Jobs-Housing Balance in Southern California (April 2001), pp. 19-20; Dr. John Sullivan, TLNT*

KEY ISSUES + OPPORTUNITIES

Demographic trends show that Beaumont will continue to experience a significant amount of population growth. This growth will drive changes to the local economy as the number of people moving to the city continues to increase. Rapid population growth presents local policy makers with issues and opportunities as demographics shift, the workforce composition changes, and the local real estate market evolves to meet the needs of a larger community.

WORKFORCE

In 2015, the education and health care industry employed the largest number of Beaumont residents (over 30% of employed residents). This likely represents employment at local school districts, as well as nearby universities, hospitals, and medical centers. The retail industry employs 13% of residents, followed by leisure/hospitality/food services (9%) and professional service industries (8%). Considering over 70% of those who live in Beaumont work elsewhere in the region, Beaumont has an opportunity to attract or partner with businesses and institutions Retail Vacancy and Average Rent to create local jobs that reduce commute burdens (less free time, higher costs).

Southern California Association of Governments forecasts suggest that by 2040, professional services, healthcare and education, art and entertainment, and construction will develop as important employment industries in Beaumont. Growth in these industries represents an opportunity to attract new employers and increase diversity in the local jobs market. As these industries can offer higher paying local jobs to a trained and skilled workforce, the City should explore workforce development opportunities with local and regional educational institutions (e.g., UC Riverside, CSU San Bernardino, Loma Linda University, Brandman University, Mt. San Jacinto College, Moreno Valley College, College of the Desert, Beaumont Adult School, etc.).

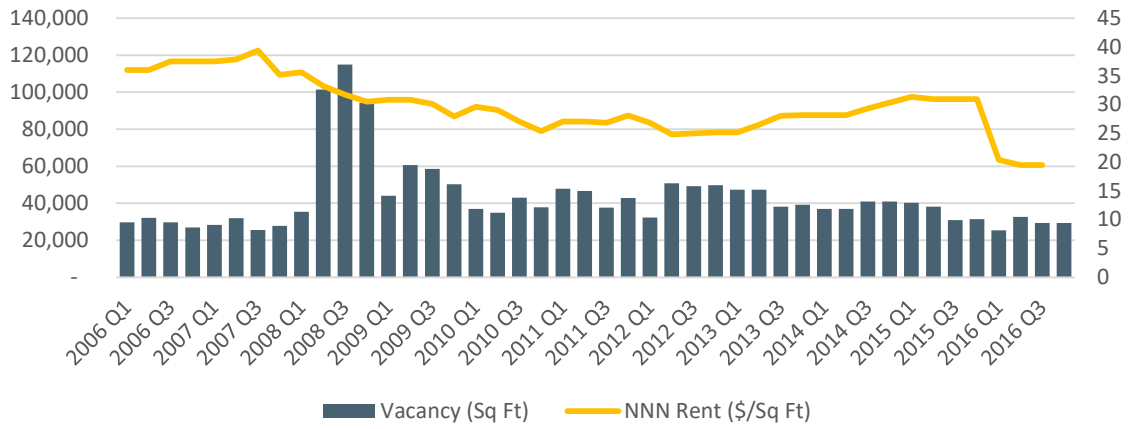
Additionally, as technology, telecommuting, co-tenanting, and use of shared work spaces continues to drive down the amount of office space required per employee, Beaumont's appeal for modern office environments that offer financially efficient shared work spaces and employee convenience, may rise.

BEAUMONT REAL ESTATE

Home sale prices in Beaumont have risen in line with increases across California; however, increases in rents have lagged compared to statewide figures. Home sales and rents in Beaumont are significantly lower than Riverside County and the State. Reflective of this affordability, Beaumont has a high rate of home ownership, at 75%, which is more than 20% higher than ownership rates in California. Most homes in Beaumont were constructed after 2000, and over 90% of resident households moved into their current home after 2000. Almost 87% of the current housing stock is detached single-family, and this undiversified housing stock may be a limiting factor for attracting future residents with varying income levels and housing preferences. Beaumont's residential vacancy rate is 5.4%, lower than both the State and County.

The retail market in Beaumont is primarily concentrated in three commercial areas: Oak Valley, Downtown (Sixth Street Corridor), and the Second Street Marketplace. Retail in these areas is largely auto-oriented, with chain retailers focused heavily in the Second Street Marketplace and "mom and pop" shops generally concentrated in the Downtown. Despite low vacancy rates, average retail rents have declined since 2007. (Figure 5.5) Regional shopping available in Moreno Valley, Redlands, Riverside, and Cabazon draws Beaumont residents for various retail options, including fine dining, entertainment, movie theaters, and specialty retail. Beaumont experiences significant retail leakage, meaning Beaumont residents are shopping at businesses outside of the City limits. Retail leaking is occurring in almost every retail category; except for discount department stores (e.g., Walmart), lumber/building materials, electronics/appliance stores, and department stores (e.g., Kohl's). Specific categories with high leakage include casual dining, women's and family apparel, and specialty stores, suggesting opportunity for the City to capture this demand locally.

Figure 5.5 Retail Vacancy and Average Rent (2006-2016)

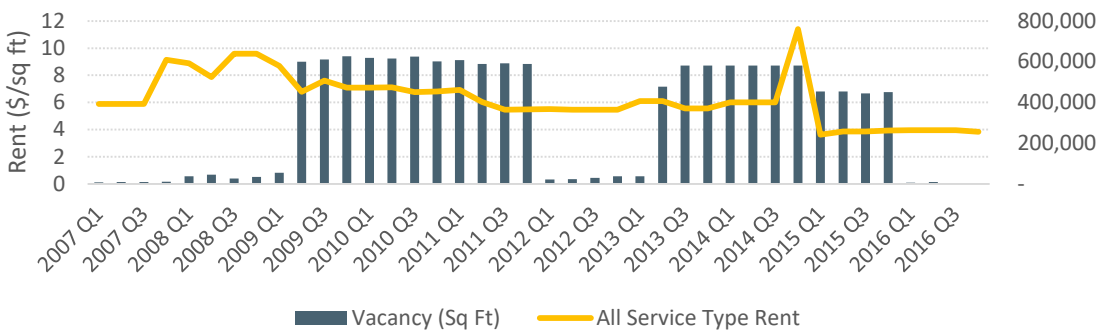


Source: CoStar

Beaumont has five hotels, one is midscale and the other four are economy. The midscale hotel, the Holiday Inn Express & Suites, is adjacent to the Oak Valley golf course. Beaumont has a higher concentration of economy hotels compared to the total region, and as a result, the average room rates in Beaumont are lower than the regional average. The Inland Empire has experienced increased recent hotel development, but none of these hotels have been or are planned for Beaumont.

The Inland Empire is emerging as a hub of facilities to distribute goods arriving through the ports of Los Angeles and Long Beach. Beaumont has capitalized on its location along the primary transportation corridor of the nation's busiest port complex to offer break bulk, storage, and transport services. Beaumont's industrial inventory expanded 109% from 1,159,042 square feet in 2000 to 2,425,911 square feet in 2016 and is priced relatively affordably. (Figure 5.6) Additional logistics uses are planned, including a 640,000 square foot Amazon fulfillment facility, highlighting the importance of warehousing and transportation sectors in driving economic growth in Beaumont.

Figure 5.6 Industrial Vacancy and Average Rent (2007-2016)



Source: CoStar

There is a very limited supply of office space in Beaumont, and office rents have fluctuated due to the limited supply and erratic vacancies. While current office vacancy in Beaumont is low, office vacancies are relatively high regionally.

Beaumont's Amazon warehouse during construction.

MARKET DEMAND

Baby boomers and millennials are the key demographic cohorts in the residential market, and reflect unique financial constraints, needs, and preferences. Beaumont's undiversified detached single-family housing stock may be a limiting factor for attracting future residents, as broad residential trends show preferences for smaller, more affordable units with shared amenities located in walkable, mixed use neighborhoods.[5] These housing preferences reflect buyers' purchasing power and the desire for convenience, physical activity, and social engagement. Additionally, the significant growth in the 65 and over population over the next 20 years will have a dramatic impact on services, including transportation, general care, medical services, and housing.

> *"Consumers want experiences, convenience, and value. Stores that fulfill those functions well will stay open. Those that don't will close. The bottom line is that retail isn't dead. But the old way of selling and operating stores is dying."*
>
> JLL RESEARCH, UNITED STATES RETAIL OUTLOOK, Q1 2017

The strong growth in overall population, coupled with increasing household income, will improve opportunities for retail retention and attraction, particularly in segments where residents are currently spending dollars outside of the City, such as fine dining, casual dining, and certain categories of apparel. However, retail continues to be in a period of flux, adjusting to competition with online channels, new store formats, more experience-based retail environments, and convenience retail. Apparel and electronics retailers, including anchor stores, are closing at the highest rate, and some landlords are opting to fill vacant spaces with non-traditional uses such as virtual reality and immersive experience offerings, medical uses, multi-family, and hotels.[6]

The rise of e-commerce has increased demand for distribution networks that can provide efficient warehousing and swift delivery, including large distribution centers as well as smaller "last mile" centers. Strong demand for industrial space is expected to continue, and Beaumont is experiencing significant new industrial projects at or nearing completion (Wolverine Worldwide West Coast distribution center and Amazon fulfillment center).

Beaumont lacks an attractive, walkable retail environment, but future opportunities exist in the Downtown area along Sixth Street, with its existing grid structure, "mom and pop" shops, and vacant sites, which could strategically target future retail and residential demand. Developing walkable retail spaces could help change Beaumont's image as a bedroom community into more of a regional destination and offer more unique local shopping experiences resulting in increased spending in the community.

5 *Urban Land Institute and pwc (2016). Emerging Trends in Real Estate, United States and Canada 2017; Lisa Wise Consulting, Inc.*

6 *JLL Research, Experiential retail will save malls, United States Retail Outlook, Q1 2017.*

TOURISM ECONOMY

While overall occupancy is at high levels, hotels continue to feel pressure from rising insurance costs, labor costs, and other expenses.[7] The hotel industry is also feeling pressure from competition with the sharing economy (e.g., Airbnb, HomeAway, etc.). Despite the Inland Empire potentially reaching a peak in hotel supply, Beaumont may have an opportunity to capitalize on visitation and tourism focused on existing attractions and unique assets, such as local history; environmental features (in a mountain pass near Southern California's highest peak, San Gorgonio Mountain); climate (5-10 Fahrenheit degrees cooler than its neighboring lower-elevation cities); leisure activities (hiking, parks, golf); and location (intersection of Interstate 10, California State Routes 60 and 79), which could facilitate future growth in the lodging and tourist spending sectors.

CITY OF BEAUMONT FISCAL POSITION

The City has faced budgetary challenges following slow economic recovery from the Great Recession (2007-2009) and fiscal stress resulting from State mandates and elimination of Redevelopment Agencies in 2012. Furthermore, following a corruption scandal involving former Beaumont officials, the City has acted to strengthen its financial management policies and internal controls, as well as improve operational and staffing efficiencies. The City has been working diligently to restore its financial sustainability and is evaluating the fiscal implications of its decisions, including those related to land use. Citywide, the Fiscal Year 18/19 adopted budget has a net positive position of approximately $8,290,000. The net positive position is related to developer impact fees from continued growth and projected wastewater operations. The General Fund budget has a net zero position or is neutral, meaning total revenues and transfers equal total expenses.

ECONOMIC + FISCAL RESILIENCY

Given Beaumont's recovery since the Great Recession and positive demographic trends, the City has the opportunity to reduce the community's susceptibility to future economic downturns. Beaumont can enhance overall resiliency through increased and on-going support of existing businesses and by facilitating investments in diversifying its employment base. Existing businesses should be supported by conducting outreach regarding business resources and assistance programs, establishing development-friendly regulations and procedures, shopping locally, and developing appropriate incentives for retaining and recruiting businesses based on current obstacles to growth. Partnering with local and regional educational institutions could help develop the skilled workforce needed for future growth in professional services, healthcare, and educational industries. Additionally, allowing and encouraging a variety of housing types could help the growing and increasingly diverse workforce live, as well as work, in Beaumont.

Conducting City operations responsibly and sustainably, including a fiscal evaluation during land use and development review for General Plan amendments and annexations, is critical in maintaining fiscal resiliency given the City's anticipated future growth. The General Plan considers potential future annexations, which would have both economic and fiscal impacts

7 *PwC (May 2018), Hospitality Directions US.*

on the City. Reliable funding tools, such as business improvement districts (BIDs), community facilities districts (CFDs), grants, and tax credits should continue to be applied in appropriate circumstances. State grants and funding programs, some of which are funded through the State's cap-and-trade program, are available for a variety of infrastructure and other projects. These include the Active Transportation Program (ATP), Affordable Housing and Sustainable Communities (AHSC) Program, Community Development Block Grant (CDBG) Program, and Total Road Improvement Program (TRIP). Additionally, development agreements may continue to be negotiated, and during these negotiations, the City should secure additional infrastructure or other public benefits that increase fiscal sustainability.

The City may continue to use public-private partnerships to achieve General Plan goals, including incentivizing certain development types (e.g., projects that offer high-quality jobs, transit-oriented development, etc.) and/or to funding transportation and other projects and programs beneficial to the community. Public-private partnerships may involve tax-sharing or revenue-sharing agreements to ensure the partnership benefits both parties.

The City should also consider innovative funding tools to implement desired projects and improvements, such as:

- ***ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFDS).*** EIFDs, established by California Senate Bill 628 in 2015, are mechanisms that finance the construction or rehabilitation of a wide range of public infrastructure and some private facilities through the collection of tax increment revenues, similar to the now abolished Community Redevelopment Agencies. EIFD financing can be combined with other funding sources and used for transportation projects, open space, and mixed-income housing developments. An EIFD can also be used to reimburse permitting costs of affordable housing developments. Parcels in an EIFD do not need to be contiguous and could include underutilized property, such as parking lots, in areas where reinvestment is anticipated or desired.

- ***CROWDFUNDING.*** Crowdfunding is the use of collecting monetary contributions from a large number of people or sources via an online platform (e.g., KickStarter), is a relatively new phenomenon that could be used as a tool to fund the implementation of short-term, less costly physical improvements, or as gap funding for more costly items to be completed. Similarly, the City should consider the potential of tactical urbanism, or community-led projects that enable residents and stakeholders to directly participate and fund relatively inexpensive projects, as an alternative means of meeting project goals.

- ***REVENUE EXPANSION.*** The City may consider expanding its revenue base through new uses, which could include transient occupancy tax from residential short-term rental activity (e.g., Airbnb rentals). Revenue expansion endeavors can be highly controversial, and the City should evaluate new possibilities with the community prior to drafting potential regulations or proposals.

GOALS + POLICIES

ECONOMIC DEVELOPMENT + BUSINESS GROWTH

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policies:

5.1.1 Support economic growth that provides quality employment opportunities to balance Beaumont's jobs with its housing supply.

5.1.2 Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services.

5.1.3 Encourage the development of business clusters with a diverse mix of uses to ensure economic vitality and to minimize the impact of industry-specific downturns on the local economy.

5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

5.1.5 Maintain a regulatory environment that is business friendly, easy to navigate, flexible and encourages growth consistent with the General Plan.

5.1.6 Support marketing and business recruitment programs that emphasize Beaumont's unique economic opportunities, including transportation access, demographics, and environment.

5.1.7 Support a variety of revitalization and improvement programs focused on placemaking and beautification, such as façade improvements, public gathering places, public art, and community events. (Also see Land Use and Community Design Element)

5.1.8 Align City investment, including capital projects, with areas of desired economic growth and business attraction in the existing commercial and industrial areas, Employment District and Urban Villages.

5.1.9 Establish a list of available or "shovel-ready" sites in consultation with property owners and provide the list to interested developers and businesses seeking sites in the city.

5.1.10 Continually monitor local and regional emerging growth industry trends to enable quick response to economic changes, including and modifying retention and recruitment efforts.

Goal 5.2: A growing economy that provides high-quality educational and expanded workforce opportunities for all residents.

Policies:

5.2.1 Align economic development efforts with the labor pool to increase the number of jobs filled by Beaumont residents. This policy relies on having a diversity of high-quality job types for residents of different ages, education levels and skill sets to generate a more consistent and sustainable economy.

5.2.2 Institute job training, education, and workforce development programs to prepare Beaumont residents for high-quality jobs.

5.2.3 Create incentives and programs to attract young professionals from the region's institutions of higher learning, and from outside the region, as members of the local workforce or business owners.

5.2.4 Create incentives and programs to attract local or outside entrepreneurs that bring innovative new businesses and startups to Beaumont.

5.2.5 Work with local universities and colleges to support job training and workforce development programs.

5.2.6 Participate in and support regional workforce partnerships and retraining programs.

Goal 5.3: An inclusive community with expansive opportunities for the disadvantaged.

Policies:

5.3.1 Partner with the Beaumont Library District to promote educational programs that teach children, teens, and adults with low literacy to improve reading skills, improve English conversational skills, and provide homework support.

5.3.2 Support creation of adult education and training programs, including English language classes, vocational training, and financial literacy programs that empower residents to save, budget, build credit, and explore investment opportunities.

5.3.3 Promote free or low-cost child and family enrichment programs and afterschool supplemental education programs.

5.3.4 Support a high-quality, universal system of early childhood education, especially in low income communities.

5.3.5 Support participation in youth training and employment programs as a strategy to improve educational attainment and generate professional aspirations.

Goal 5.4: A community that supports the growth and prosperity of local businesses.

Policies:

5.4.1 Explore programs that promote and support local, small and minority-owned businesses, thus contributing to the City's economic and employment base.

5.4.2 Support small businesses located in the city, including "mom and pop" shops that are unique to Beaumont by offering small business education, and incentives (grants or low-interest loans) for façade improvement programs.

5.4.3 Encourage investment and focus revitalization efforts in Downtown and along Beaumont Avenue and Second Street corridors to have the most positive impact on existing businesses and to capitalize on the potential of a walkable mixed-use commercial center in the community.

5.4.4 Establish a business outreach program that builds relationships with small businesses and local retailers to regularly communicate about topics such as the availability of small business owner training programs.

5.4.5 Adopt development regulations that promote flexible workspaces that can be shared among commercial and/or educational tenants to support entrepreneurship, affordability, sharing of resources, appeal to start-ups and/or spin-offs from regional institutions of higher learning, and the modern workforce.

Goal 5.5: A community with vibrant shopping areas.

Policies:

5.5.1 Promote Beaumont as a desirable retail location that can satisfy the growing community's needs, as well as needs of the region, and can withstand competition from online retailers.

5.5.2 Attract retail establishments to Downtown, Urban Village districts and commercial areas that will capture resident spending, which would otherwise be spent outside of Beaumont.

5.5.3 Cluster and leverage different retail environments to establish vibrant shopping areas that provide a range of goods and services and create synergy of experience and convenience for customers. Examples include regional commercial uses in the Second Street corridor, small-scale pedestrian friendly retail and restaurant uses in Downtown, and specialty and lifestyle retail in the Urban Village districts.

5.5.4 Attract retail businesses and services that are consistent in character with the unique retail environments in Beaumont; for example, those that utilize smaller shops and/or smaller storefronts along the Downtown segments of Sixth Street.

5.5.5 Attract unique restaurants and food and beverage businesses in the Downtown area to distinguish Downtown from the freeway-oriented, quick-service restaurants along the Interstate 10.

5.5.6 Support retailers in responding to changing retail conditions, particularly e-commerce growth.

5.5.7 Create development regulations that facilitate adaptive reuse of older buildings.

Goal 5.6: A collaborative community that advances economic development goals through partnerships.

Policies:

5.6.1 Support and participate in regional economic development efforts, such as the Riverside County Economic Development Agency's programs and events.

5.6.2 Build partnerships with business groups, organizations, property owners, and others to develop programs that benefit the broader Beaumont business community.

5.6.3 Work with the Chamber of Commerce to develop a "Shop Local" Program.

5.6.4 Develop public-private partnerships with high-growth industry partners to support educational and workforce training opportunities, particularly to assist low-income and disadvantaged populations in competing for career opportunities in growth industries.

5.6.5 Partner with local and regional agencies and educational institutions (e.g., UC Riverside, CSU San Bernardino, Loma Linda University, Brandman University, Mt. San Jacinto College, Moreno Valley College, College of the Desert, Beaumont Adult

School, etc.) to offer courses or training that prepare students and/or workers for jobs and to promote entrepreneurial efforts that bring new businesses to Beaumont.

VISITATION + TOURISM

Goal 5.7: A unique destination that celebrates Beaumont's location, history, and community.

Policies:

5.7.1 Promote and market Beaumont as a destination by offering recreational opportunities, cultural and historic landmarks and regional shopping and dining attractions.

5.7.2 Work with local organizations to develop a variety of special activities and events that attracts visitors to Beaumont, as well as engages residents.

5.7.3 Encourage the development of quality lodging, restaurants, and meeting facilities to meet the needs of businesses, residents and their guests and to bring visitors to the community.

5.7.4 Support the development of businesses that provide visitor-oriented services.

5.7.5 Support the attraction and clustering of complementary outdoor recreation related businesses that offer visitor serving amenities such as bicycle rentals and camping/hiking supply retail establishments.

5.7.6 Support the growth of the eco-tourism industry in Jack Rabbit and Potrero Reserve by preserving as open space and recreation areas

5.7.7 Allow a variety of lodging opportunities including, campgrounds, luxury yurts, and residential short-term rentals in addition to hotels and motels.

5.7.8 Promote the City as a location for filming in Riverside County in cooperation with the Riverside County Film Commission.

FISCAL SUSTAINABILITY

Goal 5.8: A financially stable community.

Policies:

5.8.1 Support development that is fiscally sustainable and provides the City with a diverse tax base to sustain municipal services.

5.8.2 Promote development and growth that contributes to a balanced budget and the efficient distribution of public services.

5.8.3 Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).

5.8.4 Require fiscal impact analysis for development proposals requiring a General Plan amendment or annexation to assess citywide impacts and to identify any burden such project might create for the City.

5.8.5 Maintain fees and charges appropriate for offsetting the cost of providing services. Balance the costs of providing services with the needs of the community.

Goal 5.9: A community with sustainable and improved infrastructure.

Policies:

5.9.1 Promote reliable and innovative methods for financing infrastructure without unduly transferring the cost burden to the residential or business community. Methods include community facilities districts (CFDs), business improvement districts (BIDs), grants, tax credits, development agreements, public-private partnerships, Enhanced Infrastructure Financing Districts (EIFDs), and crowdfunding.

5.9.2 Continually evaluate potential opportunities to diversify revenue to attain sustainable funding levels for City services and maintaining City infrastructure.

5.9.3 Support local businesses and economic development by improving Beaumont's infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.

5.9.4 Focus City investment in new and enhanced infrastructure and public realm improvements (e.g., streetscape, lighting, signage, etc.) in the Downtown and areas targeted for future growth, such as mixed-use and employment districts.

Goal 5.10: A fiscally responsible and transparent community.

Policies:

5.10.1 Require any non-budgeted, non-emergency expenditure to have an identified corresponding revenue source.

5.10.2 Establish a policy for reserves and maintain adequate reserves to insulate the City's budget from economy downturns and unforeseen expenses.

5.10.3 Institute and continue to enhance responsible financial management policies, practices and internal controls.

5.10.4 Improve and maintain a good credit rating for the City.

5.10.5 Aggressively pursue collection of tax monies and ensure accurate and timely collection of tax revenues.

5.10.6 Provide decision-makers timely notification of cash insufficiency and actions needed to ensure fiscal sustainability.

5.10.7 Correspond regularly with bond rating agencies about the City's financial condition and follow a policy of full disclosure on financial reports and bond prospectus.

5.10.8 Continue to utilize the Transparency Portal on the City's website to promote transparent government operations.

IMPLEMENTATION

Table 5.1 Economic Development Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
ECONOMIC DEVELOPMENT + BUSINESS GROWTH				
EDF1	**Strategic Plan.** Develop and regularly update an Economic Development Strategic Plan that includes 1) a target list of business types for attraction and expansion, 2) actions and strategies, and 3) benchmarks to measure progress in implementation.	High	Short	Economic Development
EDF2	**Online Site Inventory.** Create and maintain an online inventory of shovel-ready sites and provide individualized site selection assistance to expanding and new businesses.	High	Ongoing	Economic Development, Planning
EDF3	**Connect Development Community with Opportunities.** Provide a forum to bring together interested property owners, developers, real estate brokers, business owners, and retailers regarding available development opportunities and sites.	Low	Short	Economic Development
EDF4	**Business Incubator.** Evaluate the demand for and feasibility of a local business incubator.	Medium	Short	Economic Development
EDF5	**Business Recruitment.** Create and implement a business recruitment strategy to attract high-paying employment-based uses in the Employment District.	Medium	Medium	Economic Development
EDF6	**Retail Recruitment Strategy.** Create and implement a retail recruitment strategy that utilizes direct communications with targeted retailers to reverse sales tax leakage in key sectors, such as dining, entertainment, and specialty retail.	High	Medium	Economic Development
EDF7	**Retail Performance.** Periodically evaluate the performance of the community's retail centers and make recommendations regarding repositioning of businesses and measures likely to improve retail performance (e.g., mix with other employment, entertainment/ interactive, or residential uses; offer smaller retail spaces that have higher performance; etc.).	Medium	Ongoing	Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF8	**Branding.** Develop a unique brand for the City that builds upon the General Plan vision and is comprised of visual themes and taglines that distinguish Beaumont from other jurisdictions in the region and accentuate its opportunities and attractions.	High	Short	Public Information/ Communication
EDF9	**Rental Assistance.** Create a rental assistance program as a recruitment incentive to attract targeted, desired retailers and restaurants to key locations, such as in the Downtown area.	Medium	Short	Economic Development
INFRASTRUCTURE IMPROVEMENTS				
EDF10	**Internet Infrastructure.** Provide or work with providers to achieve high quality Internet infrastructure for the community.	Medium	Medium	City Administration, Economic Development
EDF12	**New Infrastructure.** Create a "Dig Once" policy, which would require conduit for future fiber optic cable to be laid anytime the ground is broken for infrastructure, transportation, or construction projects.	Medium	Short	Public Works
WORKFORCE DEVELOPMENT				
EDF13	**Local Business Internships.** Create a program to provide incentives for local businesses to offer internship, mentoring, and apprenticeship programs to high school and college students in partnership with educational institutions and major employers.	Medium	Medium	Economic Development
EDF14	**Recruit Technical Training.** Actively recruit technical schools to locate in Beaumont to provide education and training that benefits residents and employers.	Medium	Short	Economic Development
LOCAL AND SMALL BUSINESS SUPPORT				
EDF15	**Advertise Business Assistance.** Advertise existing business assistance programs that provide financing and technical assistance.	Medium	Ongoing	Economic Development
EDF16	**Small Business Surveys.** Conduct bi-annual surveys of existing small businesses (including home occupations) to identify obstacles to growth.	Medium	Short	Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF17	**Local Vendor Preference.** Establish a City local vendor preference policy and periodically review new approaches to encourage purchasing from local vendors.	Medium	Short/ Ongoing	City Administration, Economic Development
EDF18	**Business Liaison Services.** Provide business liaison services to assist businesses with the permitting process, including assistance with other agencies such as utility districts and other regulatory bodies.	Medium	Short	Economic Development, Planning
CITY REGULATIONS				
EDF19	**Streamline Permit Review.** Create a "One Stop Permitting" process to streamline the permit review process that facilitates business attraction, retention, and expansion of projects.	High	Short	Planning, Public Works, Building and Safety
EDF20	**Makerspace.** Allow vacant and underutilized buildings in the Downtown area to provide shared spaces for artists and artisans, including collaborative workspaces (e.g., makerspaces that have tools for the design, prototyping and creation of manufactured works).	Medium	Medium	Economic Development, Planning
EDF21	**Zoning Code.** Update the City's Zoning Code to • Reflect modern business uses and needs, including allowing flexible or shared workspaces, • Streamline permitting and procedures, • Attract desired businesses and services, • Ensure tourism-related enterprises are allowed in appropriate locations, • Allow for the pairing of uses that support business spin-offs (e.g., R&D with retail), and • Encourage experiential retail concepts that mix service uses with traditional retail so that retailers remain competitive in an increasingly online marketplace.	High	Short	Planning

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF22	**Recruitment Incentives.** Periodically review possible incentives aimed at recruiting/retaining specific businesses such as restaurants, specialty retail, education, and health care, which may include FAR bonuses, reductions in parking, expedited permitting and other incentives.	High	Ongoing	Planning, Economic Development
EDF23	**Commercial Rehabilitation Support.** Establish and continue to improve City programs providing grants or loans for commercial rehabilitation and improvement, such as façade improvement programs.	Medium	Ongoing	Economic Development
EDF24	**Reinvestment Opportunities.** Facilitate and/or pursue reinvestment opportunities, such as grants, loans, bonds, to assist in adaptive reuse of vacant or underutilized properties.	Medium	Short	Economic Development
EDF25	**City Fees.** Establish competitive City fee schedules or structures.	High	Short	City Administration, Economic Development
PARTNERSHIPS AND COOPERATION WITH OTHER ORGANIZATIONS				
EDF26	**Coordination with Healthcare Institutions.** Establish regular communications with regional and local health care institutions such as San Gorgonio Memorial Hospital to understand their future facility needs and continuum of care services that may be attracted to the area such as physician's offices, specialty practices, rehabilitation centers and assisted living facilities.	Medium	Short	Economic Development
EDF27	**Coordination with Nearby Cities.** Establish regular coordination with neighboring jurisdictions, including the City of Banning, City of Calimesa and Riverside County to explore strategies for efficient infrastructure maintenance and delivery of services and economic development programs.	Medium	Ongoing	City Administration, Economic Development
VISITATION + TOURISM				
EDF28	**Promotion**. Regularly highlight positive news of and activities in Beaumont in various media outlets.	High	Ongoing	Public Information/ Communications

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF29	**Visitor Resources.** Develop visitor resources, such as a local visitors' guide that includes local recreation opportunities, dining, shopping, cultural and historic landmarks, attractions and events.	Medium	Medium	Economic Development
EDF30	**Online Calendar.** Publish and regularly update an online calendar of activities and special events in Beaumont.	Medium	Ongoing	Economic Development
EDF31	**Event Sponsorship.** Work with local organizations to sponsor, organize, and/or promote public festivals, cultural performances and civic events.	Medium	Ongoing	City Administration, Economic Development
EDF32	**Event Space.** Create a public space for special events in Downtown.	Medium	Ongoing	Planning, Community Services
EDF33	**Encourage Hotel Renovations.** Provide incentives to hotel property owners to encourage the renovation of existing hotel properties.	Medium	Long	Economic Development
FISCAL SUSTAINABILITY				
EDF34	**Business Improvement District.** Form a Downtown Business Improvement District in key portions of the Downtown area.	Medium	Long	Economic Development
EDF35	**Utility Services Benchmarking.** Establish thresholds or standards for levels of service as a benchmark to evaluate adequacy of community and utility services.	Medium	Short	City Administration, All departments
EDF36	**Fee Structure.** Update the City's fee structure at least every five years to fully cover City costs for fee-based services to the extent feasible and desired by the community.	Medium	Ongoing	City Administration

Chapter 6: HEALTH + ENVIRONMENTAL JUSTICE

This Health, Equity + Environmental Justice Element presents the community's priorities for realizing a healthy and equitable community. It includes goals and policies that address existing community health concerns as well as approaches to managing new development to prevent future health issues, covering topics such as environmental justice, access to healthy food, disease prevention, safe and healthy housing, and opportunities for physical activity. The chapter also describes how the decision-making process includes underrepresented sections of the population.

STATUTORY REQUIREMENTS

California law requires that a General Plan include elements (or chapters) that specifically address environmental justice (Section 65302 (h)). These requirements were adopted with Senate Bill 1000 (SB 1000), or the Planning for Healthy Communities Act. SB 1000 requires cities to develop an Environmental Justice element, or related environmental justice goals and policies to reduce the unique or compounded health risks in "disadvantaged communities." The goal of SB 1000 is to help identify and reduce risks in communities disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. In doing so, SB 1000 offers an opportunity to address existing community health concerns and mitigate the impacts of future health issues, including increasing access to healthy food, preventing chronic disease, improving transportation facilities and infrastructure, promoting healthy land use design, and encouraging physical activity.

The California Office of Research and Planning (OPR) General Plan Guidelines (2017) added new sections to address healthy communities and social equity, providing guidance on identifying and reducing risks in communities disproportionately affected by environmental pollution and other hazards that can lead to negative health effects and chronic exposure.[1] This Element is consistent with Section 65303 of the State of California Government Code, which allows local jurisdictions to integrate health-related policies and prioritize existing community health concerns to mitigate the impacts of future health issues and prevent chronic diseases, while supporting improved transportation facilities, infrastructure, and healthy land use design.

SETTING THE SCENE

Place, income, living conditions and education are all significant contributing factors to the health of a community. How cities plan and prioritize growth for the future can determine how healthy residents are in the long term. The City's physical, social, and economic environments combine to make specific individuals and groups more vulnerable to long-term changes and short-term shocks. A guiding principle of environmental justice is that all members of a community should benefit from understanding the risks of environmental harms and protections to mitigate their impacts.

As the City grows, it must protect its existing assets that make it a great place to live, work, and recreate for all its residents. At the same time, the City must consider how the built environment actively shapes health outcomes and make policy choices that encourage the creation of a healthy community.

1 *The SB 1000 Implementation Toolkit, prepared by the California Environmental Justice Alliance and Placeworks, offers additional guidance, case studies, and approaches for meeting the requirements of SB 1000.*

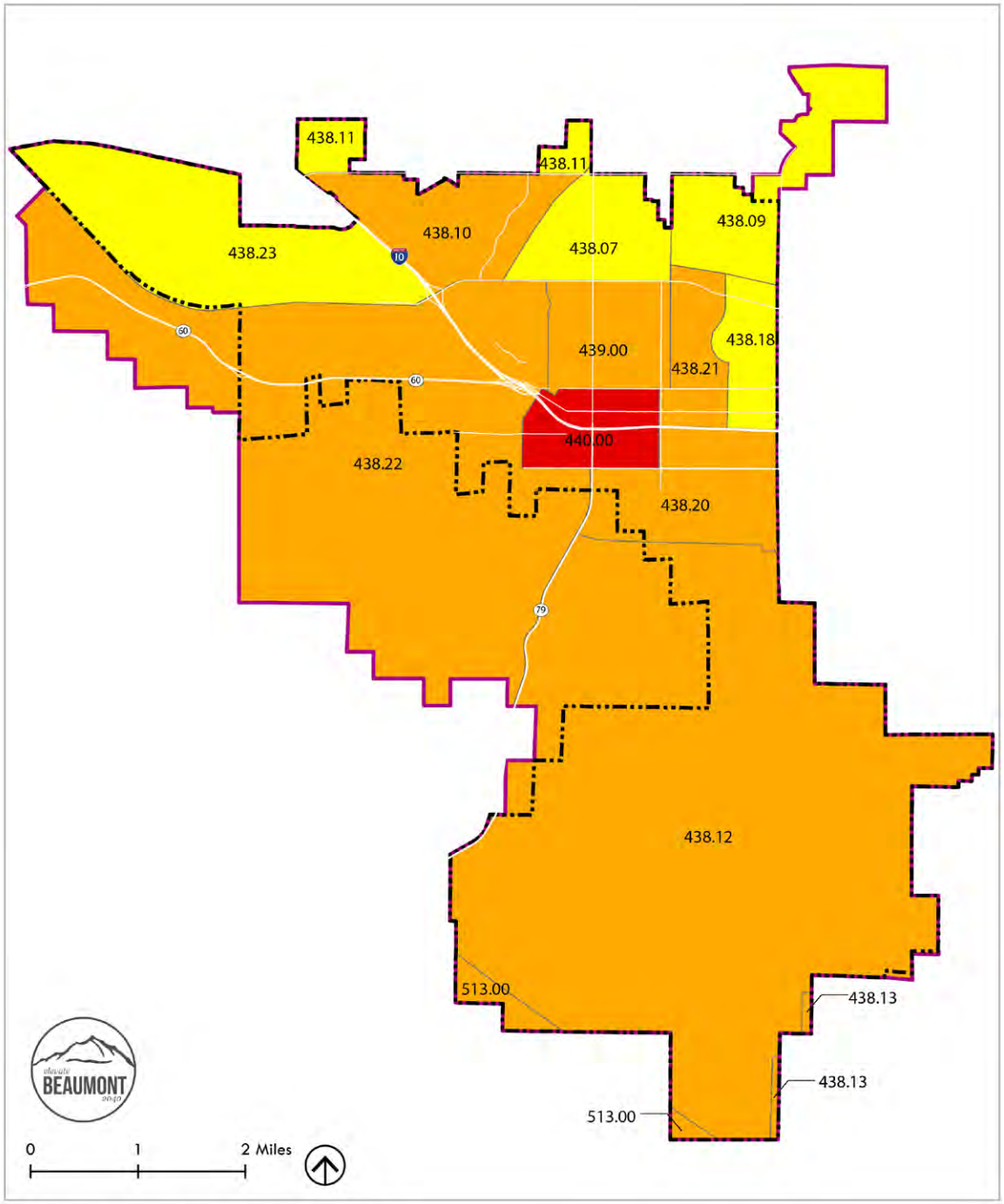
COMMUNITY ENGAGEMENT

The involvement and engagement of Beaumont's community was fundamental to shaping the General Plan. Community-centered planning and design process also elevates the values and priorities of historically-underserved populations, including lower-income residents and people of color, in guiding community development. In supporting and enhancing opportunities for meaningful engagement, the General Plan recognizes the importance of addressing the intersection of health, equity, and environmental justice in creating access and expanding opportunities for all members of the community. A broad range of outreach approaches were incorporated to ensure the public participation of diverse members of the community, including direct outreach to a youth focus group, a diverse Task Force and online community outreach.

Community input helped shape the content and strategies of the Health, Equity, and Environmental Justice Element. Summaries of all community engagement activities can be found in Chapter 2. Key themes related to environmental justice and health that emerged from the outreach included: concerns with the number of fast food restaurants; lack of places to exercise, including parks and open spaces for kids to be active; poor air quality due to traffic and industry; and rising crime and homelessness.

The engagement program targeted Spanish speakers and other groups historically left out of the planning process.

Figure 6.1 CalEnviroScreen (CES) Findings



CALENVIROSCREEN FINDINGS

- City Boundary
- Sphere of Influence
- 0-24.9%
- 25-49.9%
- 50-74.9%
- 75-100%

KEY ISSUES + OPPORTUNITIES

This section provides a snapshot of several key issues and opportunities related to health and disadvantaged communities in the city.

DISADVANTAGED COMMUNITIES

The California Environmental Protection Agency (CalEPA) defines a disadvantaged community as a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. (Section 39711 of the Health and Safety Code) The CalEnviroScreen (CES) tool is a screening methodology that can be used to identify these communities burdened by multiple sources of pollution, based on environmental exposures, environmental effects, and population characteristics, including health outcomes and socioeconomic data.

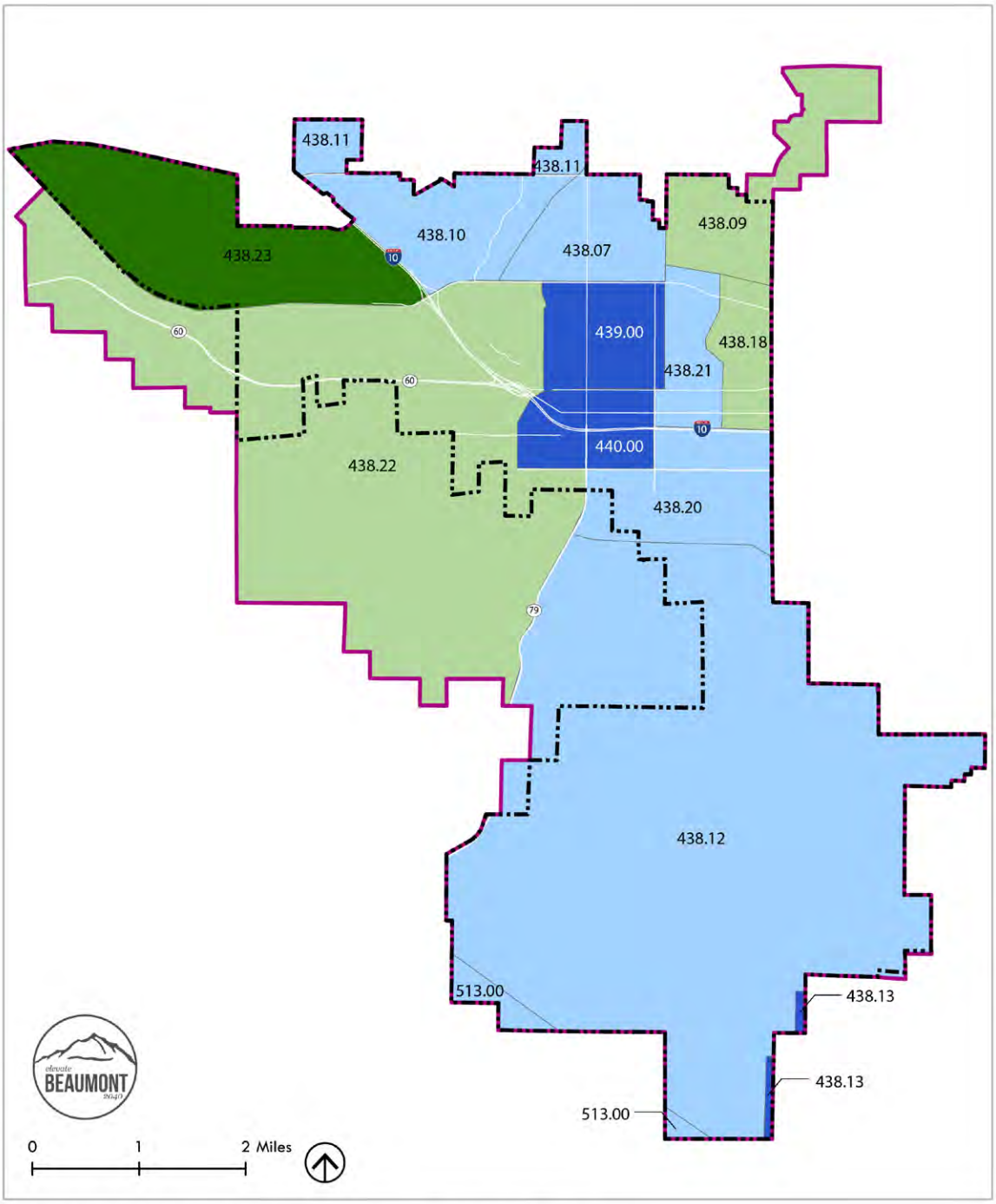
- Exposure indicators are based on measurements of different types of pollution that people may encounter (e.g., ozone, PM 2.5, diesel, pesticides, traffic, drinking water).
- Environmental effects indicators are based on the locations of toxic chemicals in or near communities (e.g., cleanups, groundwater threats, hazardous waste, impaired water, solid waste.)
- Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health (e.g., asthma, low birth weight, cardiovascular rate).
- Socioeconomic factor indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects (e.g., education, linguistic isolation, poverty, unemployment, housing burden).

As shown in Figure 6.1, Beaumont has one census tract (census tract 440) that is identified as a "disadvantaged community" with a CalEnviro 3.0 Score of 82 percent.[2] This census tract covers the Downtown and El Barrio neighborhoods. Residents in this census tract have disproportionately high socioeconomic challenges and environmental burdens. These are discussed later in this section.

A second tool, the California Healthy Places Index (HPI), can be used to analyze the cumulative burden of social, economic, and environment conditions that may lead to unequal, inequitable, or disparate outcomes for a community. In addition to pollution burden, the HPI tool emphasizes a broader spectrum of social factors (or determinants) that impact health, including education, housing, economic, and access to health care. As shown in Figure 6.2, areas around Beaumont's Downtown and El Barrio neighborhoods (census tract 440), as well as the Town Center (census tract 439), have a low HPI score and a higher proportion of residents considered especially vulnerable to public health risks, including children, the elderly, the disabled, recent immigrants, and those living in poverty.

2 *This tract is in the top 25% of scores statewide, identifying it as a "disadvantaged community."*

Figure 6.2 Healthy Places Index (HPI) Tool



HEALTHY PLACES INDEX SCORE PERCENTILE

- City Boundary
- Sphere of Influence
- 0-24.9%
- 25-49.9%
- 50-74.9%
- 75-100%

POPULATION IN POVERTY

According to the American Community Survey (2012-2016), the median household income in the City of Beaumont is $68,369, compared to $41,222 in the Downtown and El Barrio neighborhoods and $43,872 in the Town Center. The median income in the City higher than in Riverside County, where the median household income is $57,972. As shown in Table 6.1, poverty disproportionately impacts families with young children in disadvantaged communities. Poverty can lead to significant negative health outcomes in children, including impacts to physical health, social and emotional development, and educational achievement.

While high school graduation rates are similar across the City, the percent of residents with a bachelor's degrees or higher is lower in the identified disadvantaged communities. These lower educational attainment rates create barriers to economic opportunity, including access to higher-paying jobs and opportunities for workforce development, which can result in persistent levels of household poverty.

Table 6.1 Beaumont Demographic Profile

	CENSUS TRACT		BEAUMONT CITY
	439	440	
DEMOGRAPHIC			
Under age 5	6.3%	11.6%	8.1%
5-17	24%	23%	21.90%
18-44	35%	37.1%	35.5%
45-64	25.5%	21%	22%
Age 65 and over	9.2%	7.3%	12.6%
Non-White (including Hispanic or Latino)	14.7%	39.6%	30.7%
HOUSEHOLD			
Householder living alone	23.6%	19.3%	16.1%
Average household size	3.36	3.58	3.29
Lived in a different house in the US 1 year ago	12.7%	22.9%	13.7%
Speaks English less than 'very well'	12%	13.8%	9.5%
EDUCATIONAL ATTAINMENT			
Percent high school graduate or higher	28.8%	29.9%	24.3%
Percent bachelor's degree or higher	10.6%	5.3%	14.4%
PERCENTAGE OF FAMILIES WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL			
All families	11%	20.5%	8.6%
With related children under 18 years	13.3%	21.3%	10.9%
With related children under 5 years only	10.1%	34.2%	5.9%
EMPLOYMENT			
Percent Unemployed	14.4%	11.2%	6.7%
HEALTH INSURANCE			
No health insurance coverage	15.8%	19.1%	9.3%

Data source: American Community Survey 2012-2016

ENVIRONMENTAL CONCERNS

Various environmental concerns negatively impact the health of residents in Beaumont. While contaminants can be naturally occurring or man-made, both impact the environment and human health.

GROUNDWATER POLLUTION

Based on a 2016 Consumer Confidence Report submitted by the Beaumont Cherry Valley District, water supply samples have been found to include deposits of lead, copper, and barium. A study of water samples between 2013-15 by the Environmental Working Group found Chromium-6, a cancer-causing chemical, in Beaumont's tap water at an average rate of 4.3 parts per billion (ppb), while California's Public Health Goal for Chromium-6 is 0.02 ppb.[3] On July 1, 2014 the State Water Resources Control Board's adopted a maximum contaminant level (MCL) for Chromium-6 in drinking water at a rate of 10 ppb. In the City of Beaumont, neighborhoods in census tract 438.22 and 438.12 are disproportionately impacted by drinking water contaminants and groundwater pollution.[4] The adverse effects of drinking or inhaling Chromium-6 include lung cancer, kidney damage, and occupational asthma.

AIR POLLUTION AND ASTHMA RATES

Beaumont is intersected by two major freeway corridors. Ozone pollution is made worse by traffic traveling through Beaumont en-route to the Coachella Valley. Air quality in Beaumont is regulated by the South Coast Air Quality Management District (SCAQMD), which has jurisdiction over the South Coast Air Basin (SCAB) and the desert portion of Riverside County in the SSAB. The District monitors air quality in the City at one permanent location: Banning/San Gorgonio Pass. The station assesses PM2.5, PM10, ozone, carbon monoxide, and nitrogen dioxide levels.

According to the South Coast Air Quality Management Plan (2016), the distribution of ozone concentrations during the May–October smog season, for the 2012–2014 period, peaks higher in the afternoon hours in areas close to Beaumont. The ozone peaks coincide with times kids and other residents are most often outside. Inhaling ozone, even in small amounts, can irritate the lungs and increase the risk for respiratory infections. Based on data from AskCHIS Neighborhood Edition, 15.1 percent of Beaumont youth, ages 1-17, reported ever having asthma. According to the California Department of Public Health, approximately 272,000 children and adults have been diagnosed with asthma in Riverside County. Respiratory disease may be under-diagnosed and under-reported due to the City's low levels of access to health insurance, educational information, and preventative care in the Downtown and El Barrio neighborhoods.

3 *On May 31, 2017, the Superior Court of Sacramento County issued a judgment striking down the Chromium-6 maximum contaminant level (MCL) for drinking water. The United States EPA adopted MCL for total chromium of 50 ppb remains in place.*

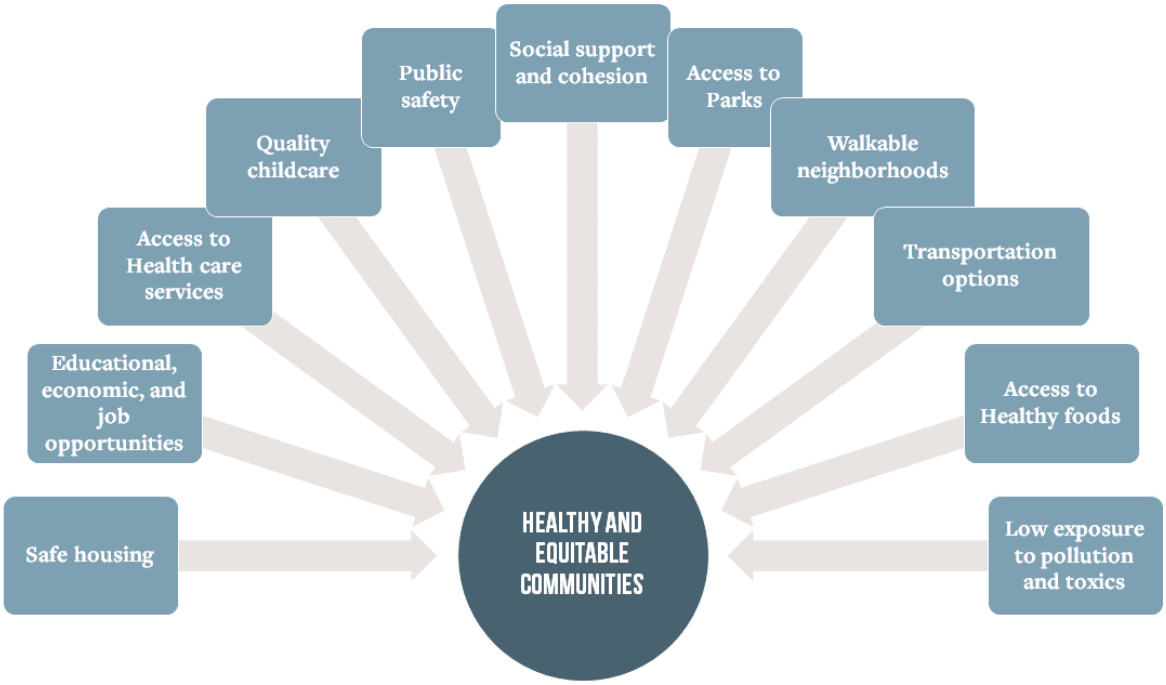
4 *CalEnviroScreen's calculation of drinking water contamination is measured based on a subset of contaminants tested in drinking water across California, including Chromium-6 at 1 ppb*

COMMUNITY HEALTH

A community's overall health depends on many factors. Eating well, staying active, and seeing a doctor all influence health. Nutrition education and behavior affect quality of life, development and learning as well as the incidence of chronic diseases, including obesity, diabetes, and cancer. Health, however, is also influenced by access to social and economic opportunities, the quality of education, neighborhood conditions, workplace safety, and the cleanliness of water and air, among other factors. These conditions help explain why some people are healthier than others, and why where people live and work matters to community health. Figure 6.3 shows key components of healthy community.

Healthy community design and programs to improve the social determinants of health can bring many benefits to a community, from better health to new jobs to economic investments. The City has been actively involved in several regional and citywide programs to improve health outcomes. In 2011, the City adopted the Healthy Eating Active Living (HEAL) Campaign Resolution with the goal of improving: first, wellness for citizens and employees, and second, healthy food access. The City is also part of the State's CalFresh Healthy Living (SNAP-Ed) to promote physical activity, healthy eating, and community health leadership. The Riverside University Health System – Public Health (RUHS-PH) has also developed a Healthy Development Checklist, which cities across the region can use to promote healthy building development practices.

Figure 6.3 Healthy Community Components



OVERALL HEALTH STATUS

Life expectancy is an important measure of health status. The average life expectancy in Beaumont is 79.3 years,[5] compared to 80.3 years in Riverside County. Leading causes of death can highlight a population's risk factors and suggest policy priorities. While heart disease is the leading cause of death in the County and the State of California, its incidence in Beaumont is about 25 percent higher than at the County or State level. Several factors contribute to heart disease, including diet, exercise, tobacco use, genetic predisposition, and pollution exposure.

Compared to the County and State, Beaumont residents have lower rates of obesity and lower rates of food insecurity. However, only about 31 percent of residents walk at least 150 minutes a week and only 17.5 percent of Beaumont youth engage in regular physical activity. For residents living near busy roads and freeways, exposure to ozone can increase the threat of a heart attack compared to other places in the City. Long term exposure to ground level ozone pollution, a powerful greenhouse gas and a widespread air pollutant, has been shown to cause cardiovascular diseases, including heart attack, high blood pressure, and stroke.

Smoking is the leading cause of preventable death in the U.S., and contributes to diseases such as cancer, heart disease, stroke, lung diseases, diabetes, and chronic obstructive pulmonary disease (COPD), which includes emphysema and chronic bronchitis. Beaumont residents have an adult tobacco use rate of 13%, which is slightly higher than the County-wide rate of 12.3%. Across the nation, cities are experiencing a dramatic increase in adolescent e-cigarette use. From 2011 to 2016, the percentage of 12th-grade students nationwide who had ever used an e-cigarette increased from 4.7 to 13 percent.[6]

While the promotion of healthy communities can bring many benefits to all members of a community, the impacts of environmental burdens and other stressors, such as housing cost burden, unemployment, linguistic isolation, and poverty, have disproportionate impacts on disadvantaged communities, as shown in the selected census tracts in Table 6.2.

5 *Riverside County University Health System – Public Health's SHAPE portal.*

6 *U.S. Department of Health and Human Services. 2019. Office of Population Affairs. Retrieved from: https://www.hhs.gov/ash/oah/adolescent-development/substance-use/drugs/tobacco/trends/index.html#_ftn2*

Table 6.2 CalEnviroScreen Results by Census Tract

Census Tract	438.07	438.12	438.18	438.2	438.21	438.22	439	440
Population:	5,743	5,409	3,832	3,895	2,707	2,689	6,405	2,109
CalEnviroScreen 3.0 Percentile Range:	40 - 45%	60 - 65%	35 - 40%	51 - 55%	60 - 65%	60 - 65%	60 - 65%	80 - 85%
Ozone:	100	98	100	98	100	98	100	98
Drinking Water:	43	82	47	41	43	85	34	34
Groundwater Threats:	0	62	0	0	0	50	0	32
Hazardous Waste:	0	0	0	92	96	81	87	96
Solid Waste:	33	85	0	0	9	90	50	0
Asthma:	70	84	61	62	70	62	70	70
Cardiovascular Rate:	98	99	93	94	98	95	98	98
Education:	61	21	29	30	56	53	66	76
Linguistic Isolation:	35	25	46	46	53	7	57	52
Poverty:	60	24	31	34	54	45	73	74
Unemployment:	43	86	11	67	10	52	85	87
Housing Burden:	22	24	6	36	33	22	77	89

(*Based on calculated percentiles for individual indicators.*)

ACCESS TO HEALTHY FOOD

Healthy communities have access to affordable and healthy food at grocery stores, produce markets, community gardens, and farmers' markets. Residents of communities with access to a full-service grocery store tend to eat more fruits and vegetables, have lower body weights, and lower rates of chronic diseases. Local food production can also reduce the distance food is shipped, lowering the environmental footprint of food production and distribution. Healthy retail programs in cities bring together health departments, community-based organizations, and businesses to increase access to healthy food. These types of partnerships are also important to changing retail environments to include more businesses that support access to healthy foods.

With the exception of a Stater Bros. grocery store on Oak Valley Parkway, most of the grocery stores and neighborhood markets in Beaumont are concentrated along the I-10 corridor. Many Beaumont residents need to drive several miles to access a grocery store or neighborhood market. Additionally, the high concentration of fast food restaurants in the areas immediately north and south of I-10 further exacerbates the issue of limited access to healthy food for residents by providing cheap, convenient options and displacing other healthy food outlets. Therefore, locating grocery stores or neighborhood markets in proximity to homes promotes healthy lifestyles by encouraging walking, reducing vehicle trips, as well as increasing access to healthy foods and healthy retail.

FOOD SECURITY

Food security is also important for community health and wellbeing. "Food security" is defined as having access to enough food for an active, healthy life for all people at all times. Food insecurity can lead to undernourishment and malnutrition, which coincide with fatigue, stunted child development, and other health issues. Food insecurity among low income households is lower in Beaumont (5.3%) than at the County (7.6%) and State (8.1%) levels. Households that lack "food security" can obtain supplemental assistance from government programs, such as the Supplemental Nutrition Assistance Program (SNAP) and the Women, Infants, and Children (WIC) program. These vendors are generally located along 6th Street and Beaumont Avenue.

Other healthy food resources also exist in the City. All schools in the Beaumont Unified School District offer eligible students access to free and reduced meals. Additionally, all students in the District are offered free breakfast. As noted in Figure 6.4, there are various census tracts in the City where 50 percent or more of the children in the area qualify for free or reduced-price school lunches, including Downtown, El Barrio, and the Town Center.

As of 2019, there were also four sites in the City that provided summer meals for children 18 and under. Additionally, the Albert Chatigny Community Center in Beaumont and Reppiler Park in nearby Banning host monthly community food outreaches to Beaumont seniors. Additionally, Carol's Kitchen, Table of Plenty, and Fellowship in the Pass offer free meals and other social assistance for all Beaumont residents. Given the size of the City's population, Beaumont offers fairly good coverage of "free food" distribution.

SAFE + AFFORDABLE HOUSING

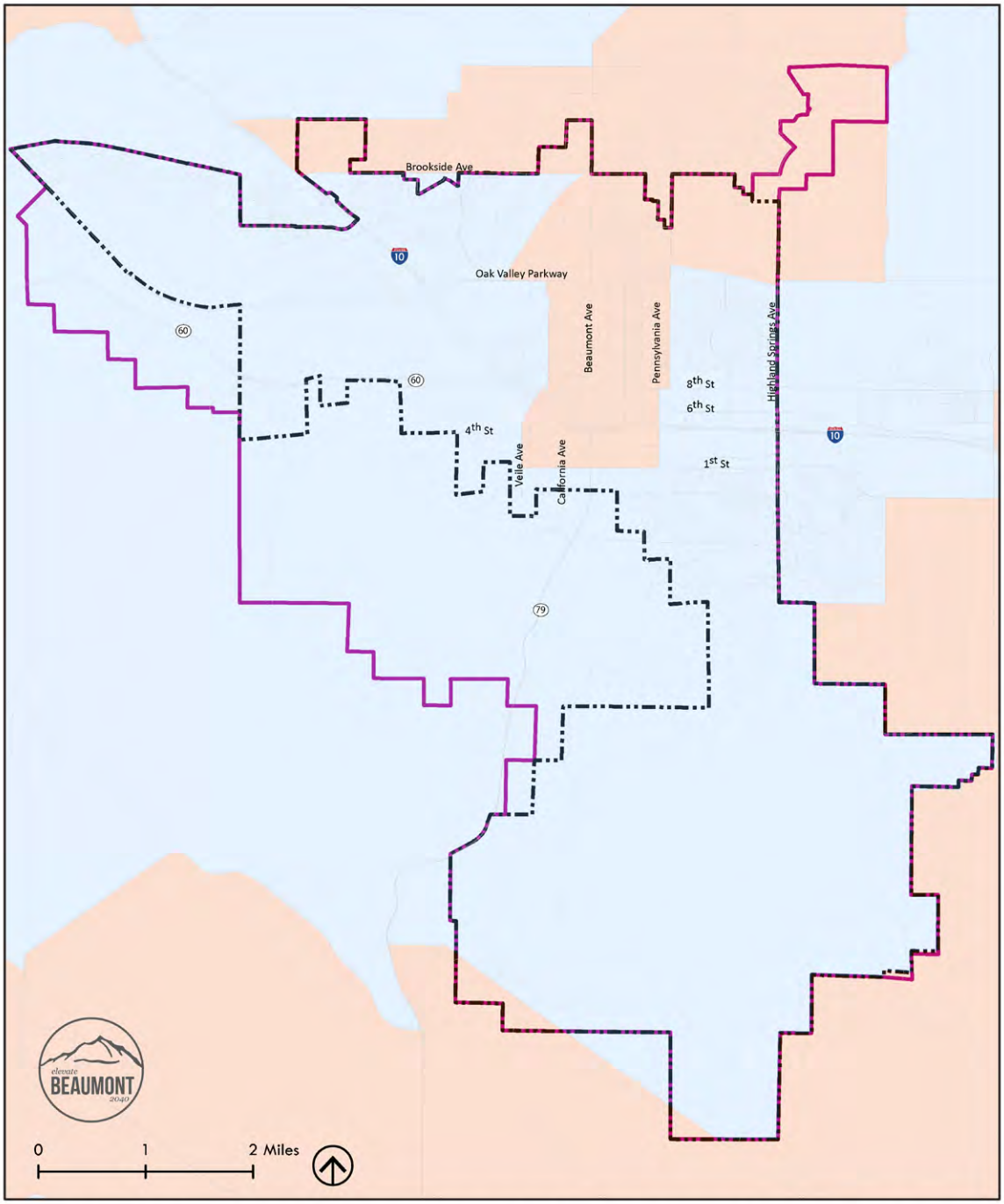
Beaumont has experienced significant growth in the last few decades and approximately 75 percent of the housing stock in the City was built after 1979. U.S. EPA estimates that more than 80 percent of homes built before 1978 contain lead-based paint. Furthermore, in homes built before 1950, the risk of lead exposure is greater due to paint that may contain higher concentrations of lead. Older residential neighborhoods are concentrated in Downtown and El Barrio, with the oldest homes concentrated in the Town Center.

As noted in the existing conditions report, there is a high concentration of households in these older residential neighborhoods that are both low income and severely housing burdened. Severe housing burden is identified as individuals who pay more than 50 percent of income on housing costs. The high cost of housing impacts overall cost of living and magnifies income disparities, forcing individuals to spend less on food, medical care, child care, and other necessities, including travel outside of the region for work.[7]

Addressing the severe housing burden can help mitigate other housing-related problems, including limited access to a variety of housing options and adverse health effects. In areas with high housing costs, low-income residents may be forced into substandard living conditions, which can result in increased exposure to mold, lead, pest infestation, and other environmental hazards.

7 *Additional information on workforce, commutes, and unemployment can be found in the Economic Development and Mobility Elements.*

Figure 6.4 Access to Free or Reduced-price Lunch



CALIFORNIA ELIGIBILITY FOR REDUCED/FREE STUDENT LUNCH (2018-19)

City Boundary
Sphere of Influence
Yes
No

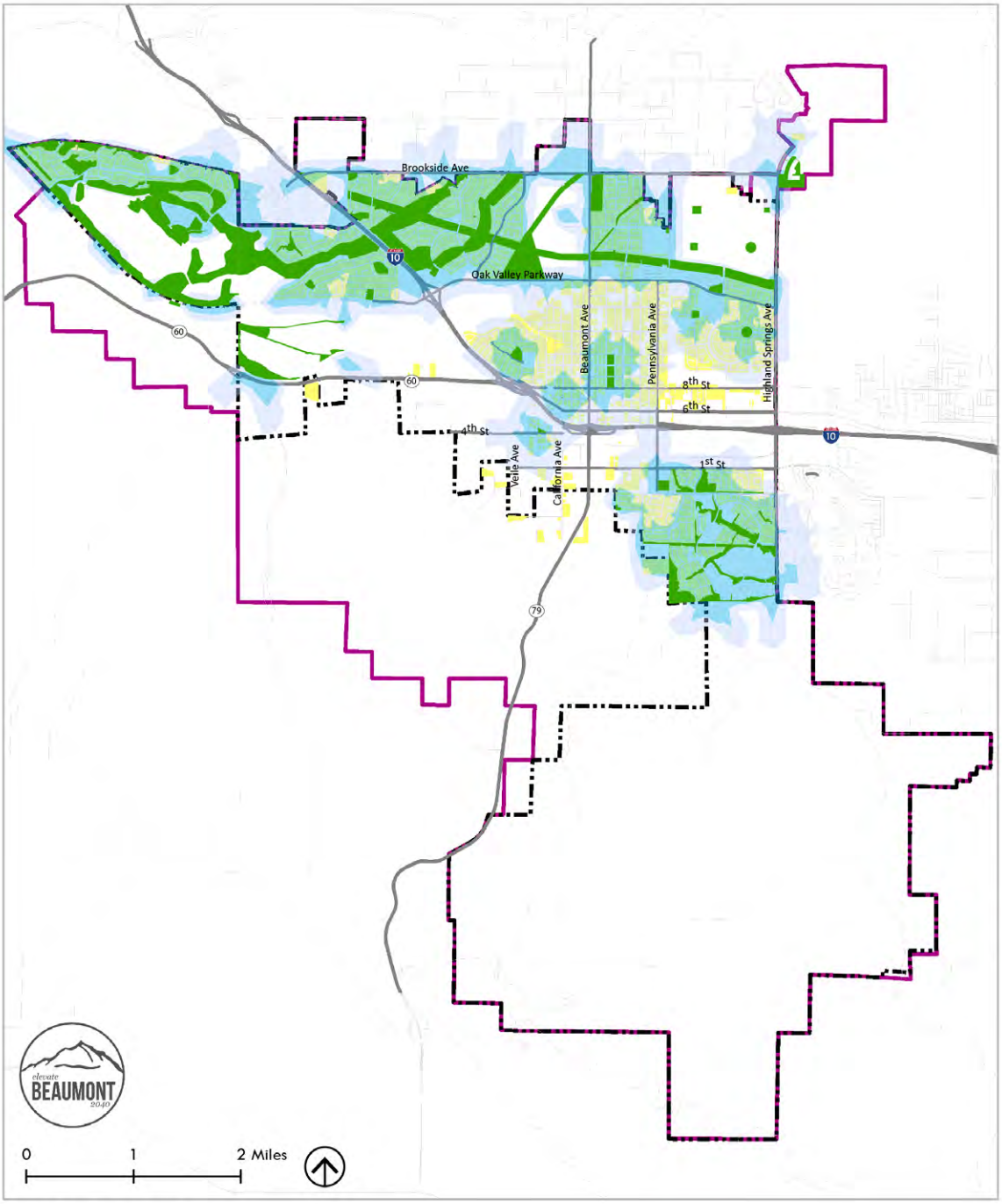
LAND USE + DESIGN

The built environment actively shapes health outcomes in communities. Although conventional planning practices (such as separating residential and commercial uses, building low density areas, constructing streets primarily for automobiles, and not providing adequate transportation choices) are not the single cause of chronic health problems in the United States, there is increasing documentation that they are often a contributing factor. Research indicates that auto-oriented, low density, single use places – as well as places underserved by parks and active recreation facilities – discourage physical activity and therefore contribute to an increased risk of heart disease, cancer, stroke, and diabetes. Promoting healthy communities means supporting safe, clean and attractive neighborhoods, including access to good jobs, well maintained parks, and streets supported by good environmental design.

Beaumont's rapid growth in the last two decades has led to a development pattern that begets a largely car-dependent lifestyle for its residents. Physical barriers, including the major freeways, also impact Beaumont residents' ability to improve quality of life. The lack of an inviting pedestrian environment, nearby commercial and recreational destinations, and limited transportation choices all limit the ability of residents to develop a healthy lifestyle. While older neighborhoods tend to feature better connectivity between blocks with a grid pattern layout, the largely suburban character of more recently built neighborhoods within the City constrains walkability and connectivity to community services. Opportunities exist to encourage daily physical activity by providing Beaumont residents with better pedestrian and bicycle access to destinations.

Access to recreational opportunities and parks is also an important factor that affects community health. Parks are not evenly distributed across the City. While access to parks in Beaumont is generally high, 55 percent of all residents have access to a park within a quarter mile and 82 percent have access to a park within a half mile, many park facilities are located within gated or HOA communities (Figure 6.5). While newer residential developments include parks and/or recreation centers, the older parts of Beaumont, El Barrio and Downtown, have limited access to local parks.

Figure 6.5 Park Access



PARK ACCESS

- City Boundary
- Sphere of Influence
- Parks
- Residential Parcels
- Less than 1/4 mile to parks
- Between 1/4 and 1/2 mile to parks

COMMUNITY SAFETY

Crime can have public health, social, and behavioral implications for victims and their families, resulting in negative impacts on the greater neighborhood and community. A variety of factors can impact community safety, including underemployment, the presence of gangs, and lack of youth and family activities. The perception of crime can also negatively impact individual health, businesses, and social cohesion.

Community safety has been a serious concern for Beaumont residents. While violent crime rates have steadily decreased in the County, the number of violent crimes in Beaumont has generally increased over the last ten years, as shown in Figure 6.6.[8] Property crimes, on the other hand, have been on a downward trend in the City, as shown in Figure 6.7.

Beaumont residents also expressed their safety concern related to homeless populations and traffic, which are being handled by the Beaumont Police Department. Between 2017-2018, the number of unsheltered persons decreased in the City from 18 to 13[9]. Traffic concerns include pedestrian and bicycle safety. Traffic issues are addressed in the Mobility Element. The Safety Element addresses the community policing strategies used by the Beaumont Police Department.

8 *"Cleared offenses" refer to when an arrest and charge are made.*

9 *Riverside County Homeless Count & Survey Report* (2018)

Figure 6.6 Violent Crime Offenses (2017)

Source: Federal Bureau of Investigation Crime Data Explorer

Figure 6.7 Property Crime Offenses (2017)

Source: Federal Bureau of Investigation Crime Data Explorer

GOALS + POLICIES

This Health, Equity, and Environmental Justice Element supports equitable development goals and policies that are responsive to the needs of disadvantaged communities and protect all members of a community from environmental harm and risk. These include goals and policies that support health equity, increased access to healthy food, healthy retail environments, job opportunities, public transit, parks, and physical and mental health.

Health, equity, and environmental justice are woven throughout the General Plan included as health-supportive-measures in the Land Use + Community Design and Mobility Elements, water safety in the Utilities and Infrastructure Element, policies related to the Police Department in the Safety Element, etc.

HEALTH, EQUITY + ACCESS

Goal 6.1: A City that improves the overall health and welfare of its residents.

Policies:

6.1.1 Promote and address the health and wellness of the public through the City's actions, policies, programs and publications.

6.1.2 Integrate a Health in All Policies approach across City departments to address health and equity in the City, including close collaboration with RUHS-PH initiatives and programs that support the improvement of health.

6.1.3 Prioritize resources and investments in disadvantaged communities, in compliance with SB 1000.

6.1.4 Develop indicators and metrics, and continually track the health status of residents over time.

6.1.5 Encourage local employers to adopt healthy living/healthy employee programs, practices, and events (such as walk-a-thons, walking meetings, and local incentives for promoting healthy lifestyles, including smoking cessation, gym subsidies, etc.).

6.1.6 Promote healthy lifestyles and activities at City offices and city-sponsored events.

6.1.7 Promote the health and wellbeing of city employees through health challenges, healthy food choices at staff events, and onsite wellness programs.

6.1.8 Continue to support community volunteer programs, including police cadets, VIBE Program, and Citizen Volunteers.

6.1.9 Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

Goal 6.2: A City that coordinates with regional and local partners to promote all residents' access to affordable, quality health care, behavioral health, mental health and social services.

Policies:

6.2.1 Encourage partnerships with City and County health providers and private health partners to promote health, wellness, and prevention.

6.2.2 Foster health data sharing between the City and County. Work with the County to track health data, and coordinate with the County to ensure the City has necessary health-related data.

6.2.3 Actively work with the RUHS-PH to secure support for health initiatives and other healthy community work, such as community implementation grants.

6.2.4 Support partnerships with local health service providers to encourage preventative health programs, such as screenings, preventative care, smoking cessation, school-based health centers, health education and senior care.

6.2.5 Partner with public and private partners such as the Beaumont Unified School District to promote the flexible use of community spaces (e.g., community centers, libraries, schools) to provide important health services, particularly related to obesity, diabetes and mental health.

6.2.6 Coordinate with Continuum of Care for Riverside County to help the homeless and those at-risk of becoming homeless access education, facilities, and health services.

6.2.7 Support programs for at-risk youth and parents of at-risk youth, such as parent training programs to prevent and intervene in destructive adolescent behavior. Work with appropriate agencies and providers to conduct youth community outreach events.

Goal 6.3: A City that coordinates with regional and local partners to improve all residents' access to community resources.

Policies:

6.3.1 Partner with the Beaumont-Cherry Valley Recreation and Park District to provide maintenance and ensure existing park and recreation facilities are in good condition to facilitate their use and protect the public's investment.

6.3.2 Collaborate with the Beaumont-Cherry Valley Recreation and Park District to ensure new and existing parks consider age of users, cultural needs, facilities, and pet access (e.g., dogs, horses) in the design or upgrades to park space.

6.3.3 Work with the Beaumont Unified School District on policies or programs related to healthy food in cafeterias and in vending machines.

6.3.4 Work with local and regional agencies, including the RUHS – PH and Beaumont Unified School District, to assess childcare needs. Work with local organizations and institutions, where feasible, to implement programs to address childcare shortfalls.

6.3.5 Work in partnership with the Beaumont Unified School District to develop a youth leadership group to provide input and guide youth-oriented planning and programmatic efforts in the City.

6.3.6 Partner with local institutions, including the Beaumont Unified School District, Beaumont Library District, and other public and private organizations to maintain and

enhance existing extended learning opportunities through after-school enrichment programs, summer boost programs, school breaks, literacy programs, and weekends for all children.

6.3.7 Collaborate with the Beaumont Unified School District, RUHS, and community partners to support free food access programs for food insecure households.

Goal 6.4: A City that promotes healthy retail environments for all residents.

Policies:

6.4.1 Ensure convenient access to affordable, fresh produce and healthy foods in all neighborhoods, including grocery stores, farmers' markets, and community gardens, particularly in communities with low incomes and low access.

6.4.2 Promote innovative local food microenterprises and incentivize economic development opportunities for entrepreneurs.

6.4.3 Limit fast food and liquor stores in neighborhoods with a significant concentration of stores (e.g., multiple stores on the same block or intersection) and child-sensitive areas, such as schools, parks, and childcare facilities.

6.4.4 Work with the Beaumont Unified School District and other educational facilities in Beaumont to create or implement educational programs for kids about healthy eating, such as edible school yards and healthy cooking classes.

6.4.5 Require that City-funded events offer healthy food choices to participants.

LAND USE + COMMUNITY DESIGN

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policies:

6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

6.5.2 Adopt a city-wide ordinance that prohibits smoking in multi-unit housing.

6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

6.5.4 Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.

6.5.5 Promote development of a variety of housing types that meet the needs of residents of all income levels. This policy is implemented through the Land Use and Community Design Element.

6.5.6 Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

6.5.7 Limit vape shops, tobacco-retail, and alcohol-retail uses within 1,000 feet of schools, day care centers, and youth centers.

6.5.8 Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.

6.5.9 Promote access to affordable and safe opportunities for physical activity, particularly in park-poor neighborhoods. This policy is implemented through the Parks and Recreation Element.

COMMUNITY SAFETY

Goal 6.6: A safe City with improved pedestrian, bicycle and vehicular safety and reduced community crime.

Policies:

6.6.1 Strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions. This policy is implemented through the Mobility Element.

6.6.2 Pursue and support local Safe Routes to Schools programs.

6.6.3 Promote safe routes for aging adults, particularly routes to transit and shopping centers.

6.6.4 Promote Business and Neighborhood Watch programs, in addition to collaborations between residents and law enforcement, to help maintain a clean and safe environment.

6.6.5 Create a graffiti prevention team to remove graffiti from public property (e.g., parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

ENVIRONMENTAL SAFETY

Goal 6.7: A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.

Policies:

6.7.1 Prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow R&D uses, medical uses, and other necessary services such as dry cleaners.

6.7.2 Continue to work with state, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants.

6.7.3 Prioritize the prevention of illegal dumping and hazardous waste dumping, and the removal of dumping by the Department of Public Works when it does occur, to protect health, safety, environmental quality, and community aesthetics.

6.7.4 Reduce exposure to legacy pesticides, particularly in areas previously utilized by agricultural, and whenever possible work with landowners and developers to eliminate concentrations of pesticides from soil and groundwater.

6.7.5 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

6.7.6 Designate truck routes to avoid sensitive land uses, where feasible.

6.7.7 Work with the Beaumont Cherry Valley Water District to develop and distribute an informational brochure regarding best practices to reduce or eliminate surface and groundwater contamination.

6.7.8 Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences).

6.7.9 Promote education and outreach on lead exposure prevention and lead health effects.

6.7.10 Reduce the potential for lead exposure and poisoning through health checks, home inspections and code enforcement.

IMPLEMENTATION

Table 6.3 Health, Equity + Environmental Justice Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
HEALTH, EQUITY + ACCESS				
HEJ1	**Health Resources Inventory.** Develop an inventory of health resources in the City in cooperation with the RUHS-PH.	High	Short	Community Services, RUHS-PH
HEJ2	**Citywide "health check-up."** Every five years, conduct a community health assessment regarding the overall health and quality of life of those who live and work in Beaumont.	High	Ongoing	RUHS-PH
HEALTHY FOOD ACCESS				
HEJ3	**Healthy Food Survey.** Conduct a periodic survey to identify key food assets, opportunities for healthy retail, and areas of concern in the food environment.	Medium	Ongoing	RUHS-PH
HEJ4	**Healthy Food Program.** Develop and implement a micro-enterprise pilot program to help ensure healthy food is available to low-income residents in the City.	Medium	Medium	Planning
HEJ5	**Healthy Food Education.** Partner with Beaumont Unified School District to create a health curriculum based on learning about healthy food and making healthier food choices.	Low	Long	BUSD
HEJ6	**Healthy Food Choices.** Incentivize location and expansion of new and existing businesses that provide healthy food choices throughout the city.	Medium	Medium	Economic Development
REGIONAL AND LOCAL PARTNERSHIPS				
HEJ7	**Affordable Healthcare Options.** Partner with the RUHS-PH and other regional partners to provide information on affordable and accessible health care services, including mobile health clinics, health fairs, and county services.	Medium	Medium	Community Services
HEJ8	**Joint Use of Community Facilities.** Create a formal shared use agreement with the Beaumont Unified School District where the public and organizations (such as youth and adult intramural leagues) can access school fields/property after normal school hours.	High	Short	Community Services
HEJ9	**Information Campaign.** Promote the significant benefits of quality early childhood education to community members, employers, businesses and developers through social marketing campaigns.	Medium	Medium	Community Services

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
HEJ10	**At-risk Programs.** Work in partnership with the RUHS-PH to develop a training for parents of at-risk youth.	Medium	Medium	Community Services
LAND USE + COMMUNITY DESIGN				
HEJ11	**Housing Choices.** Update land use and zoning designations to allow for a variety of housing types in the City.	High	Short	Planning
HEJ12	**Housing Cost Burden.** Assess the strength of affordable housing policies in each Housing Element update.	High	Short	Planning
HEJ13	**Flexible Use of Community Spaces.** Update zoning code to allow for flexible uses in community spaces, including parks, streets, and civic plazas.	High	Short	Planning
COMMUNITY SAFETY				
HEJ14	**Vision Zero Policies.** Adopt and implement a Vision Zero program that reduces vehicle related fatalities to zero.	High	Short	Public Works
HEJ15	**Safe Routes to School.** Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.	High	Short	Public Works
HEJ16	**Graffiti Prevention.** Encourage the creation of a graffiti prevention team to remove graffiti from public property (e.g., parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.	Medium	Medium	Public Works
ENVIRONMENTAL SAFETY				
HEJ17	**Lead Abatement Programs.** Work with RUHS-PH to adopt a lead testing and abatement program in El Barrio and Town Center, the neighborhoods with a highest concentration of pre-1978 homes.	Medium	Medium	Public Works
HEJ18	**Residential smoking ordinance.** Adopt an ordinance to prohibit smoking in multi-family buildings.	Low	Long	Building and Safety
HEJ19	**Idling Ordinance.** Update zoning code to support an idling ordinance that reduces emissions from on-road heavy-duty vehicles.	Low	Long	Public Works
HEJ20	**Particulate Mitigation.** Adopt mitigation measures that limit vehicular and construction-related particulate emissions.	Medium	Long	Planning
HEJ21	**Herbicide Mitigation.** Develop an information campaign targeted at parents to help protect children from the risks of pesticides.	Medium	Long	Planning, Community Services
HEJ22	**Anti-dumping Programs.** Allocate appropriate resources for enforcement to prevent, and remove, illegal dumping.	Medium	Long	Planning, Community Services, Code Enforcement

This page is intentionally left blank.

Chapter 7: COMMUNITY FACILITIES + INFRASTRUCTURE

Attractive and accessible community facilities, dependable electricity and water supply, and efficient waste removal are important to maintaining and enhancing quality of life in Beaumont – these are critical lifelines that support the wellbeing of residents, provision of basic services, and investments in the City. Community facilities and infrastructure systems must also be adaptable to changes in the City, accounting not only for existing capacity, but also future demand, sustainable design, and creative funding options. Element addresses the following systems:

- Potable Water
- Sewer or Solid Waste/Recycling
- Storm Drain and Flood Control Facilities
- Recycled Water and Groundwater Recharge
- Wastewater Collection and Treatment
- Electricity and Natural Gas Utilities
- Public Parks
- Community Facilities
- Library District
- Schools

STATUTORY REQUIREMENTS

The State of California does not require that a city's General Plan include a separate Community Facilities and Infrastructure Element but does require the topic of facilities and infrastructure to be addressed (*Section 65302 (b)*). State law also requires capital facilities be consistent with the General Plan (*Friends of B Street v. City of Hayward (1980) 106 Cal.App.3d 988*).

RELEVANT PLANS + STUDIES

URBAN WATER MANAGEMENT PLAN

The Beaumont-Cherry Valley Water District Urban Water Management Plan (UWMP) was updated in January 2017. The California Water Code requires all urban water suppliers within the state to prepare urban water management plans and update them every five years. Topics addressed in the plan include:

- Management of urban water demands and efficient use of water
- Protection of the people of the state and their water resources.
- Public decision-making that considers the management of urban water demands and efficient use of urban water supplies
- Urban water suppliers shall be required to develop water management plans to actively pursue the efficient use of available supplies.

POTABLE WATER SYSTEM MASTER PLAN

The Potable Water System Master Plan is not updated on a regular cycle. It was last updated in 2016. The purpose of the Master Plan is to update the facility requirements for potable water supply, transmission, booster pumping, and storage between now and build-out for each pressure zone. The Master Plan identifies projects needed to replace existing infrastructure and provide potable water service to accommodate growth in conformance with the City of Beaumont General Plan and the Riverside County General Plan, Pass Area Land Use Plan. The program and facilities identified in the Master Plan are intended to serve as guidelines for the District to plan for future developments.

BEAUMONT BASIN WATERMASTER

Each year, the Beaumont Basin Watermaster Committee (Watermaster) consolidates information from previous Annual Reports with the information presented in the bi-annual Engineer's Report to develop the Beaumont Basin Watermaster Report. The report was last completed for calendar year 2017. The report provides a brief background of the Beaumont Basin, summary of Watermaster activities, status of the basin, including climate, hydrology, hydrogeology, production, groundwater recharge, and changes in groundwater levels. Additionally, the report includes a series of recommendations and summary of water quality conditions and land subsidence issues.

SETTING THE SCENE

Beaumont's infrastructure systems, including utilities, public facilities, and emergency services, play an important role in economic development, housing, and quality of life. Services and opportunities should be available and accessible to everyone in the community. The City is committed to minimizing potential impacts and promoting sustainability by ensuring that infrastructure can accommodate development and provide sufficient capacity for basic services, including educational facilities, wastewater management, and power usage. In order to support future development, the City must prioritize the coordination of land use and infrastructure planning to meet future demands, ensure quality standards, and increase service capacity, as needed. In addition to planning for potential growth, the City will also need to articulate a model for meeting consumer needs, while providing a revenue stream to cover the costs of maintenance and replacement of aging infrastructure.

The Community Facilities and Infrastructure Element establishes a framework for managing and enhancing existing utility networks, services, and facilities. This Element provides a set of goals, policies, and implementation actions to address the adequacy of public utilities, including water system, wastewater collection lines, electric power, natural gas, and telecommunications facilities. In addition to utility infrastructure, the City operates several community facilities throughout the City, provides emergency services, and houses numerous schools and education facilities. Emergency services, including police and fire, are addressed in the Safety Element.

UTILITIES

Utility systems within the City include potable and recycled water, sanitary sewer, storm drainage, recycled water, natural gas and electric distribution, and a variety of telecommunications systems. This section provides an overview of the City's utility infrastructure and services.

Beaumont utilities

POTABLE WATER

The Beaumont-Cherry Valley Water District (BCVWD) provides potable water service to the City of Beaumont and currently serves over 50,000 residents. Water supplies available to support development within the City consist primarily of groundwater extracted from the Beaumont Basin (also referred to as the Beaumont Storage Unit (BSU) or Beaumont Management Zone (BMZ) and Edgar Canyon (aka Little San Gorgonio Creek). Additional sources of potable water are also available to the City through the San Gorgonio Pass Water Agency (SGPWA or "Pass Agency"), a State Water Contractor that imports water from Northern California through the State Water Project (SWP).

To reduce dependency on imported water supplies, BCVWD is exploring other alternatives, such as conservation, a stormwater capture project, implementation of a groundwater extraction system in San Timoteo Creek, and implementation of a high nitrate groundwater extraction system at the mouth of Little San Gorgonio Creek in Edgar Canyon for non-potable purposes. BCVWD anticipates purchasing recycled water to offset the use of potable water for irrigation purposes and is therefore exploring opportunities with Yucaipa Valley Water District (YVWD) and the City of Beaumont as sources.

The City plays an important role in the long-term protection of this essential, finite and valuable resource. The City will continue to strongly encourage conservation of water in the form of water-efficient landscaping and irrigation design, as well as water-conserving home appliances and fixtures.

SEWER – WASTEWATER + SOLID WASTE, RECYCLING

The City of Beaumont controls and manages its sewer collection, conveyance, and treatment system. All sewage generated within the City, as well as some unincorporated areas in Cherry Valley, are treated at the Beaumont Wastewater Treatment Plant No. 1 (WWTP). Treated effluent from the WWTP is discharged to Cooper's Creek, a tributary of San Timoteo Creek. The WWTP is projected to hit maximum capacity for the City in 2023.

The City is currently in the process of upgrading and expanding the WWTP capacity in accordance with requirements from the Santa Ana Regional Water Quality Control Board. The City aims to increase permitted capacity and upgrade various system components (e.g., add reverse osmosis and membrane bioreactor) so that the effluent is of such quality to be distributed as "recycled water," used for recharging the groundwater basins, and providing for the necessary capacity to serve the City past the 2023 horizon. The WWTP expansion is currently underway and expected to be completed by 2020, prior to the plant reaching capacity.

STORM DRAINAGE + FLOOD CONTROL FACILITIES

The City of Beaumont is part of the Riverside County Flood Control and Water Conservation District (RCFCWCD). RCFCWCD is divided into seven geographical zone, each of which is taxed separately.[1] The City of Beaumont is entirely with Zone 5. In addition, areas of the Sphere of Influence are within the area of Zone 4. The District provides and maintains flood control and storm drainage facilities in the City.

1 *For additional information on the RCFCWD zones, please see: http://www.floodcontrol.co.riverside.ca.us/Zones.aspx*

Unlike sewage, which goes to treatment plants to remove toxins, urban runoff flows untreated through the storm drain system and directly into our local streams and rivers. Anything thrown, swept, washed, or poured into the street, gutter or a catch basin, such as trash, pet waste, motor oil, anti-freeze, pesticides and fertilizers, among others, can flow into our rivers and eventually to the ocean. These pollutants can affect drinking water quality and pose a serious risk to people swimming or fishing in local bodies of water. All runoff empties into the Santa Ana River which, if polluted, can contaminate regional coastal waters. This contamination can endanger countless marine plants and animals living in Beaumont and the surrounding areas.

To effectively address this issue, the City has adopted EPA's National Pollution Discharge Elimination System (NPDES) regulations to reduce pollutants in urban runoff and in storm water. The City of Beaumont falls under the Santa Ana Watershed and is a co-permittee in the Santa Ana Watershed's National Pollutant Discharge Elimination System (NPDES) permit. The permit lead is the Riverside County Flood Control and Water Conservation District. As part of the NPDES regulations, the City of Beaumont was issued a Municipal Separate Storm Sewer System (MS4) Permit. This State Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities.

RECYCLED WATER + GROUNDWATER RECHARGE

BCVWD has a non-potable water system designed to convey a blend of non-potable groundwater, recycled water, untreated imported water and potable water, to compensate for water losses. In addition, BCVWD currently owns and operates a groundwater recharge facility and imported water pipeline within the City limits. At present, recycled water is not being utilized to offset potable water demands within the City of Beaumont.

Groundwater recharge is the augmentation of groundwater, by natural or artificial means, with surface water or recycled water. The City of Beaumont is not permitted to use recycled water from its wastewater treatment plant for purposes of groundwater recharge. However, the City is currently pursuing permitting as an option with the appropriate regulatory agencies. BCVWD has recharge basins nearby that may be a potential location for recycled water recharge. The San Gorgonio Pass Water Agency has also planned and designed groundwater recharge basins, but these are not yet constructed. Recycled water has been deemed a "drought-proof" source of water and according to the Governor's 2016 Update to the California Water Action Plan, the use of recycled water will be encouraged for indirect and direct potable reuse for the foreseeable future.

The infrastructure necessary to allow for use of recycled water has been master planned, and components of the recycled water distribution system have been constructed by BCVWD. Additional recycled water infrastructure will be constructed as new development occurs. The City's recycled water discharge is used to meet environmental obligations[2] at Cooper's Creek, and secondly, for irrigation purposes at three sites: 1) R-001 Tukwet Canyon Golf Course; 2) R-002 Oak Valley Golf Course; and 3) R-003 BCVWD.

2 *The City has an environmental obligation to discharge a minimum of 1.8 million gallons per day (mgd) to Cooper's Creek to sustain the habitat created therein. After that obligation is met, the remainder is available for distribution as recycled water for irrigation*

Oak Valley Golf Course uses recycled water for irrigation.

BCVWD also has an active non-potable water conveyance and storage system used for irrigation purposes, part of which forms a loop around the City of Beaumont. The BCVWD is in the process of developing a facility plan for a recycled water connection with neighboring Yucaipa Valley Water District and is in discussions with the City for utilizing recycled water from the City's wastewater treatment plant. Any recycled water which is introduced into the BCVWD system will offset the existing potable water demand on a gallon for gallon basis. (BCVWD UWMP, p. 9-6).

NATURAL GAS + ELECTRICITY

Beaumont's homes and businesses use energy (electricity and natural gas) in building heating and cooling, lighting, and appliance operation. Energy used in Beaumont comes from various sources, including wind, solar, hydroelectric, nuclear, and natural gas, among others. This energy is then transmitted through energy transmission networks to Beaumont's homes and businesses. Southern California Edison (SCE) is the main electricity and natural gas provider within Beaumont.

Underground power is available to most service areas, with lines situated along several of the major streets. Since 2008, the City has participated in Southern California Edison (SCE) and Southern California Gas Company (SCG)'s Energy Leadership Partnership (ELP) to reduce its municipal and community-wide energy footprint. In working toward the broader goal of reducing greenhouse gas emissions, the City has implemented a variety of energy, lighting, and streetlight retrofits, in addition to upgrading air conditioning in the Civic Center. As part of the initiative, the City also used social media and educational materials to share ideas and encourage adoption of energy efficiency and renewable energy programs offered by SCE and SCG.

TELECOMMUNICATIONS

Verizon provides home and business phone service, as well as offering fiber optics capabilities. Video and data lines are also available for each residence via an existing network. There are currently no under-served areas. Charter Spectrum and Frontier Communications provide wired broadband internet and cable service in Beaumont.

PUBLIC PARKS

Park and recreation services for the City of Beaumont are provided by the City of Beaumont and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). Thirteen other private parks are provided for and maintained by various Home Owners Associations (HOA). All park and recreation facilities within the City are provided in Table 7.1 below. The distribution of parks throughout the City is shown in Figure 7.1.

CITY-OWNED PARKS

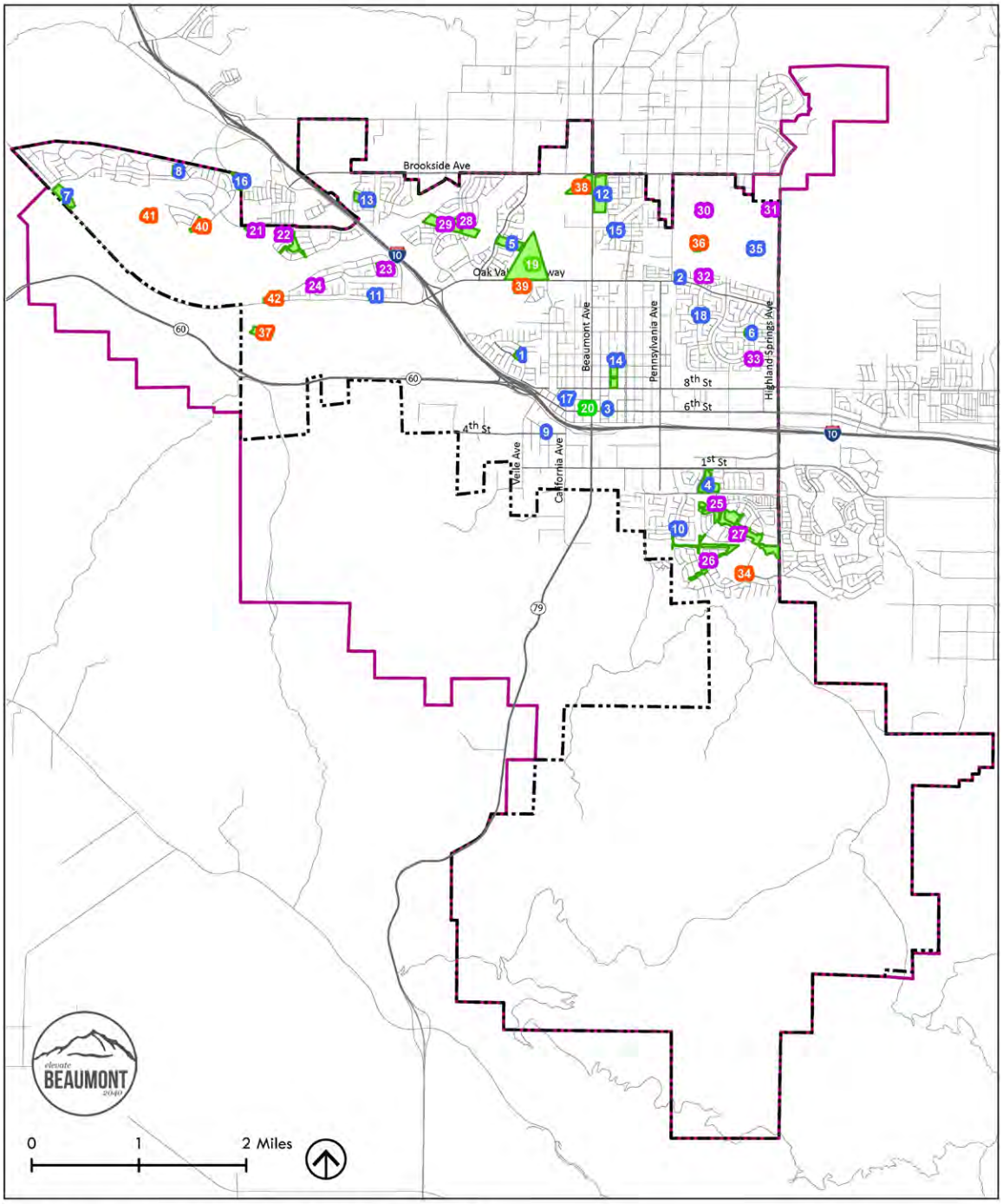
The City owns and operates nine parks, including several baseball/softball fields and two soccer fields. There is a demand for multi-use recreational fields to accommodate the soccer, football, and baseball leagues throughout the City.

BEAUMONT CHERRY VALLEY RECREATION + PARK DISTRICT

The Beaumont-Cherry Valley Recreation and Park District (BCVRPD) is a Special District within the City of Beaumont. BCVRPD operates facilities estimated at 60.5 acres within City boundaries. Noble Creek Park, a 20-acre sports park maintained by BCVRPD, includes a dog park, a one-mile walking trail, and is highly utilized by all sports leagues within the City. BCVRPD also operates the Beaumont Women's Club facility, which supports community activities.

The City's current park ratio requirement is 5 acres of parkland (and full improvements) per 1,000 residents. Based on the City's current estimated population of 45,188 residents, the City requires 225.59 acres of parkland to meet park ratio requirements. Based on the total acres of all parks and facilities maintained by the City, HOA, and BCVRPD within the City limits, a total of 343.4 acres of parkland is being provided for a current park ratio of 7.61 acres of parkland per 1,000 residents. The City currently exceeds required park ratios. In addition, access to parks in Beaumont is generally high. However, while 55 percent of all residents have access to a park within a quarter mile and 82 percent have access to a park within a half mile, many park facilities are located within gated or HOA communities. Additionally, while newer residential developments include parks and/or recreation centers, the older parts of Beaumont such as El Barrio and Downtown have limited access to local parks.

Figure 7.1 Park and Recreational Facilities



PARKS AND RECREATION FACILITIES

- City Boundary
- Sphere of Influence
- Parks
- City Parks
- Future Parks
- Beaumont-Cherry Valley RPD Parks
- HOA Parks/Rec Centers

Table 7.1 Park and Recreational Facility Inventory

NO.	FACILITY	LOCATION	ACRES	OWNERSHIP
1	Three Rings Ranch Park*	Claiborne Avenue & Brookside Lane	7	City
2	Albert A Chatigny Sr. Community Recreation Center (CRC)	1310 Oak Valley Parkway	2.6	City
3	Beaumont Civic Center	550 E 6th Street	5.78	City
4	De Forge Park*	Seneca Springs Parkway	12	City
5	Fallen Heroes Park	Oak View Drive & Iris Street	15	City
6	Mountain View Park	Sundance Circle	5	City
7	Nicklaus Park	11270 Palmer Avenue	22	City
8	Palmer Park*	Palmer Avenue & Trevino Trail	5	City
9	Rangal Park*	4th & B Street	5	City
10	Seneca Springs Park	Malaga Avenue	5	City
11	Shadow Hills Park	Park Way Drive	3.9	City
12	Beaumont Sports Park**	39200 Brookside Avenue	20	City
13	Stetson Park	Monte Verde Drive	7	City
14	Stewart Park*	985 Maple Avenue	15	City
15	Sunny Hills Park	Cougar Way	0.32	City
16	Trevino Park*	Cherry Valley Blvd &Trevino Trail	7	City
17	Veteran's Park	California & 7th Street	0.09	City
18	Wild Flower Park*	Tulip Circle	3	City
CITY SUBTOTAL				140.69
19	Noble Creek Community Park***	390 Oak Valley Parkway	60	BCVRPD
20	Beaumont Women's Club	306 E 6th Street	0.5	BCVRPD
BCVRPD SUBTOTAL				60.5
21	The Canyon Club (Fairway Canyon)	36189 Champions Drive	3.92	HOA
22	Tournament Hills 1 Park 1	Champions Drive	7.16	HOA
23	Tournament Hills 1 Park 2	Amateur Way	7.35	HOA
24	Tournament Hills 2 Park	Links man Dr.	3.12	HOA
25	The Lodge (Four Seasons Rec Center 1)	1518 Four Seasons Circle	10.4	HOA
26	The Summit (Four Seasons Rec Center 2)	370 Four Seasons Circle	2.4	HOA
27	Four Seasons Trails/ Open Space Corridors	Four Seasons Community	81.1	HOA
28	Solera Club House	1615 Fairway Drive	4.32	HOA
29	Solera Park and Trails	1615 Fairway Drive	16.68	HOA
30	Sundance PA 45	1380 Mary Lane	3.72	HOA
31	Sundance PA 51	1650 Croton Street	1.4	HOA
32	Sundance PA 25	Sunset Place	0.557	HOA
33	Sunshine Park	Starlight and Sunburst	0.085	HOA
HOA SUBTOTAL			**142.2**	
TOTAL PARK ACREAGE			**343.4**	

* Contains baseball/softball field
** Contains three baseball/softball field and five soccer fields
*** Contains seven baseball/softball fields and one soccer field

FACILITIES + SERVICES

In addition to utility infrastructure, the City operates several of community facilities throughout the City and houses numerous educational facilities.

COMMUNITY FACILITIES

The City of Beaumont operates several community facilities throughout the City, including the Civic Center, Albert A. Chatigny Sr. Community Recreation Center (CRC), Police Station, and Fire Station. The Beaumont Civic Center is located at 550 E. 6th Street and houses the City Council Chambers and various City offices.

The Beaumont Civic Center provides a wide range of meeting rooms and an auditorium, offering space for organizations and individuals to host events. The CRC serves as the primary community center for youth and senior activities programs in the City. The City Day Camp provides school aged children (K-5) after school programming, including games, arts, recreational facilities, and access to a computer lab. The Senior Center offers classes and volunteer activities, in addition to information and resources for older adults, their families, and persons with disabilities. Other community services are accessible at the CRC, including an Access/Independent Living Center for persons of all ages with disabilities, a Low-Vision Program, Health Insurance Counseling and Advocacy (HICAP), paralegal services, the Harvest Food Bank, services to frail, homebound or at-risk residents, daily telephone reassurance calls, information and referrals, and friendly visiting.

Beaumont baseball fields

BEAUMONT LIBRARY DISTRICT

The Beaumont Library District (BLD) was established in August 1911, founded a year earlier than the City. It is one of only a dozen special district libraries in the State of California. Special District Public Libraries are governed by a Board of Trustees. The BLD is independent of both City and County governments and receives support from two non-profits: the Laura May Stewart Foundation and the Friends of the Library. Beaumont's "Carnegie Library" was funded by Andrew Carnegie and opened in 1914. An addition to the 1914 building was built in 1966 and a community room added in 1981. The Beaumont Library currently serves over 80,000 residents of the City of Beaumont, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County, all of which lie within the District boundaries.

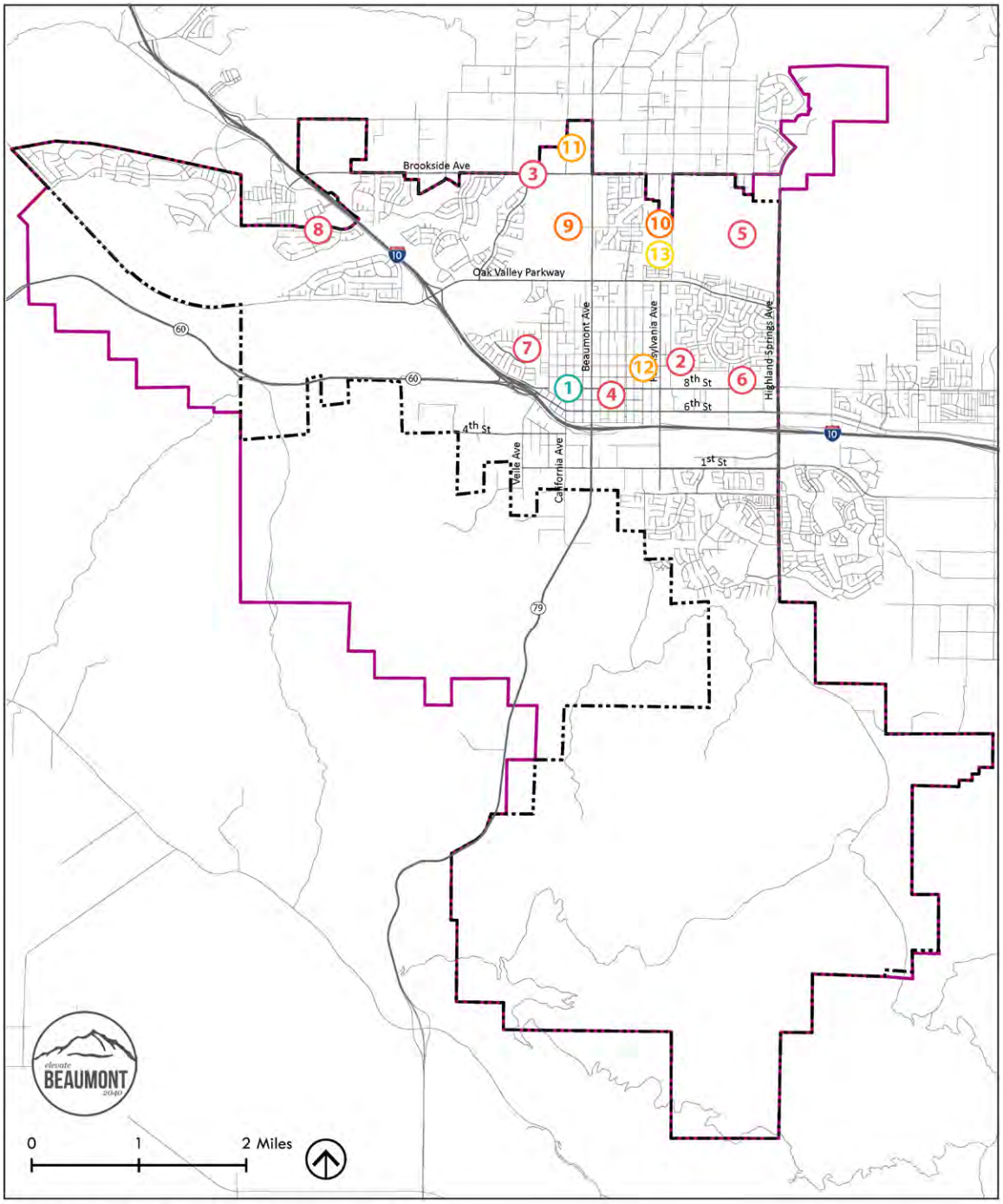
SCHOOLS

The City is served by Beaumont Unified School District (BUSD) educational facilities and services. BUSD also serves residents of Cherry Valley and portions of Banning. Currently, BUSD operates seven elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. In addition to traditional educational facilities, BUSD provides continuing education facilities for Grades 9 through 12 at Glenview Continuation High School.

Table 7.2 School and Library Facilities Inventory

NO.	FACILITY	LOCATION	GRADES
1	Beaumont Library District	125 East 8th Street	N/A
2	Ana M. Hause Elementary School	1015 Carnation Lane	Transition K-5
3	Brookside Elementary	38755 Brookside Avenue	K-5
4	Palm Innovation Academy	751 Palm Avenue	K-5
5	Starlight Elementary	1510 Cougar Way	K-5
6	Sundance Elementary	1520 East 8th Street	K-5
7	Three Rings Ranch Elementary	1040 Claiborne	K-5
8	Tournament Hills Elementary	36611 Champions Drive	K-5
9	Mountain View Middle School	200 Cougar Way	6-8
10	San Gorgonio Middle School	650 Magnolia Avenue	6-8
11	Beaumont High School	39139 Cherry Valley Boulevard	9-12
12	Glen View High School	939 East 10th Street	9-12
13	Beaumont Adult School	1575 Cherry Avenue	Continuing Education

Figure 7.2 School and Library Facilities



SCHOOL & LIBRARY FACILITIES

City Boundary
Sphere of Influence
Library
Elementary School
Middle School
High School
Adult School

GOALS + POLICIES

The following section includes goals and policies for the Community Facilities + Infrastructure Element. Goals and policies are followed by implementation actions. Community facilities and infrastructure are woven throughout the General Plan, including in the Land Use + Community Design, Mobility, and Health, Equity + Environmental Justice Elements, etc.

GROWTH + DEVELOPMENT

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policies:

7.1.1 Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.

7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

7.1.4 Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

7.1.5 To the maximum extent feasible, install facility and utility infrastructure below grade.

7.1.6 Maintain a location database of all underground utilities.

7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.

7.1.9 Encourage designs that treat infrastructure elements as amenities, not hazards, when considering development applications and infrastructure improvements.

WATER AND GROUNDWATER

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policies:

7.2.1 Work with Beaumont-Cherry Valley Water District (BCVWD) and San Gorgonio Pass Water Agency to ensure an adequate supply of potable water facilities to sustain existing and projected water needs.

7.2.2 Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.

7.2.3 Ensure adequate funding is available to maintain existing and future water facilities.

7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP.

7.2.6 Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.

7.2.7 Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements.

7.2.8 Seek opportunities to incorporate groundwater recharge elements into City drainage projects and work with other agencies to implement regional groundwater recharge projects.

7.2.9 Coordinate with the BCVWD to periodically assess, monitor, and manage the quality of groundwater.

7.2.10 Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policies:

7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

7.3.7 Update and improve water conservation and landscaping requirements for new development.

7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

STORMWATER

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policies

7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

7.4.2 Explore opportunities for "green streets" that use natural processes to manage stormwater runoff, when feasible.

7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

7.4.4 Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

Policies:

7.5.1 Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.

7.5.2 Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

7.5.3 Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

7.5.4 Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.

7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

7.5.6 Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.

7.5.7 Pursue grant funding and partnership opportunities for stormwater capture and/or restoration projects.

7.5.8 Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.

7.5.9 Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

7.5.10 Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.

WASTE

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policies:

7.6.1 Encourage new construction and additions to avoid "Red List" materials and chemicals.[3]

7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

7.6.4 Ensure waste facilities and infrastructure are designed to be safe and compatible with adjacent uses.

7.6.5 Ensure construction demolition achieves the State's 65 percent target for material salvage and recycling of non-hazardous construction materials.

7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

7.6.7 Continue to work with regional agencies to educate residents about available drop-off and/or pickup points for e-waste and hazardous materials and chemicals, to avoid disposal into the sewer system, waste stream, or open space areas.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policies:

7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

---

3 *The Red List includes the worst types of materials and chemical used in the building industry that are harmful to humans and the environment. For a list of materials included on the Red List, see: https://living-future.org/declare/declare-about/red-list/*

7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

ENERGY + TELECOMMUNICATIONS

Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.

Policies:

7.8.1 Ensure that adequate utility and telecommunication infrastructure support future development.

7.8.2 Actively seek a public-private partnership to provide ultra-high-speed fiber optic communications to businesses in Beaumont.

7.8.3 When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.

7.8.4 Consider aesthetic design, including well maintained grounds and fencing around substations.

7.8.5 Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.

7.8.6 Work with Southern California Edison to encourage joint use of the power line corridors.

COMMUNITY FACILITIES + SERVICES

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policies:

7.9.1 Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.

7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

7.9.3 Support the use of public facilities by local artists, students, and cultural groups, including shared space and financial and program support for local organizations.

7.9.4 Deliver public access to library services and community programming at the neighborhood scale.

7.9.5 Partner with local schools, libraries, and community centers to offer safe and accessible after-school programming opportunities that promote community health, wellness, and learning.

7.9.6 Coordinate with local agencies to encourage a range of child-care facilities, including in-home childcare, family care, public and private childcare centers, and community centers, where feasible.

7.9.7 Collaborate with a range of community partners (e.g., libraries, community centers, non-profits) to develop high-quality health, environmental, education, and recreation programs and services. Ensure provision of bilingual services to better serve needs of Beaumont's diverse community.

Goal 7.10: Access to high-quality education and community services for all residents.

Policies:

7.10.1 Work with the Beaumont Unified School District to anticipate potential adjustments in new student enrollment and potential impacts on existing schools.

7.10.2 Work with the Beaumont Unified School District to site schools within new residential neighborhoods in close proximity to parks, bike paths, and other open space amenities.

7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, childcare facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

7.10.4 Encourage the use of public art and public art partnerships among City departments, private developers, arts and cultural organizations, schools and community members.

7.10.5 Promote collaborative and inclusive partnerships with local cultural organizations, music groups, and community members to continue building a strong arts and cultural identity in Beaumont.

IMPLEMENTATION

Table 7.3 Community Facilities + Infrastructure Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
GROWTH + DEVELOPMENT				
CFI1	**Underground Infrastructure Mapping.** Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.	Medium	Medium	Public Works, Southern California Edison, BCVWD
CFI2	**Zoning and Implementation Ordinances.** Update zoning and building codes to enable innovative sustainability measures such as: • Greywater capture and reuse systems • On-site bioretention-based stormwater facilities • Coordinated below grade installation/repair between various providers and agencies • Wind generation on residential and commercial buildings • Electric vehicle infrastructure requirements • Green building performance standards	High	Medium	Planning, Public Works, Building and Safety
WATER				
CFI3	**Adequate Water Supply for New Development:** Require a Water Supply Assessment for new developments to ensure adequate water supply.	High	Short	Planning, BVCWD, Public Works
CFI4	**Water System Plans and Rate Study.** Participate in the revision of the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.	High	Long	Public Works, BVCWD
CFI5	**Funding.** Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.	High	Medium	Public Works, BVCWD, RCFCWCD
CFI6	**Water Education.** Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.	Medium	Medium	Public Works, BVCWD

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
CFI7	**Educational materials.** Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.	Medium	Medium	Public Works, BCVWD
	STORMWATER			
CFI8	**Low Impact Development.** Develop standards to: • Determine where Low Impact Development (LID) techniques are appropriate and can incorporate best management practices. • Identify and eliminate barriers to incorporate watershed protection principles.	Medium	Medium	Public Works
CFI9	**Area Drainage Plan.** Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.	Medium	Long	Public Works, RCFCWCD
CFI20	**Green Streets.** Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.	Medium	Long	Planning, Public Works, RCFCWCD
CFI21	**Local implementation Plan.** Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 ("MS4 Permit").	Medium	Medium	Public Works
CFI22	**Site Inspections.** Conduct periodic inspections of commercial and industrial facilities for non-stormwater and/or pollutants discharges to the storm drain system.	High	Medium	Public Works, Building and Safety
CFI23	**Construction Site Inspections.** Conduct construction site inspections in order to check for inadequate erosion and sediment control measures and/or non-stormwater discharges.	High	Medium	Building and Safety, Public Works
CFI24	**Sewer and Stormwater User Fees.** Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture.	Medium	Medium	Public Works, RCFCWCD

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
WASTE				
CFI25	**Food Recovery Program.** Work with local organizations and restaurants to develop a food rescue program that distributes edible food to low-income residents and promotes food waste prevention.	High	Medium	Community Services, RUHS
CFI26	**Zero Waste.** Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.	Medium	Long	RCDWR, Waste Management
CFI27	**Public Stewards of Zero Waste.** Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.	Medium	Medium	Community Services
CFI28	**Technical Assistance.** Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.	Medium	Medium	CalRecycle
CFI29	**Debris Recycling Ordinance.** Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.	High	Short	Building and Safety, Waste Management
CFI30	**Composting Program.** Expand existing recycling programs to include composting yard and garden waste.	Medium	Long	Waste Management
ENERGY + TELECOMMUNICATIONS				
CFI31	**Telecommunication Siting.** Establish siting parameters to minimize community impacts, including demonstration of compliance with federal safety standards, low-profile designs, co-location (where feasible), and minimum setbacks from residences.	High	Short	Planning
CFI32	**Fiber Optic Communications.** Work with regional and state partners to support fiber optic market development and Beaumont's participation in the statewide diffusion of fiber optic technology.	Medium	Long	Planning, Public Works
COMMUNITY FACILITIES + SERVICES				
CFI33	**School District Planning.** Work in partnership with Beaumont Unified School District to promote collaborative planning efforts, including analysis of future student impacts, joint use opportunities, and arts and culture programming.	High	Medium	Planning, BUSD, Community Services
CFI34	**Parks Master Plan.** Develop a Parks Master Plan in collaboration with the Beaumont Cherry Valley Parks District to address deficiencies in park maintenance, existing facilities, and available open space.	Medium	Long	Planning, BCVPD, Community Services

Chapter 8: CONSERVATION + OPEN SPACE

The Conservation + Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. Responsible stewardship of land, water, and natural resources not only protects public resources, but also the City's ability to promote resiliency and adaptability. Beaumont's natural resources and open spaces include creeks, wildlife reserves, greenways, and other undeveloped lands. The mountain landscape is a prominent character-defining resource, contributing beautiful views, environmental sanctuaries, and a range of passive and active recreation opportunities for all. Ensuring the preservation and sustainability of important natural resources will remain a guiding principle for long term decision making, positively impacting the health of residents and the natural infrastructure network.

STATUTORY REQUIREMENTS

Beaumont's Conservation and Open Space Element meets the State of California requirements for the Conservation and Open Space Elements as defined in Sections 65302(d) and 65302(e) of the Government Code. State law requires all general plans to contain conservation and open space elements, which address conservation, development and utilization of natural resources. A Conservation and Open Space Element must contain goals and policies to protect and maintain state natural resources such as water, forests, soils, wildlife and minerals, and prevent wasteful resource exploitation, degradation and destruction. It must also contain goals and policies for managing open space areas, including undeveloped lands and outdoor recreation areas.

RELEVANT PLANS

WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN

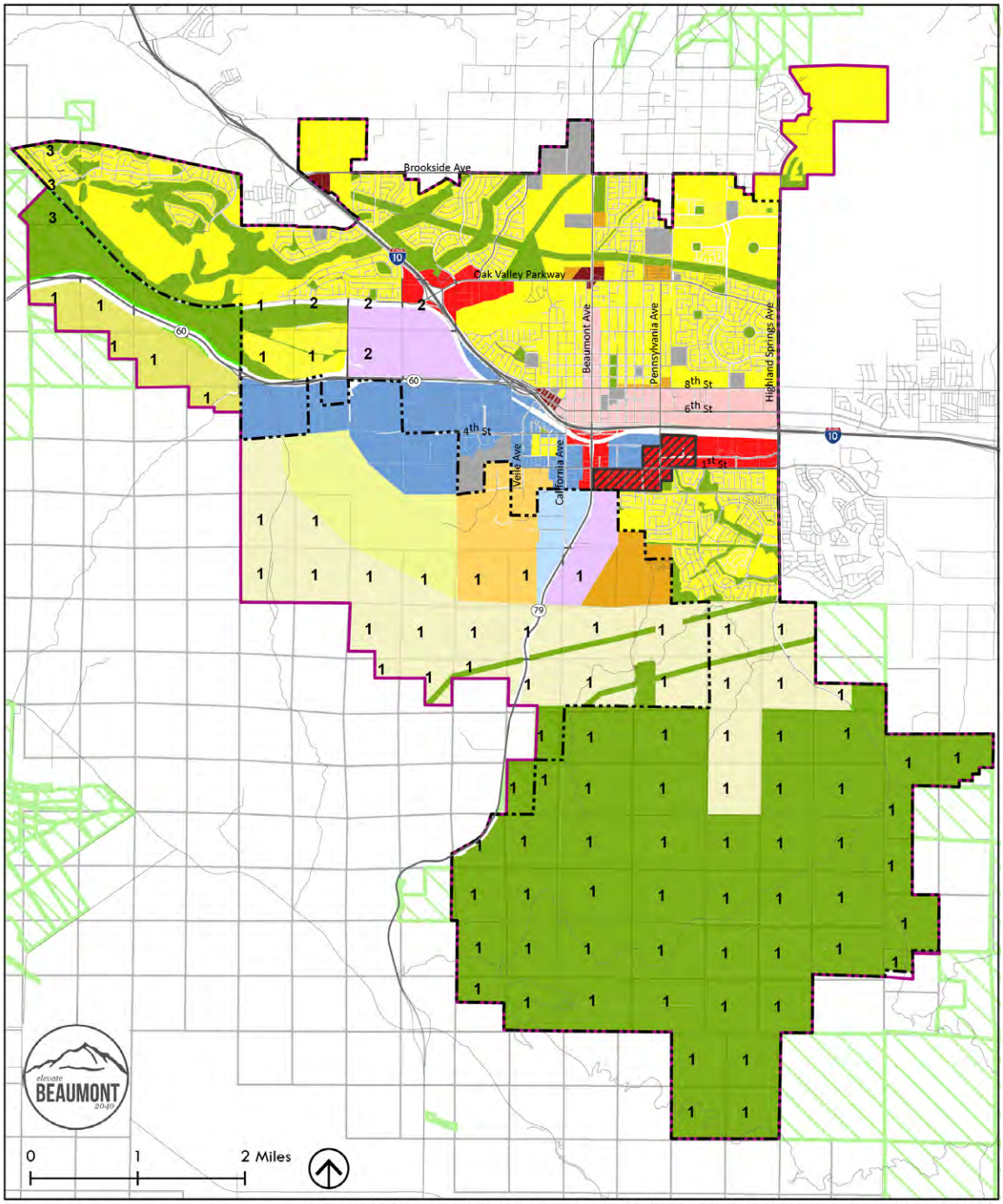
The City of Beaumont and its Sphere of Influence is located within an area subject to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP identifies areas of habitat preservation, species protection, and local conservation targets. One of the primary objectives in development and adoption of the MSHCP is to provide a cohesive and comprehensive view of inter-related habitat and species within urbanizing areas in order to accurately and appropriately identify potential impacts to biological resources and provide a plan and means for mitigation of those impacts. The portions of the City of Beaumont and its Sphere of Influence that are subject to the MSHCP are shown in Figure 8.1. Compliance with the MSHCP provides landowners, developers, and those who build public infrastructure, a clear roadmap of existing regulations, and where possible, guidelines to mitigate project impacts.

SUSTAINABLE BEAUMONT PLAN

In 2015, the City of Beaumont developed and approved Sustainable Beaumont, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of greenhouse gas (GHG) emissions. By promoting the use of energy more efficiently, the City also aimed to stimulate local economic development, job creation, and an improved quality of life. The Beaumont General Plan incorporates the principles of sustainability and environmental responsibility, ensuring compliance with the goals and policies of Sustainable Beaumont.

Item 1.

Figure 8.1 MSHCP Relation to Land Uses



City of Beaumont General Plan Update, 2018 & Riverside County, 2017 & Western Riverside County Regional Conservation Authority MSHCP, 2003.

MSHCP RELATION TO LAND USE

- City Boundary
- Sphere of Influence
- Public/Quasi Public Conserved Lands
- TOD Overlay

\# Criteria Area Cells by Area Plan Subunit (SU)
1=Potrero/Badlands SU
2=Badlands/San Bernardino National Forest SU
3=San Timoteo Creek SU

LAND USE DESIGNATIONS

- High Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural Residential (1 DU per acre)
- Rural Residential (1 DU per 10 acres)
- Rural Residential (1 DU per 40 acres)
- Urban Village
- Downtown Mixed-Use
- General Commercial
- Neighborhood Commercial
- Public Facilities
- Open Space
- Employment District
- Industrial

SETTING THE SCENE

The City of Beaumont is at the peak of the San Gorgonio Pass between San Bernardino and Palm Springs, with an elevation range of approximately 2,500-3,000 feet above sea level. Beaumont has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April.

Protecting and enhancing natural resources is vital to maintaining quality of life for residents and the visual appeal of the City's rural mountain setting. Ensuring access to open space provides residents and visitors with unique opportunities for active and passive recreation. Effective open space planning integrates biological resources and habitat conservation as part of land use decisions. Conservation of natural resources also provides other important benefits, from improvements in the health of residents to increased residential and commercial property values. The General Plan process recognizes the importance of conserving natural resources and open space in ensuring a high quality of life for existing and future residents.

Responsible stewardship practices will prioritize the protection of people in the community and the natural environment. The City faces the challenge of balancing growth and sustainability, while reducing the risks of potential hazards and adapting to the impacts of climate change. Conserving and maintaining the City's natural resources will be prioritized in considering future development and safeguarding the wellbeing of generations to come.

View of Beaumont

ENERGY

Climate change, driven by human-generated greenhouse gas emissions is one of the most urgent environmental issues of our time. Cities have the authority to use cleaner energy, conserve water, and reduce greenhouse gas emissions, among other actions. Increasing community awareness and resiliency to climate change can also mitigate the potential impacts of climate change on people, ecosystems, buildings, infrastructure, and the economy. The effects of climate change will increase the risk of hazards, such as extreme heat, wildfires, and pollution, but also the severity and number of facilities susceptible to damage. The resiliency of the city's population, infrastructure, and economy are important considerations in planning for future development in the City. Long-term, incremental planning, including adapting land use patterns, infrastructure and the built environment, may provide the most options and efficient course of action. Moreover, reducing GHG-generating activities has valuable co-benefits, such as cost-savings from reduced energy consumption and health benefits from improved air quality and active transportation.

GREENHOUSE GAS EMISSIONS

Transportation is typically the main source of greenhouse gas emissions (GHG) emissions for cities, followed by building energy consumption. For Western Riverside County, emissions from the transportation sector accounted for 3,317,387 MTCO2e, or 57 percent of the total emissions in the sub region, or 1.5 metric tons of carbon per person per year. In 2015, Beaumont conducted a greenhouse gas emissions inventory as part of its Climate Action Plan (CAP). The Beaumont CAP focused exclusively on the building energy sector and did not include transportation, waste or other GHG sources. Approximately two-thirds (67%) of Beaumont's measured emissions originated from electricity consumption, and the rest (33%) originated from natural gas consumption.

Overall, residential sources accounted for 64 percent of total GHGs, outpacing GHG commercial sources (36%). In Beaumont, non-residential natural gas consumption is four times greater than for Riverside County. It appears that industrial and commercial use in Beaumont have a greater reliance on natural gas energy than electricity. The Beaumont CAP GHG inventory serves as a baseline for projecting future emissions. It is estimated that GHG emissions from Beaumont's building energy sector will increase by approximately 46 percent by 2020, driven largely by population growth and a subsequent increase in the City's housing stock.

Cities regulate many activities that contribute to greenhouse gas emissions, including planning for land use and transportation, adoption of building codes, and control of municipal operations. The Beaumont CAP recommends a target reduction of 28 percent of its 2012 baseline level by 2020. This target is not officially adopted by the City of Beaumont. Opportunities for further reducing Beaumont's carbon emissions could be achieved through additional reduction strategies targeting emissions, including:

- Lowering vehicle miles traveled;
- Increasing the amount of renewable energy used;
- Reducing energy and water uses in buildings, streetlights, and parks;
- Waste prevention and recycling; and
- Capturing carbon dioxide in urban forests.

While responding to the impacts resulting from climate change may be the primary reason to reduce greenhouse gas emissions, Beaumont businesses and residents can realize co-benefits from mitigation strategies, such as better health outcomes, lower energy costs, improved access to transportation options, and better resource efficiency.

AIR QUALITY

Beaumont is located in the northeastern portion of the South Coast Air Basin (SCAB). SCAB is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountain ranges, and includes an area that extends from Calimesa on the northwest to Indio on the southeast. The principal source of air pollution affecting Beaumont and the Banning Pass area are pollutants transported by wind from the greater Los Angeles metropolitan area.

Air quality is an increasing concern for Beaumont residents, as the major transportation routes through the City introduce air emissions from trucks, cars, and trains. In recent years, the City has also seen proposals for large-scale logistics facilities, which attract more cars and diesel trucks. The resultant air quality emissions from these land uses are challenging communities across the Inland Empire and Southern California. Beaumont is considered to have poor air quality for ozone, nitrogen dioxide and course (PM10), exceeding the ambient air standards set by the State and Federal governments.

Individuals residing and working within the City of Beaumont are exposed to significant inhalation cancer risks. The largest contributors to inhalation cancer risk are diesel engines. As such, sites with the highest cancer risks within the City are generally adjacent to Interstate 10, where truck traffic and diesel particulate matter (DPM) concentrations are likely to be highest. There are also several industrial developments within the City that may be significant sources of Toxic Air Contaminants (TACs), including several concrete operations, a steel fabrication plant, plastic manufacturer, and plating, stamping, and tooling manufacturing facility. Locations of TAC emitter facilities include:

- Anderson Charnesky Structural Steel, Inc.
- Dura Plastic Production, Inc.
- Precision Stampings, Inc.
- Rancho Ready Mix Products, LP
- Robertson's Ready Mix – Beaumont #7

Additionally, the Lamb Canyon Landfill is a registered Title V facility within the City and must certify compliance annually. Annual emissions from this facility for the year 2016 include 5 criteria pollutants and 18 toxic pollutants.

CARB recommends avoidance of siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. Other recommendations regarding siting include:

- Avoiding sensitive uses within 300 feet of any dry-cleaning operation using perchloroethylene;
- 500 feet if two or more machines exist; and

- Consultation with the local air quality district if three or more machines exist.

No sensitive uses should be placed within the same building of such operations. Similarly, new sensitive land uses should not be placed within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) and a 50-foot setback is recommended for all other typical gas station facilities.

ENVIRONMENTALLY SENSITIVE HABITAT

The land in many of the City's neighborhoods is almost entirely developed or entitled, comprised of mostly of industrial, residential, commercial, and agricultural activities. The undisturbed natural areas that remain in the City of Beaumont and its Sphere of Influence are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Other areas of native plant communities within the City of Beaumont and its Sphere of Influence include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland. Federal or State listed species are most likely to occur in undeveloped habitats in Beaumont.

As shown in Figure 8.2, a total of 22 special-status plant species and 34 special-status wildlife species have been recorded within a 5-mile radius of the City of Beaumont and its Sphere of Influence, including thirteen special-status species with a State and/or Federal listing status: Coachella Valley Milk-Vetch, San Jacinto Valley Crownscale, Mojave Tarplant, Slender-Horned Spineflower, Santa Ana River Woollystar, Swainson's Hawk, Western Yellow-Billed Cuckoo, Southwestern Willow Flycatcher, Coastal California Gnatcatcher, Least Bell's Vireo, San Bernardino Kangaroo Rat, Stephens' Kangaroo Rat, and the Lesser Long-Nosed Bat.

The major water courses associated with the City of Beaumont and its Sphere of Influence are Noble Creek, Little San Gorgonio Creek, and Potrero Creek. Noble Creek and Little San Gorgonio Creek are tributaries of San Timoteo Creek, which drains to the Santa Ana River and eventually to the Pacific Ocean. Potrero Creek is a tributary to the San Jacinto River, which drains into Lake Elsinore. Lake Elsinore has very little outflow, but in years of heavy rainfall, it has overflowed into Temescal Creek, a tributary of the Santa Ana River. As such, areas within the City of Beaumont and its Sphere of Influence have the potential or are known to support regional protected sensitive biological resources, including, but not limited to, State and Federally listed wildlife and plant species; protected wetlands and waters; and wildlife movement corridors and preserves.

Coachella Valley Milk-Vetch

San Jacinto Valley Crownscale

NARROW ENDEMIC PLANT + CRITERIA SPECIES SURVEY AREAS

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) provides an overview of significant habitat and species within the City of Beaumont and its Sphere of Influence and identifies a range of total target conservation acreages as well as key or unique biological resources and habitat features. There is suitable habitat within the City of Beaumont and its Sphere of Influence for the following MSHCP species:

- Coulter's goldfields
- Davidson's saltscale
- Mud nama
- San Jacinto Valley crownscale
- Smooth tarplant
- Burrowing owl
- San Bernardino kangaroo rat
- Los Angeles pocket mouse

Habitat assessments are required for proposed projects located within the Narrow Endemic Plant, Criteria Area Species, and Burrowing Owl Survey areas. MSHCP Narrow Endemic Plant Species Survey Areas are identified based on the presence of select soils and existing occurrence data for Narrow Endemic Plant Species (Figure 8.3). Criteria Area Species are identified within 160-acre "cells" in the City of Beaumont and its Sphere of Influence and can include: plant species, amphibian species, and mammal species (Figure 8.4).

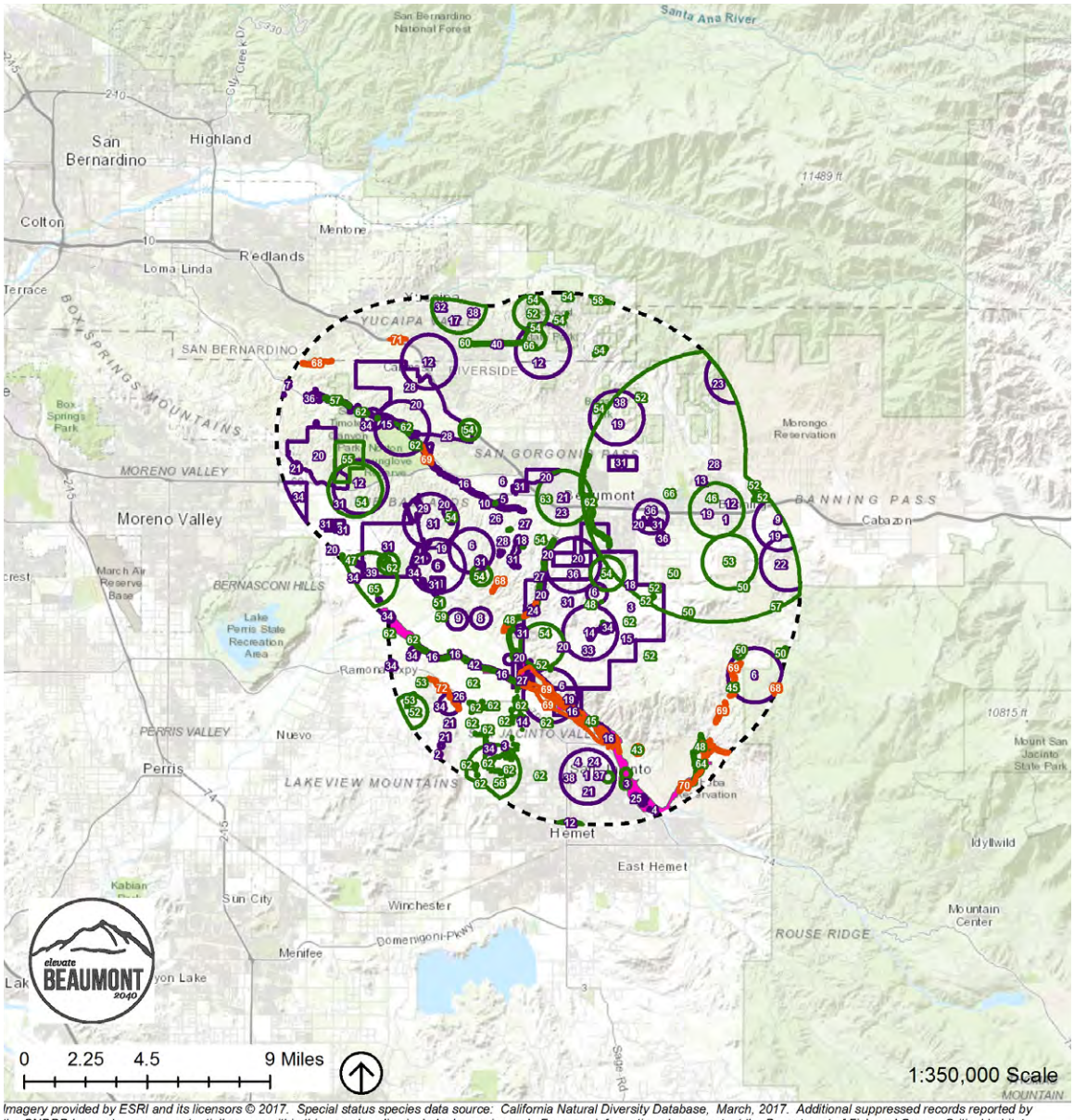
Burrowing Owl Species are found within the City of Beaumont and its Sphere of Influence and are protected by federal laws due to their decline over the last 20 years (Figure 8.5). If potential habitat for any of these species is determined to be located within the proposed project site, focused surveys are required during the appropriate season. The City has approved the MSHCP, and will employ MSHCP methodologies, plans and programs in the identification of biological resources, as well as potential impacts and mitigation required based on implementation of this General Plan.

Coulter's goldfields

Smooth tarplant

Item 1.

Figure 8.2 Special Status Species



Imagery provided by ESRI and its licensors © 2017. Special status species data source: California Natural Diversity Database, March, 2017. Additional suppressed records reported by the CNDDB known to occur or potentially occur within this search radius include: burrowing owl. For more information please contact the Department of Fish and Game. Critical habitat data source: U.S. Fish and Wildlife Service, December, 2016. Final critical habitat acquired via the USFWS Critical Habitat Portal. It is only a general representation of the data and

City Limits
5-Mile Buffer

CNDDB

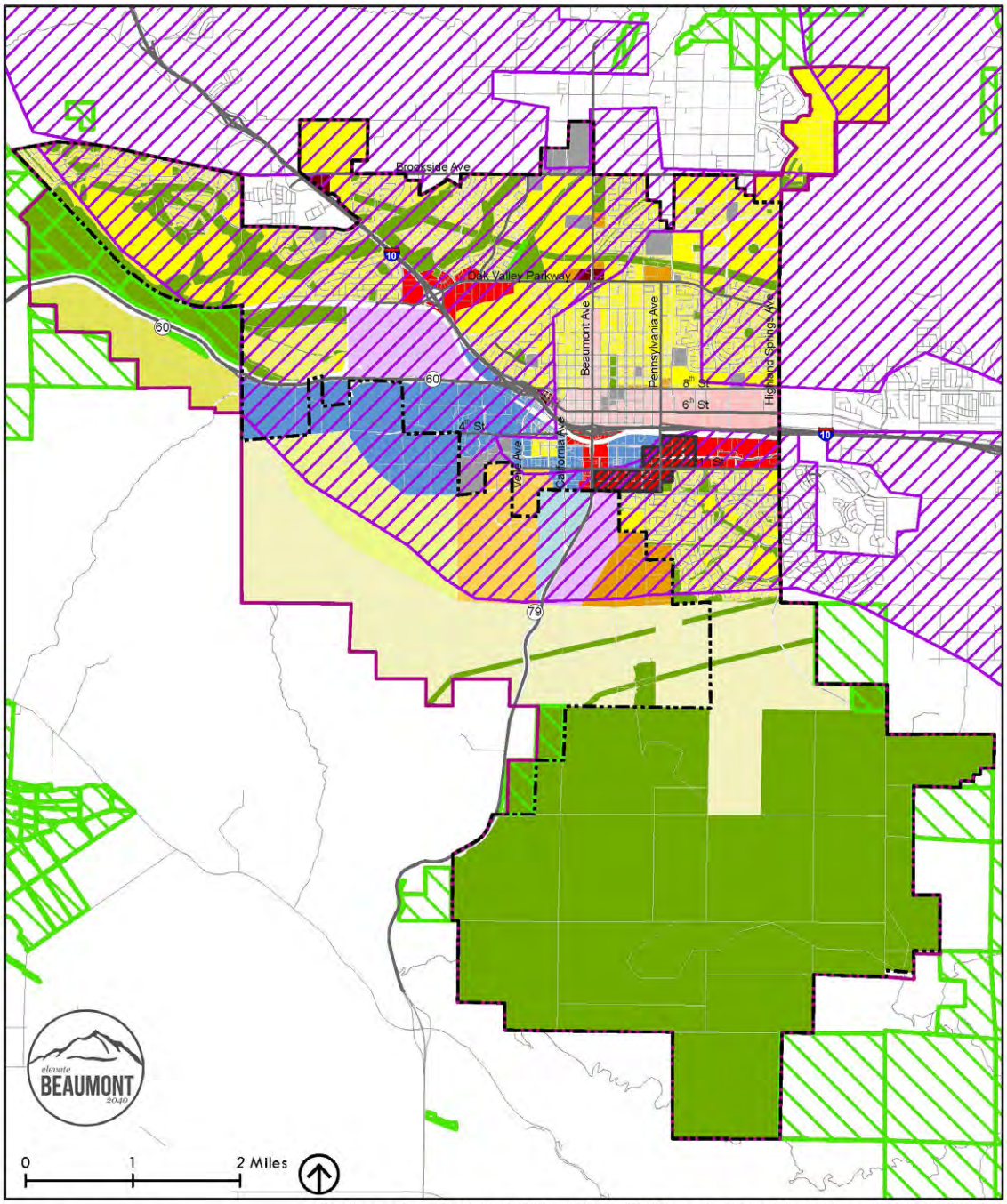
Animals
Plants
Natural Communities

Final Critical Habitat

San Bernardino Merriam's kangaroo rat

1 - American badger
2 - Bell's sage sparrow
3 - burrowing owl
4 - California glossy snake
5 - California horned lark
6 - coast horned lizard
7 - coast patch-nosed snake
8 - coastal cactus wren
9 - coastal California gnatcatcher
10 - coastal whiptail
11 - Cooper's hawk
12 - Crotch bumble bee
13 - Dulzura pocket mouse
14 - ferruginous hawk
15 - golden eagle
16 - least Bell's vireo
17 - lesser long-nosed bat
18 - loggerhead shrike
19 - Los Angeles pocket mouse
20 - northwestern San Diego pocket mouse
21 - orange-throated whiptail
22 - pallid San Diego pocket mouse
23 - purple martin
24 - red-diamond rattlesnake
25 - San Bernardino kangaroo rat
26 - San Diego black-tailed jackrabbit
27 - San Diego desert woodrat
28 - southern California rufous-crowned sparrow
29 - southern grasshopper mouse
30 - southwestern willow flycatcher
31 - Stephens' kangaroo rat
32 - Swainson's hawk
33 - Townsend's big-eared bat
34 - tricolored blackbird
35 - western pond turtle
36 - western spadefoot
37 - western yellow-billed cuckoo
38 - western yellow bat
39 - white-faced ibis
40 - white-tailed kite
41 - yellow-headed blackbird
42 - yellow warbler
43 - California satintail
44 - California screw moss
45 - chaparral sand-verbena
46 - Coachella Valley milk-vetch
47 - Coulter's goldfields
48 - Jaeger's milk-vetch
49 - mesa horkelia
50 - Mojave tarplant
51 - mud nama
52 - Parry's spineflower
53 - Payson's jewelflower
54 - Plummer's mariposa-lily
54 - Plummer's mariposa-lily
56 - Salt Spring checkerbloom
57 - San Bernardino aster
58 - San Bernardino gilia
59 - San Jacinto Valley crownscale
60 - Santa Ana River woollystar
61 - slender-horned spineflower
62 - smooth tarplant
63 - spiny-hair blazing star
64 - white rabbit-tobacco
65 - Wright's trichocoronis
66 - Yucaipa onion
67 - Desert Fan Palm Oasis Woodland
68 - Southern Coast Live Oak Riparian Forest
69 - Southern Cottonwood Willow Riparian Forest
70 - Southern Mixed Riparian Forest
71 - Southern Riparian Forest
72 - Southern Riparian Scrub

Figure 8.3 Narrow Endemic Plant Species Survey



City of Beaumont General Plan Update, 2018 & Riverside County, 2017 & Western Riverside County Regional Conservation Authority MSHCP, 2003.

NARROW ENDEMIC PLANT SURVEY AREA

- City Boundary
- TOD Overlay
- Sphere of Influence
- Public/Quasi Public Conserved Lands
- Narrow Endemic Plant Survey Area

LAND USE DESIGNATIONS

- Open Space
- Employment District
- Industrial
- Urban Village
- Downtown Mixed-Use
- General Commercial
- Public Facilities
- High Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural Residential (1 DU per acre)
- Rural Residential (1 DU per 10 acres)
- Rural Residential (1 DU per 40 acres)
- Neighborhood Commercial

Figure 8.4 Criteria Area Species Survey

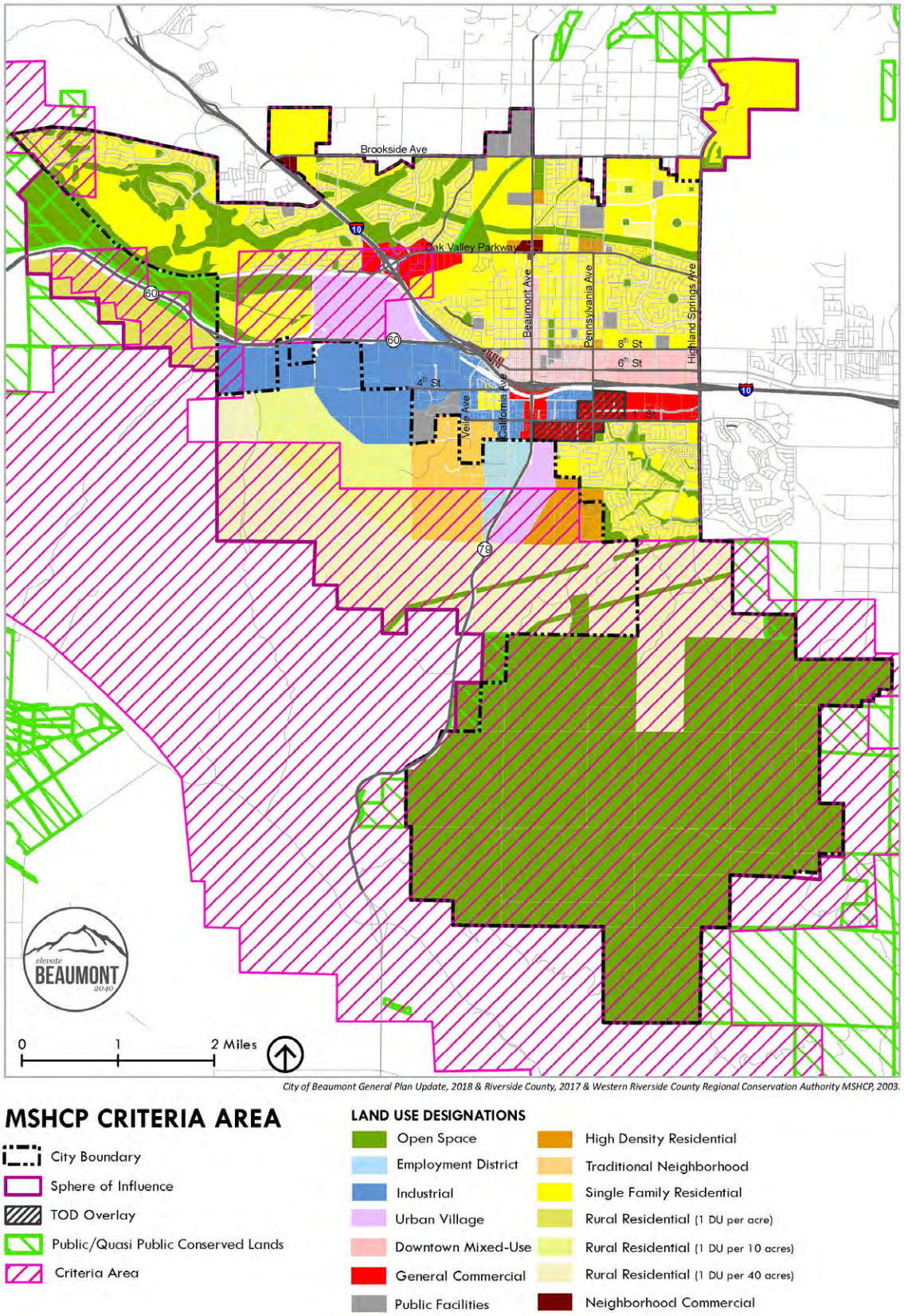
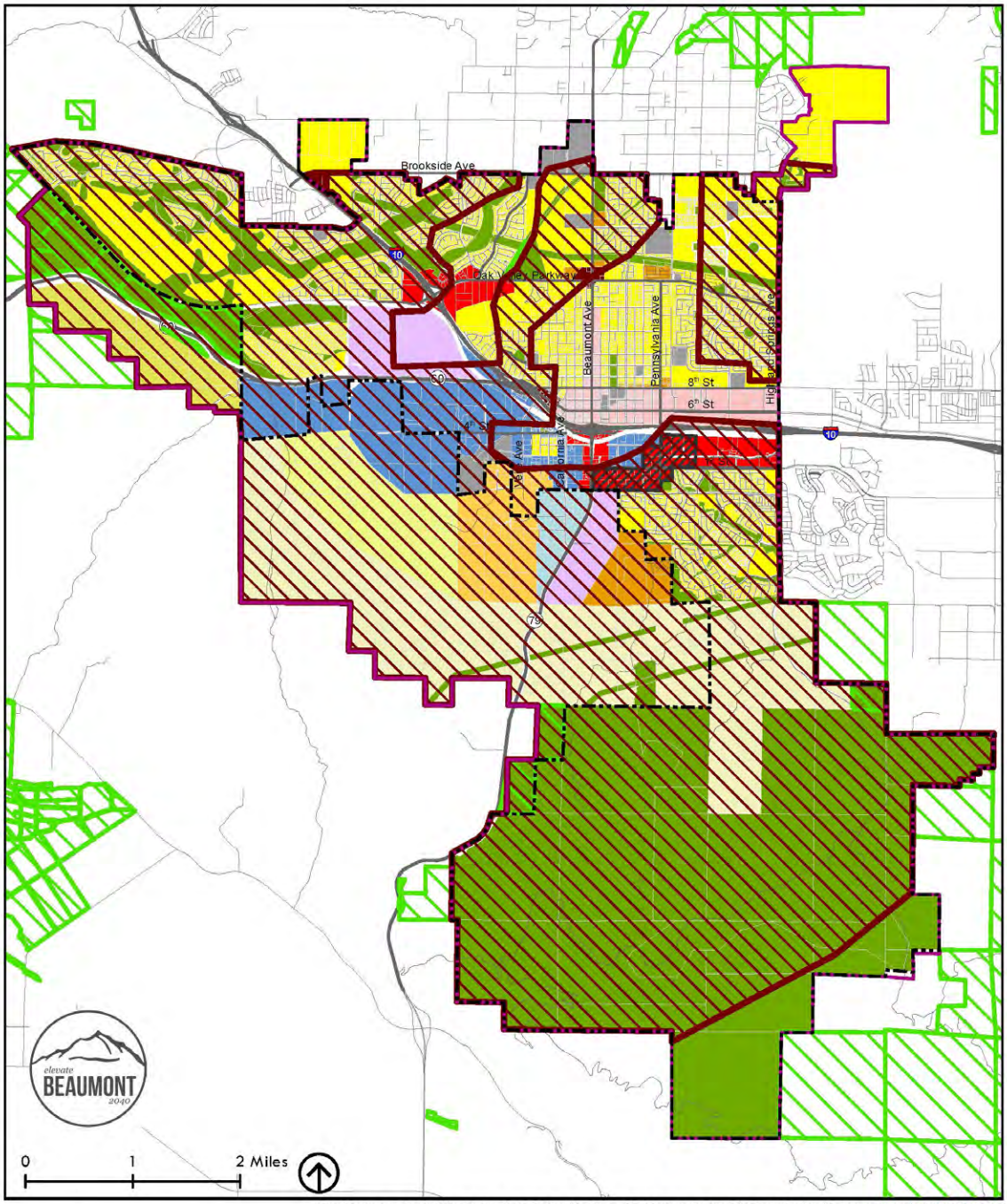


Figure 8.5 Burrowing Owl Survey



City of Beaumont General Plan Update, 2018 & Riverside County, 2017 & Western Riverside County Regional Conservation Authority MSHCP, 2003.

BURROWING OWL SURVEY

- City Boundary
- Sphere of Influence
- Public/Quasi Public Conserved Lands
- Burrowing Owl Survey Area
- TOD Overlay

LAND USE DESIGNATIONS

- Open Space
- Employment District
- Industrial
- Urban Village
- Downtown Mixed-Use
- General Commercial
- Public Facilities
- High Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural Residential (1 DU per acre)
- Rural Residential (1 DU per 10 acres)
- Rural Residential (1 DU per 40 acres)
- Neighborhood Commercial

MINERAL RESOURCES

There have been no significant amounts of mineral deposits found in the City of Beaumont. However, since much of the area is flat and characterized by alluvial materials, which eroded and washed down from the mountains, extracting aggregate resources from open spaces adjacent to the flood channel in the western portion of the City and its Sphere of Influence may be possible. There are no delineated sites or locations of mineral resources within the City or Sphere boundaries. Also, there are likely accretions of aggregate along watercourses and drainage ways within the City or Sphere boundaries.

SCENIC RESOURCES + NIGHT SKIES

The City's visual character and scenic resources are important assets to the community. Protecting and enhancing the City's rural mountain setting will ensure that the environment is protected as new development is planned. Special attention should be given to development proposals within the Badlands area, and projects that could affect views of, or otherwise alter ridgelines.

Beaumont is also near the Potrero Preserve, an open space and wildlife area. Excessive artificial light, also known as light pollution, can adversely affect the beauty of nighttime skies and stargazing, directly impact migration and reproduction of wildlife, disrupt sleep patterns in humans, and consume excessive energy. Sources of light pollution in Beaumont include exterior and interior building lighting, commercial properties, warehouses, streetlights, and vehicular lighting.

CULTURAL + TRIBAL RESOURCES

Beaumont is part of a region with rich cultural, tribal, and historical resources. Cultural resources are identified as districts, sites, structures, or objects that are older than 50 years. These may include archaeological, historical, and other cultural resources.

Tribal cultural resources are defined in Public Resources Code §21074 as either of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

a) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City lies within the traditional territory of the Pass (or Wanakik) Cahuilla and a small portion of Serrano ancestral territory. Additionally, recorded and unrecorded tribal cultural resources exist within the City of Beaumont and its Sphere of Influence, including along Highways 60 and 79.

GOALS + POLICIES

The following section includes goals and policies for the Conservation + Open Space Element. Goals and policies are followed by implementation actions. Additional conservation and open space-supported measures can also be found in other Elements.

ENERGY

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policies:

8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.

8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

8.1.5 Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

8.1.6 When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

8.1.7 Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

8.1.8 Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

8.1.9 Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.

8.1.10 Strive for high levels of energy efficiency in municipal facilities.

8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: A City which encourages energy from renewable sources.

Policies:

8.2.1 Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

8.2.2 Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.

8.2.3 Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: A City that reduces citywide greenhouse gas emissions.

Policies:

8.3.1 Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- 1990 levels by 2020
- 40 percent below 1990 levels by 2030
- 60 percent below 1990 levels by 2040

8.3.2 Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.

8.3.3 Monitor and report greenhouse gas emissions so that reductions can be tracked in a transparent, consistent, and accurate manner.

8.3.4 Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

8.3.5 Prioritize municipal policies and programs that reduce the City's carbon footprint, such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

8.3.6 Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.

8.3.7 Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

AIR QUALITY

Goal 8.4: A City that improves awareness and mitigation of negative air quality impacts.

Policies:

8.4.1 Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

8.4.2 Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process.

8.4.3 Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60, high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.

8.4.4 For sensitive land uses that cannot be avoided within 500 feet of sources of localized air pollution, potential design mitigation options include:

- Providing residential units with individual HVAC systems in order to allow adequate ventilation with windows closed;
- Locating air intake systems for heating, ventilation, and air conditioning (HVAC) systems as far away from existing air pollution sources as possible;
- Using HEPA air filters in the HVAC system and developing a maintenance plan to ensure the filtering system is properly maintained;
    - Utilizing only fixed windows next to any existing sources of pollution;
    - Using sound walls, berms, and vegetation as physical barriers; and
    - Notifying new potential home buyers of risks from air pollution.

SENSITIVE HABITAT + RESOURCES

Goal 8.5: A City that preserves and enhances its natural resources.

Policies:

8.5.1 Minimize the loss of sensitive species and critical habitat areas in areas planned for future development.

8.5.2 Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

8.5.3 Encourage new development to support a diversity of native species and manage invasive species.

8.5.4 Support the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's City of Beaumont and its Sphere of Influence.

8.5.5 Protect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation.

8.5.6 Continue to support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.

8.5.7 Discourage the use of plant species on the California Invasive Plant Inventory.

Goal 8.6: A City that protects and enhances its scenic vistas and views.

Policies:

8.6.1 Protect and preserve existing, signature views of the hills and mountains from the City.

8.6.2 Continue to minimize the impact on views by restricting new billboards along the City's roads and highways. Electronic and animated billboards should be prohibited except in rare and special circumstances.

8.6.3 Require the preparation of a grading analysis on hillside development to pre-determine where development should occur to minimize the impact of new development on views of the city's hillsides.

8.6.4 When grading is necessary, encourage grading for new development that complements the surrounding natural features.

8.6.5 Plan public facilities, roads, and private development to take advantage of the city's mountain and hillside views, especially as the Downtown develops.

8.6.6 Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.

8.6.7 Partner with Southern California Edison to retrofit streetlights with LEDs that comply with Dark Sky standards.

8.6.8 Promote dark sky education in the community to promote responsible lighting and dark sky stewardship.

OPEN SPACE

Goal 8.7: A City where open space is preserved and used for resource conservation and/or recreation.

Policies:

8.7.1 Evaluate the feasibility of expanded joint-use of the open space lands used for flood control and utility easements.

8.7.2 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

8.7.3 Establish a comprehensive bikeway and pedestrian trail system. This policy is implemented through the Mobility Element.

8.7.4 Expand opportunities to develop parks that are of a community or regional park scale, to facilitate expanded demand for organized sports activities and community functions. This policy is implemented through the Health and Environmental Justice Element.

8.7.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.

8.7.6 Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policies:

8.8.1 Promote the maintenance of open space through the implementation of the General Plan.

8.8.2 Protect and preserve open space and natural habitat wherever possible.

8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

8.8.4 Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.

8.8.5 Encourage residential clustering as a means of preserving open space. This policy is implemented through the Land Use and Community Design Element.

8.8.6 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policies:

8.9.1 Continue to require hillside development to be consistent with the provisions of the Hillside Ordinance Policies.

8.9.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

8.9.3 Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

8.9.4 Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.

8.9.5 Reduce light pollution by establishing a “night-time sky” ordinance.

BIOLOGICAL RESOURCES

Goal 8.10: A City that promotes the protection of biological resources through MSHCP implementation.

Policies:

8.10.1 Work with landowners and government agencies in promoting development concepts that are sensitive to the environment and consider the preservation of natural habitats and further the conservation goals of the MSHCP.

8.10.2 Work with landowners and government agencies in identifying areas within the City of Beaumont and its Sphere of Influence that should be preserved as open space for passive recreation, resource management, or public safety and which meet the City’s

preservation obligations per the MSHCP.

8.10.3 Encourage the protection of existing wildlife in the conservation areas located in the southerly portion of the City of Beaumont and its Sphere of Influence.

8.10.4 Preserve significant habitat and environmentally sensitive areas, including hillsides, rock outcroppings, and viewsheds through the application of the Hillside Ordinance Policies.

8.10.5 Consider transfer of development rights from sensitive lands to land suitable for development in order to meet habitat preservation goals.

ARTS + CULTURAL RESOURCES

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policies:

8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

8.11.2 Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

8.11.3 Encourage the preservation of historic (i.e. non-archaeological) resources, when practical. When it is not practical to preserve a historic resource in its entirety, require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.

8.11.4 Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5 , Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.

8.11.5 Consider incentives for the inclusion of live/work creative studio space in new developments in Downtown.

8.11.6 Consider the establishment of an arts and culture district that encourages venues for the arts and entertainment, protects historical buildings and cultural resources, and enhances the City image.

8.11.7 Prepare and regularly update an inventory of private community and environmental organizations that may contribute effort or resources to improving the City's cultural awareness.

IMPLEMENTATION

Table 8.1 Open Space + Conservation Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
	ENERGY			
C1	**Energy Efficiency Programs.** Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.	High	Medium	Planning, Building and Safety, WRCOG
C2	**Energy Disclosure Policy.** Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.	Medium	Medium	Planning, Building and Safety
C3	**Passive Solar Techniques.** Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and reduce lifetime energy costs without significantly increasing housing production costs.	Medium	Long	Planning, Building and Safety
C4	**Green Affordable Housing.** Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.	High	Medium	Planning, Building and Safety
C5	**Green Building Design.** Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.	High	Medium	Planning, Building and Safety
C6	**Shade Assessment.** Partner with local and regional agencies to identify and prioritize areas for shade in public places.	High	Short	Planning, Pass Transit, TLMA
C8	**Greenhouse gas inventory.** Prepare a revised greenhouse gas inventory on regular 3-year cycles.	Medium	Medium	Planning, WRCOG
C9	**Climate Adaptation Plan.** Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.	High	Medium	Planning, WRCOG

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
C10	**Advanced and Green Industry Workforce Training.** Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).	High	Medium	Planning, Economic Development, Building and Safety, Wastewater
C11	**Sustainable Communities Strategy.** Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.	High	Medium	Planning, SCAG
C12	**Energy Education.** Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.	Medium	Short	Planning, Building and Safety
C13	**Solar Access.** Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.	Medium	Medium	Planning, Building and Safety
AIR QUALITY				
C14	**Air Quality Efforts.** Partner with local and regional agencies to educate and support efforts that improve local air quality.	High	Medium	Planning, SCAQMD
C15	**Sensitive Uses.** Update the municipal code to prohibit and/or mitigate the impacts of localized air pollution, addressing specific strategies for sensitive receptors.	High	Short	Planning
SENSITIVE HABITAT + RESOURCES				
C16	**Buffer Zones.** Update zoning code to identify and protect sensitive habitat areas and corridors, including preservation and conservation easements, open space buffers, and reduced intensity of development.	High	Short	County TLMA, Riverside Conservation Authority, Planning
C17	**Dark Sky Lighting Ordinance.** Prepare a Dark Sky Ordinance to regulate outdoor lighting through the adoption of comprehensive citywide outdoor lighting standards, such as shielding light in the downward direction and limiting bright white lighting and glare.	Medium	Short	Planning, Public Works, Community Services

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
C18	**On-site Wildlife Habitat.** Encourage the protection of undisturbed native plants and habitat areas, instead of individual native plants sprinkled around a development.	Medium	Short	Planning
C19	**Hillside Ordinance.** Support and implement the existing hillside ordinance.	High	Short	Planning, Public Works
C20	**Cultural Resource Sensitivity Map.** Develop a Cultural Resource Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence.	Medium	Medium	Planning
OPEN SPACE				
C21	**Joint use.** Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails.	Medium	Medium	Planning, BUSD, BCVRPD, Community Services
C22	**Open Space Partnerships.** Partner with adjacent cities, Riverside County, and local and state park agencies to create linkages and enhance access to publicly-accessible parks and open spaces.	Medium	Long	Planning, Community Services, County TLMA, Parks & Recreation, BCVRPD, City of Banning, City of Calimesa
BIOLOGICAL RESOURCES				
C23	**Future Development.** Partner with landowners and government agencies in the sphere of influence to promote future development concepts, coordinate on open space uses, and protect existing wildlife.	Medium	Long	Planning, Community Services, County, Parks & Recreation, City of Banning, City of Calimesa
C24	**Habitat Management Plan.** Work collaboratively with the County to develop a Habitat Management Plan for sensitive areas in the sphere of influence, in conformance with habitat management requirements.	Medium	Long	Planning, County TLMA, RCA
ARTS + CULTURAL RESOURCES				
C25	**Arts and Culture District.** Update municipal code to create an arts and culture overlay to help spur catalytic projects and development.	Medium	Medium	Planning
C26	**Public Art Master Plan.** Develop a public art master plan to identify potential sites, partnerships, and sustainable funding mechanisms for art in the City.	Medium	Medium	Planning
C27	**Wayfinding.** Develop wayfinding and signage to key sites, including historic (non-archaeological) places (as allowed by law), gateways, and points of interest.	Medium	Short	Planning, Public Information, Economic Development

This page is intentionally left blank.

STEP
FAVORITE

Chapter 9: SAFETY

The purpose of the Safety Element is to establish a policy framework for maintaining and improving the safety of Beaumont's residents. It identifies proactive measures to minimize public safety challenges to community residents, structures, public facilities, infrastructure, and to enable the City to expediently and efficiently respond in the event of a public safety challenge. Public safety challenges include crime prevention and naturals hazards and disasters from earthquake, fires, storms, and floods. The Safety Element also promotes education about disasters and hazards, to ensure all members of a community understand how to prepare and recover from potential disasters.

Topics covered in this chapter include seismic, flooding, and geological hazards, and hazardous waste. Crime prevention, police and fire protection, and emergency preparedness and response are also addressed within this Element.

STATUTORY REQUIREMENTS

As required by State law (Government Code Section 65302(g)), the Safety Element identifies forces of nature and events resulting from human action that have the potential to cause harm to life and property in the city. The goal of the Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Identifying the source of such threats allows decision-makers to take preemptory action to minimize the damage, particularly as it relates to new development. Other locally relevant safety issues, such as police services, crime prevention, emergency response, and hazardous materials spills, are also included in this Element.

RELEVANT PLANS + DOCUMENTS

LOCAL HAZARD MITIGATION PLAN

The City's Local Hazard Mitigation Plan (LHMP) was last updated in 2017. The LHMP's purpose is to identify potential City hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term damage to people and property from natural and man-made hazards. The plan identifies vulnerabilities, prioritizes mitigation actions, evaluates resources and identifies mitigation shortcomings, provides future mitigation planning, and maintenance guidelines for the existing plan. Mitigation strategies included in the LHMP will serve as the implementation plan for the Safety Element. Under Assembly Bill 2140, cities may adopt their LHMP into their Safety Elements in order to ensure eligibility for potential reimbursement of post-disaster public assistance.

EMERGENCY OPERATIONS PLAN

The City of Beaumont has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Further, it is an extension of the State Emergency Plan. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between the City of Beaumont and Riverside County, special districts, and state agencies. The EOP references and is consistent with the Safety Element goals and policies.

CLIMATE ACTION PLAN

The City updated its Climate Action Plan called Sustainable Beaumont in October 2015. The Plan outlines a summary of greenhouse gas (GHG) emissions and establishes a roadmap to reduce GHG emissions and conserve energy. By using energy more efficiently and reducing emissions, Beaumont will keep dollars in the local economy, create jobs, and improve the community's quality of life and public health. Through the Sustainable Beaumont Plan, the City has established goals and policies that incorporate environmental responsibility into its daily community and municipal operations. These are coordinated with and implemented through the Safety Element General Plan goals, policies and actions.

CAL FIRE/RIVERSIDE COUNTY UNIT STRATEGIC FIRE PLAN

The California Department of Forestry and Fire Protection (CAL FIRE)/Riverside County Unit Strategic Fire Plan (Fire Plan) was updated in May 2016. The Fire Plan is a cooperative effort between the State Board of Forestry and California Department of Forestry and Fire Protection. The plan provides a road map for prevention and reduction of firefighting costs and losses to property, life, and the environment in San Jacinto Mountain communities including Beaumont. The Safety Element incorporates relevant policies from the Fire Plan.

BEAUMONT DRAINAGE MANAGEMENT PLAN

In accordance with the requirements of the State Regional Water Quality Control Board, the Beaumont-Cherry Valley Water District adopted a 2015 Urban Water Management Plan. The purpose of this plan is to analyze drainage problems in Beaumont and consider flood protection for existing and future development. Additionally, the plan aims to provide guidance on reducing levels of pollutants within stormwater runoff and increasing public awareness of water quality problems.

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District's Master Drainage Plan for the Beaumont Area analyzes drainage issues in Beaumont and provides solutions for drainage issues within the plan area. The Plan also describes the location, size, and capacity of flood control facilities that are needed for current development and anticipated growth.

SETTING THE SCENE

Public safety challenges include crime prevention and naturals hazards and disasters from earthquakes, fires, storms, winds, and floods. Emergencies and natural disasters can create a variety of hazards for community members and response teams. Both natural conditions and social behaviors generate risks to individuals and properties in the community. Preparing for the disaster risk can help reduce community exposure to hazards. This section presents existing conditions relative to public safety in Beaumont.

POLICE

The City of Beaumont Police Department (BPD) currently operates with a total of 38 sworn staff members. In addition to traditional law enforcement services, the Department administers animal services, code enforcement, and a K-9 program. The Department has a long-standing and successful tradition of maintaining positive relationships with community members through effective community partnerships, such as Police Explorers and Cadets, Police Chaplains, Citizen Volunteers, and a Community-Oriented Policing and Problem Solving (COPPS) team. Community outreach events include Trunk or Treat, a Drug and Gang Awareness Workshop, and National Night Out.

The City has a three-minute response time objective. As of 2017, the BPD met this goal with average response times of three minutes for in-progress calls.

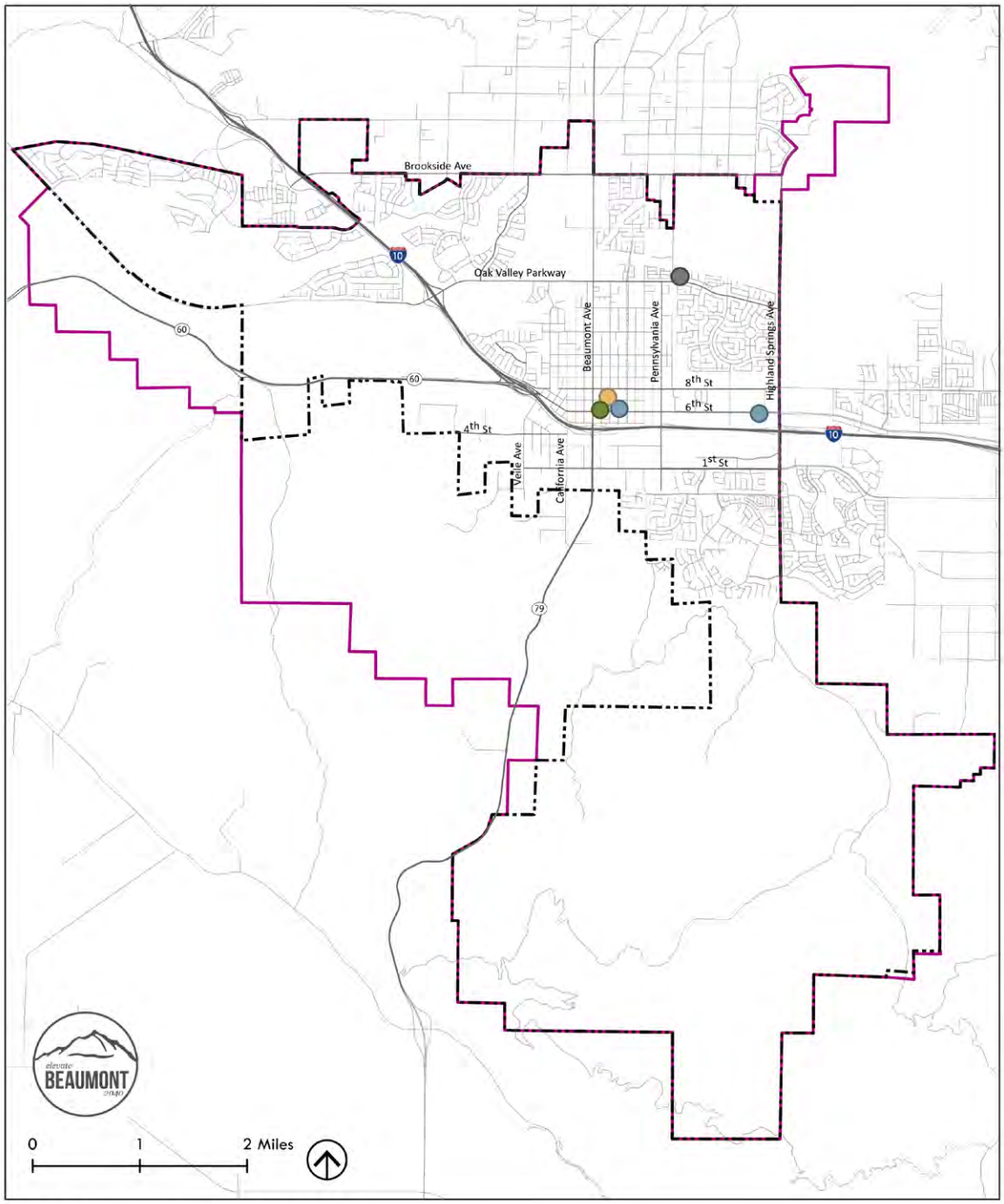
FIRE

The City of Beaumont contracts with the Riverside County Fire Department in conjunction with CAL FIRE for City-wide fire protection, emergency medical services, and fire safety education. Additionally, the U.S. Forest Service, a Federal agency, manages nearby public land in national forests and grasslands.

There are two fire stations located within the City limits. Station 66 (628 Maple Avenue) is the City's primary fire station and has access to two fire engines and 1 squad truck. Station 20 (1550 E. 6th Street) is a CAL FIRE station and operational costs are shared by the cities of Beaumont and Banning, and the County of Riverside; it has access to one fire engine. Additionally, CAL FIRE has access to seven shared engines in San Jacinto, five shared engines in Desert Hot Springs and nine shared engines in Moreno Valley. Current fire service response times in the City of Beaumont are approximately 8 to 12 minutes. The City's goal is a five-minute response time.

In addition to fire services provided by CAL FIRE / Riverside County Fire Department, the City employs a Fire Safety Specialist who oversees plan review, installation, and inspections of fire suppressant systems.

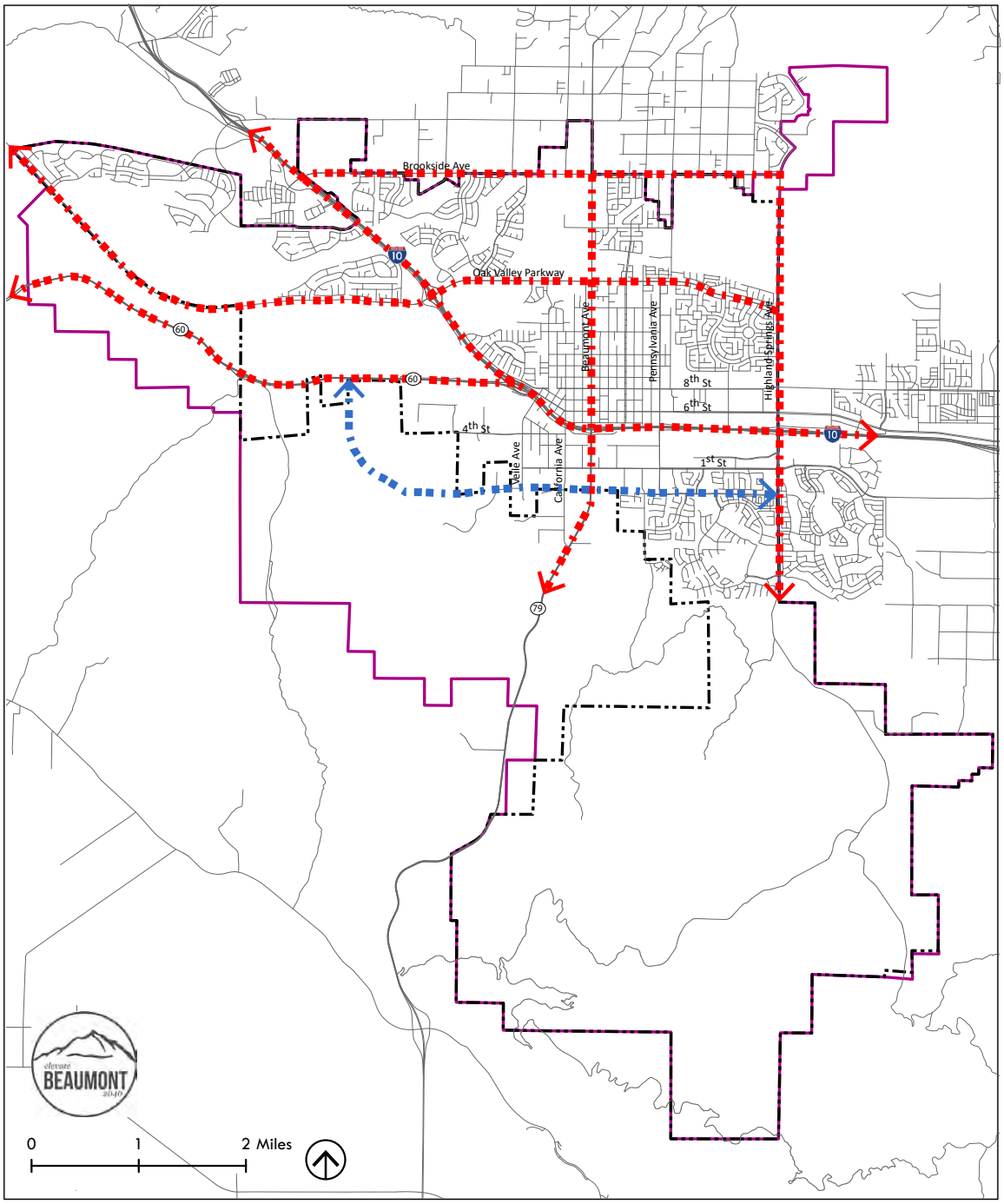
Figure 9.1 Emergency Facilities Map



EMERGENCY FACILITIES

- City Boundary
- Sphere of Influence
- Beaumont Police Department
- Beaumont City Fire Station
- Primary Emergency Operations Center
- Alternate Emergency Operations Center

Figure 9.2 Evacuation Routes



EVACUATION ROUTES

- City Boundary
- Sphere of Influence
- Evacuation Route
- Future Evacuation Route

EMERGENCY PREPAREDNESS[1]

The City of Beaumont's public safety personnel plan trains for responses to all types of emergency and disaster situations that could affect the health and safety of the City's residents, visitors, and business owners. The City of Beaumont seeks to reduce loss of life and protect the environment and property from natural hazards and man-made disasters by promoting citizen awareness of and preparedness for emergency situations.

During an emergency in the City of Beaumont, operations are coordinated from the City's Emergency Operations Center (EOC). The EOC centralizes the collection and dissemination of information about the emergency and makes policy-level decisions about response and the allocation of resources. The Primary EOC location is at the Chatigny Recreation Center (CRC) located on the northeast corner of Oak Valley Parkway and Cherry Avenue. The alternate EOC location is the Beaumont City Hall Facility located at 550 E 6th Street. The City Emergency Services Coordinator (ESC) is responsible for maintaining operations of each emergency facility; ensuring it is always ready to operate.

The City's Emergency Services Department manages a highly effective community engagement program including facilitating a Community Emergency Response Team (CERT) training program, conducting emergency preparedness presentations for local private community organizations and service groups, and participates in the Beaumont Unified School District response program. The City also contracts with the Riverside County Fire Department for hazardous materials response and has a working relationship with the County of Riverside's Environmental Health Agency.

EVACUATION ROUTES

Pursuant to State law, Safety Elements must indicate evacuation routes that would be used in the event of an emergency. Major evacuation routes are noted in Exhibit 9-2 and include the two freeways in the City, as well as several major roadways. The major roadways that are identified as evacuation routes include Brookside Avenue, Oak Valley Parkway, Highland Springs Avenue, and Beaumont Avenue. In addition, an interchange at Potrero Boulevard and SR-60 is under construction and an extension of Potrero eastward to connect to Highland Springs Avenue is planned. After the completion of the extension, Potrero Boulevard shall be designated as an evacuation route as well. During any future development activities, measures will be taken to maintain these roadways' use at all times.

1 *City of Beaumont EOP, 2018*

KEY ISSUES + OPPORTUNITIES

This section provides a snapshot of several key issues and opportunities related to safety, including natural and human-caused hazards. It is organized around six priority safety issues required by State law:

- Fire and wildfire hazards
- Seismic and geologic hazards
- Flooding
- Extreme weather
- Emergency preparedness
- Human-caused and other hazards

The Safety Element establishes and supports the implementation of mitigation strategies to reduce potential safety risks in the community.

FIRE HAZARDS

The City relies on the California Fire Code and Riverside County Ordinance 787, including guidance on fire prevention, safety, and evacuation. As noted in Figure 9.1, both fire stations in the City are located in Downtown Beaumont. Recent increases in residential development on the west end of town have raised concerns regarding the Fire Department's ability to meet acceptable response times and community needs.

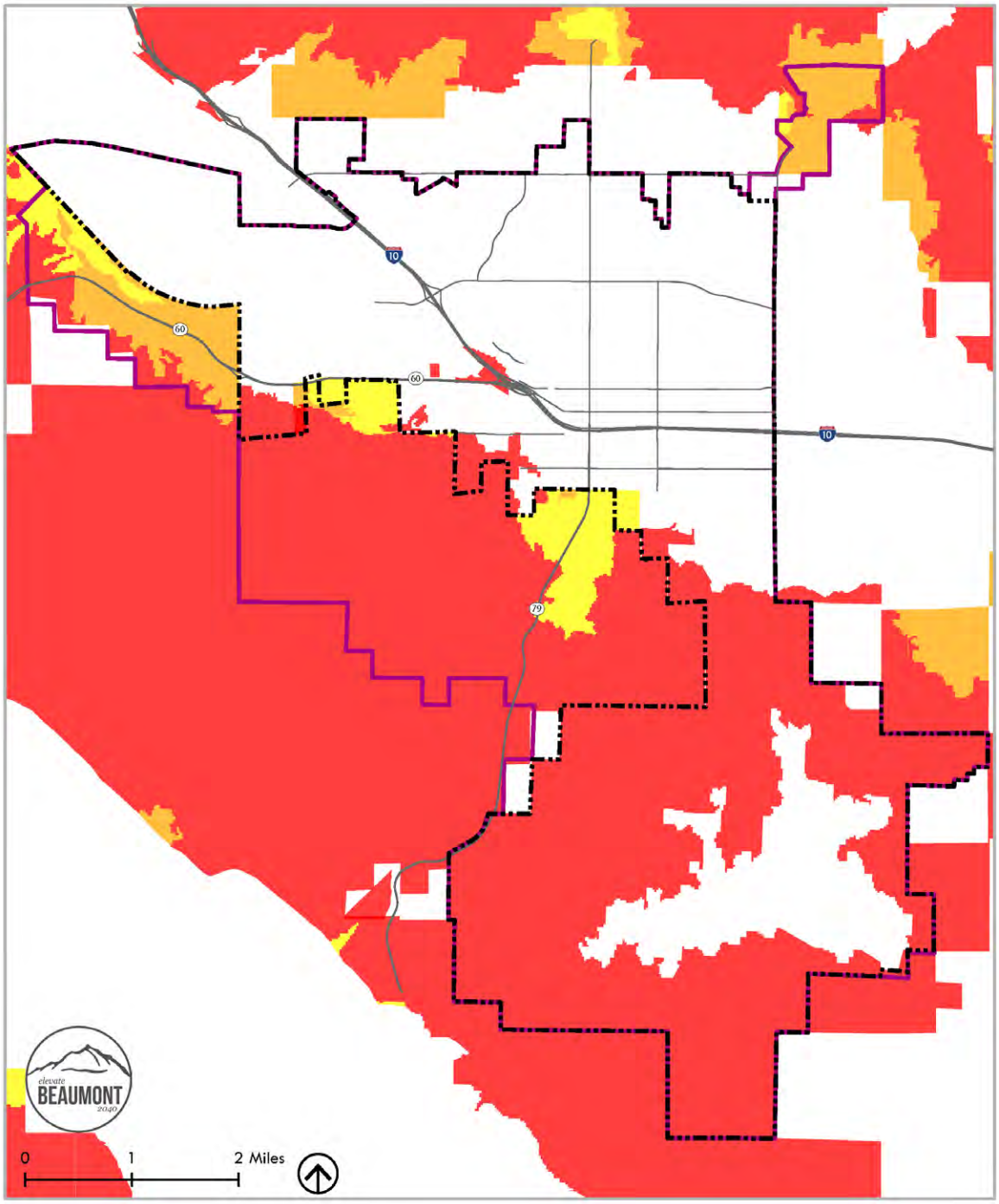
WILDFIRE HAZARDS

Fire Hazard Severity Zone Maps chart the areas across the State that are at risk for wildfires. These risk maps, drawn by CAL FIRE in 2007, are created by a computerized model that considers terrain, vegetation and the location of past fires. In Beaumont, Moderate, High, and Very High Fire Hazard Severity Zones (FHSZ) are in and near undeveloped land, both within the existing City limits and in the Sphere of Influence. High and Very High FHSZ are in the northeast portion of the City and Sphere near the San Bernardino Mountains as well as in undeveloped areas in the Potrero Reserve along State Route-79 in the southern portion of the City (See Figure 9.3). The undeveloped area within the Potrero Reserve is largely composed of shrub and grassland communities, which may provide fuel for wildfires.

Beaumont has also been identified by CAL FIRE as being located within a "wildland-urban interface". The "wildland-urban interface" includes areas where homes or structures are intermixed with wildlands, which creates high wildfire risk. Historically, several fires have occurred in the wildland-urban interface in Riverside County and the threat intensifies under the Santa Ana winds and other extreme fire weather conditions.

As shown in Figure 9.4, parts of the area within the City and the Sphere of Influence that fall under the VHFHSZ are designated (developed or planned for development) for industrial, institutional, office and retail, and lower density residential uses west of SR-79. East of SR-79, planned land uses

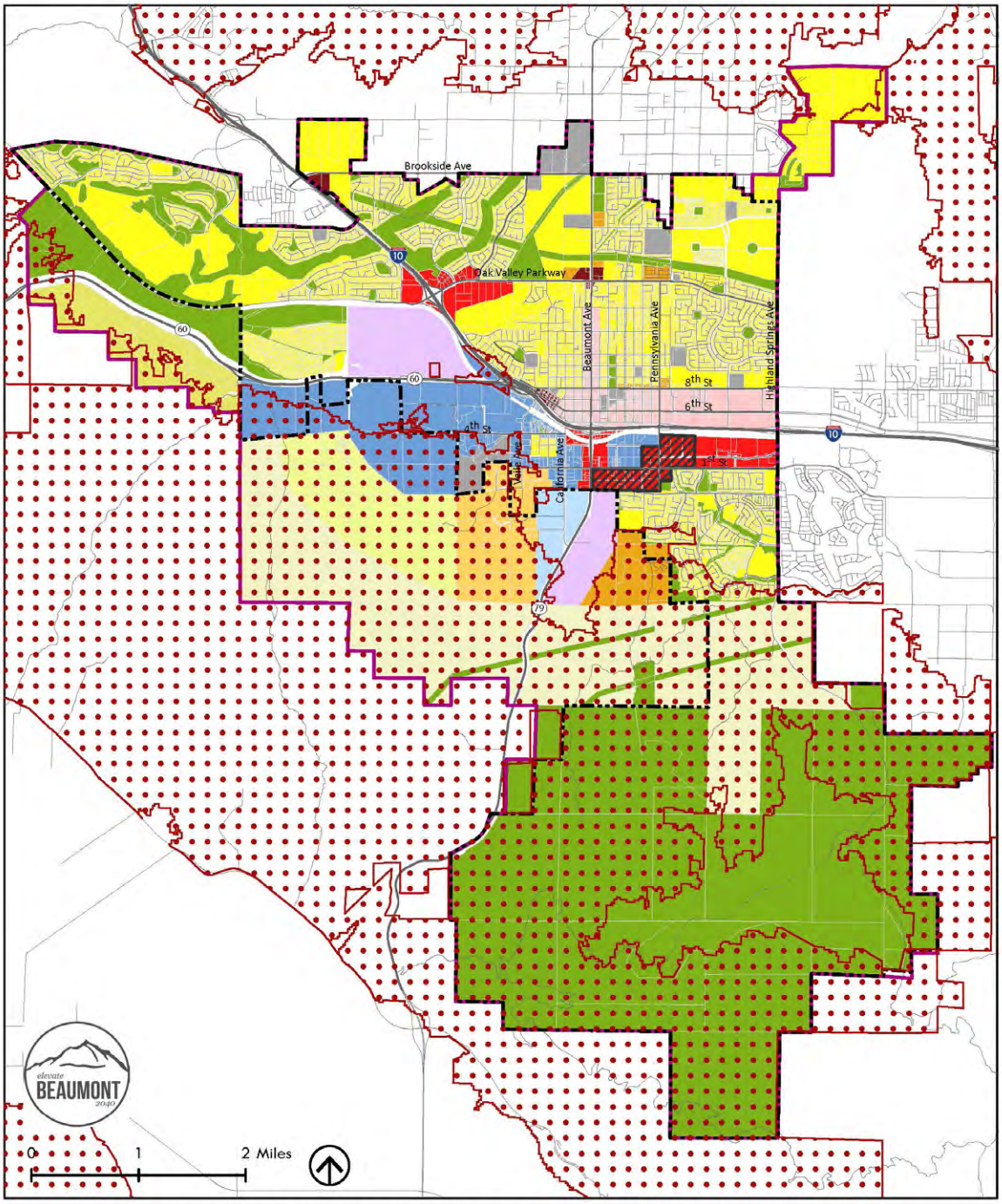
Figure 9.3 Fire Hazard Severity Zone Map



FIRE HAZARD SEVERITY ZONE

- City Boundary
- Sphere of Influence
- Moderate
- High
- Very High

Figure 9.4 Fire Hazard Severity Zone + Planned Land Uses Map



PLANNED LAND USES IN VERY HIGH FIRE SEVERITY ZONES

- City Boundary
- Sphere of Influence
- TOD Overlay
- Very High Fire Severity Zone
- High Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural Residential (1 DU per acre)
- Rural Residential (1 DU per 10 acres)
- Rural Residential (1 DU per 40 acres)
- Urban Village
- Downtown Mixed-Use
- General Commercial
- Neighborhood Commercial
- Public Facilities
- Open Space
- Employment District
- Industrial

include mixed use residential and high density, multi-family residential. Any future development in these areas must mitigate wildfire risk with appropriate protections.

Climate change is expected to exacerbate drought conditions, potentially increasing the frequency and intensity of wildfires and altering the distribution and character of natural vegetation. California's Fourth Climate Change Assessment reported a projected increase in wildfire frequency Statewide by 50 percent under a high emission scenario. Across the Inland Desert region, which includes San Bernardino and Riverside Counties, weather is expected to get hotter and drier over the 21st century. An increase in wildfires will place more buildings and infrastructure at risk and can also be a significant source of air quality pollution.

SEISMIC HAZARDS

The City of Beaumont is located within a seismically active region located at the junction of the Transverse Ranges and the Peninsular Ranges. These two physiographic provinces experience continual seismic activity associated with the lateral movement of the North American and Pacific tectonic plates. The San Andreas Fault system, located northeasterly of the City, is believed to form the boundary between these two plates, although some of the seismic motion is distributed to nearby, related faults. Important faults that could affect the City in the future include the San Jacinto Fault, San Andreas Fault Zone, Banning Fault, and Beaumont Plains Fault Zone. The City of Beaumont seismic zones are identified in Figure 9.5.

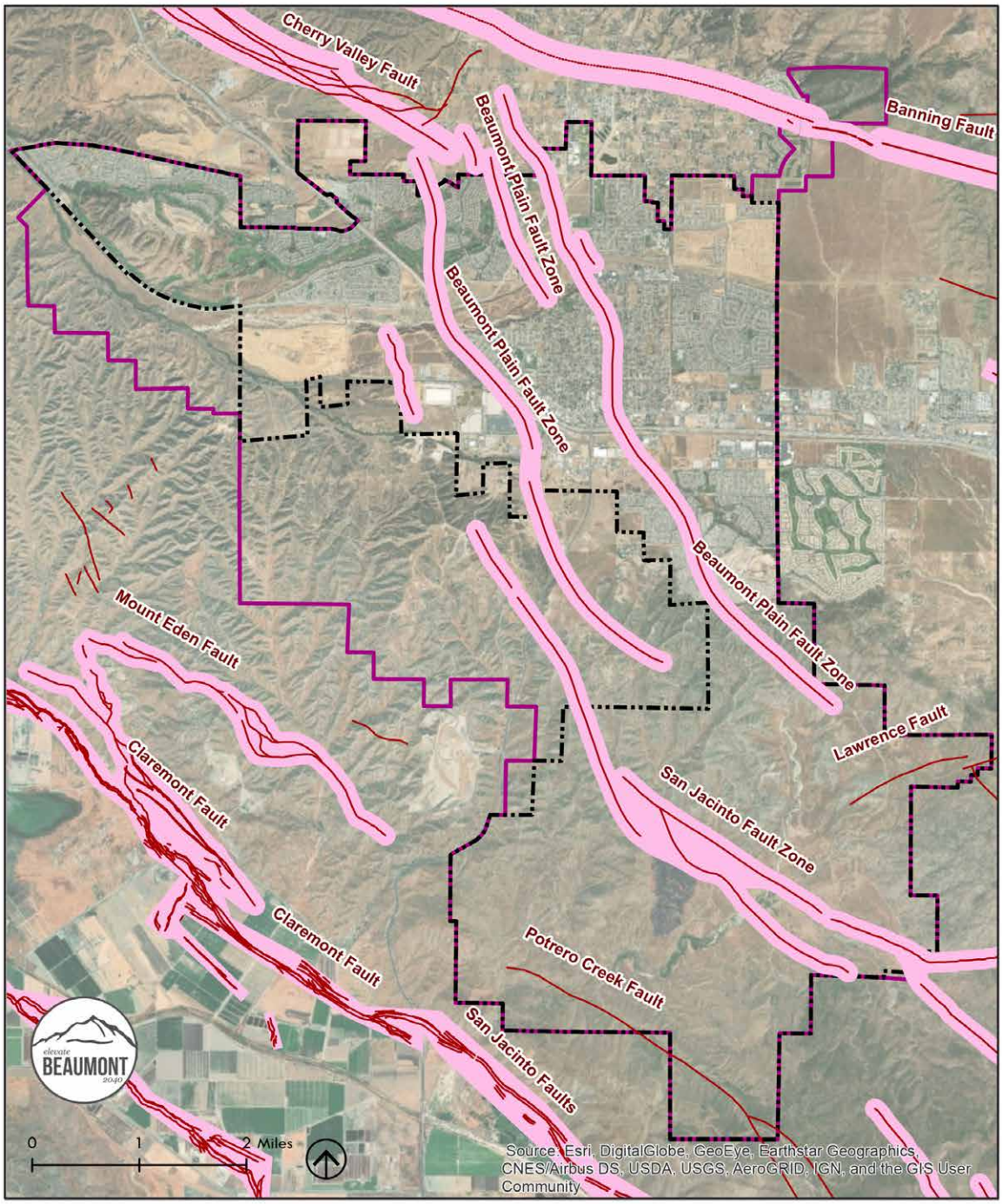
SOILS

Liquefaction is a phenomenon in which loose, water saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater, 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. Areas within Riverside County susceptible to liquefaction hazards are depicted within the County of Riverside's General Plan. The City of Beaumont has areas of low and moderate liquefaction susceptibility as reflected on Figure 9.6.

Ground subsidence refers to the sudden shrinking or gradual downward settling and compaction of the soil and other surface material with little or no horizontal movement. It may be caused by a variety of human and natural activities including groundwater withdrawal and ground shaking due to earthquakes. Land subsidence and associated fissuring have been documented in some areas of Riverside County. The City of Beaumont has known areas susceptible to ground subsidence as identified on Figure 9.7. The majority of the existing City is in the low susceptibility areas, but some of the areas in the western portion of the City, where newer development is proposed, are in a moderate susceptibility area. Geotechnical analyses will be required for new development projects to ensure that buildings are designed adequately to address impacts from ground subsidence.

Expansive soils have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins. Although expansive soils are now routinely alleviated by following

Figure 9.5 Seismic Zones



SEISMIC ZONES

City Boundary
Sphere of Influence
Faults Zones
Faults

Figure 9.6 Liquefaction Areas

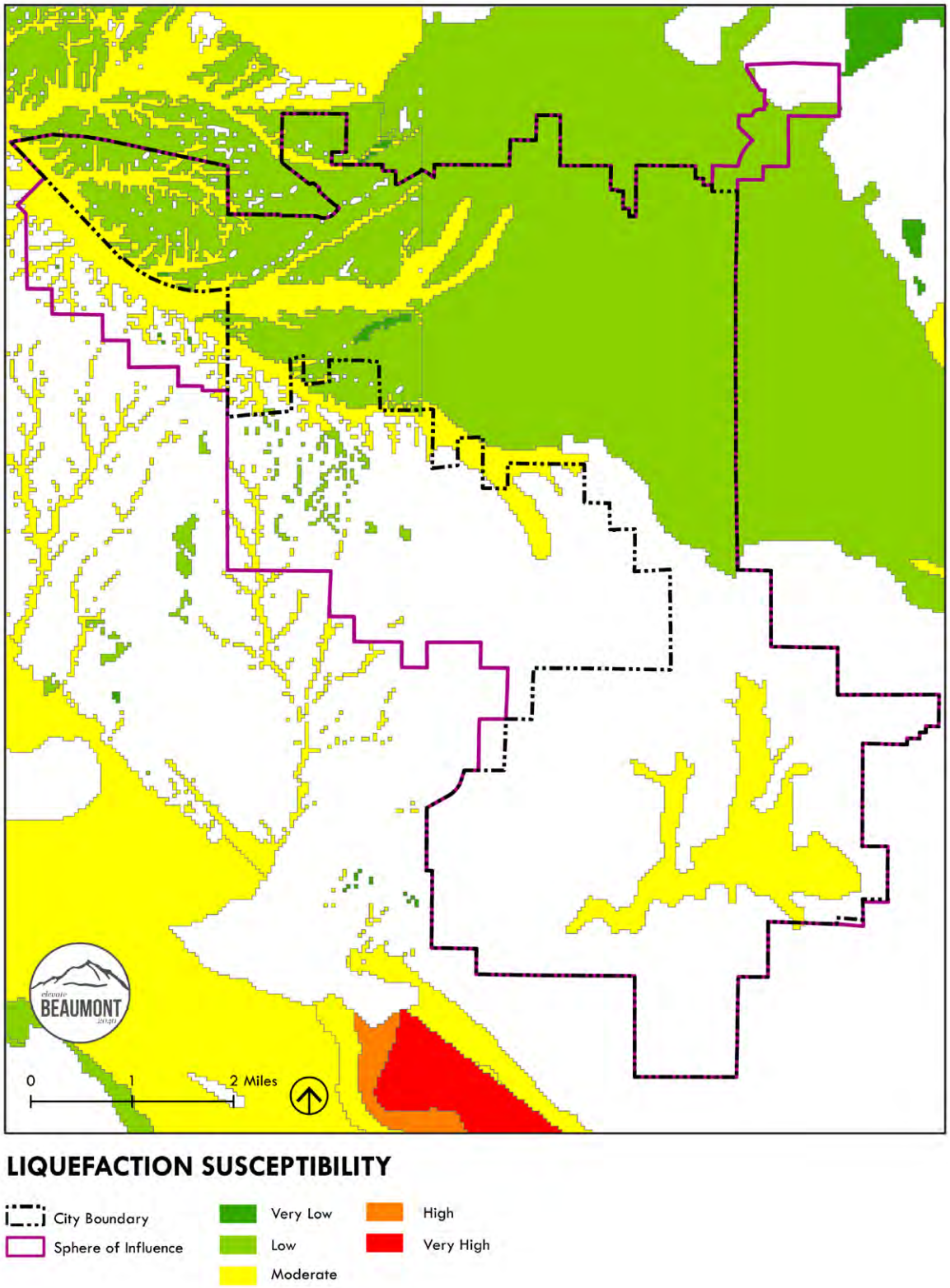
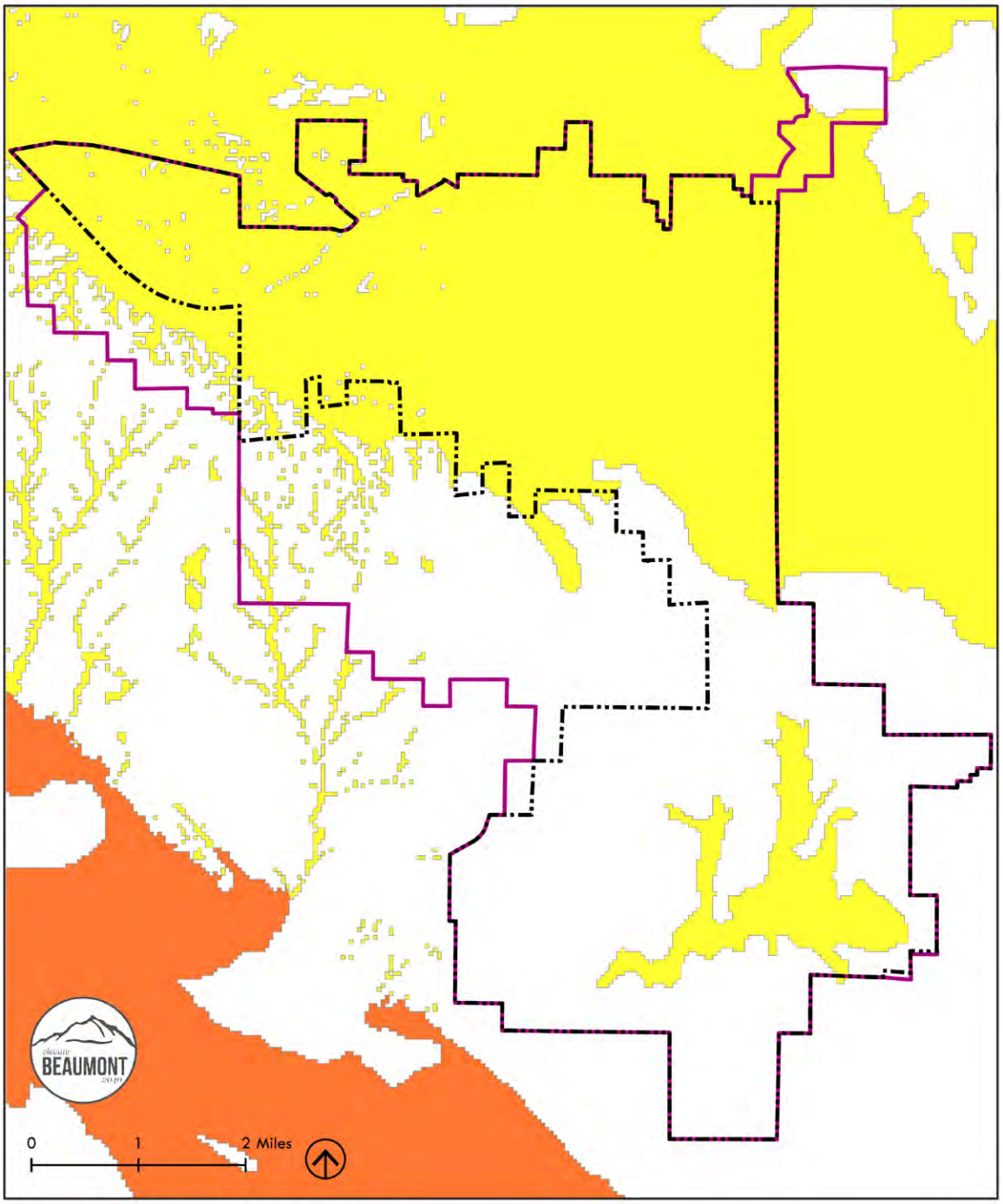


Figure 9.7 Ground Subsidence Areas



SUBSIDENCE SUSCEPTIBILITY

City Boundary
Sphere of Influence
Active
Susceptible

the California Building Code, problems related to past inadequate grading or site preparation practices constantly appear. Expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement and landslides can cause similar damage, but require different mediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation or through the excavation and removal of the expansive soils in the affected area.

TSUNAMI HAZARDS

Due to Beaumont's inland location, tsunami hazards are not a threat to the City.

FLOODING HAZARDS

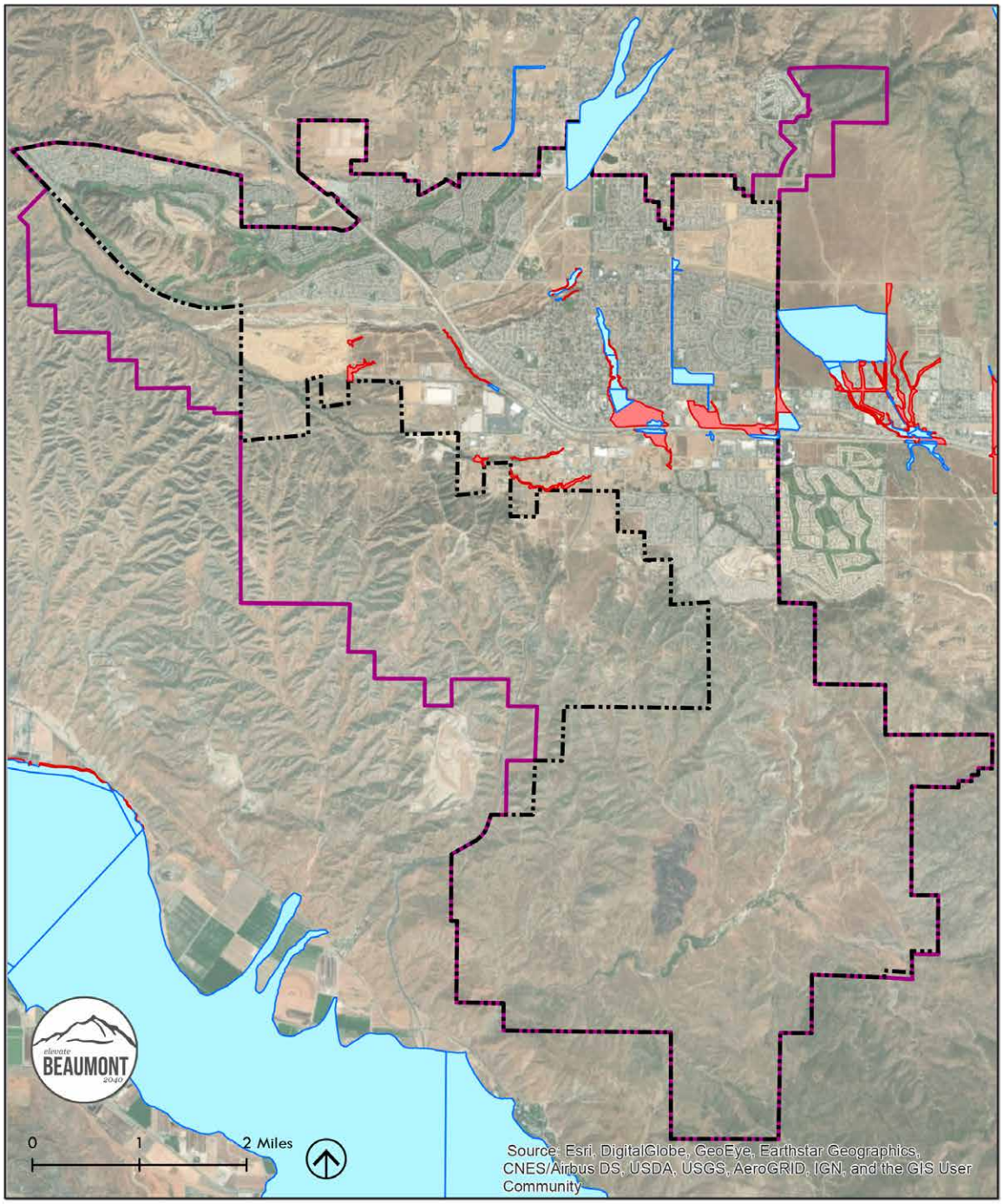
Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into three distinct drainage areas. San Timoteo Creek drains westward from San Gorgonio Pass into the Santa Ana River Basin. Two drainage areas lie west of the peak. Part of the area drains generally south into Potrero Creek that traverses the "Badlands" area to flow into the San Jacinto River, which then flows into the Santa Ana River Basin. The third drainage area drains east into Smith Creek. Smith Creek descends into the east side of San Gorgonio Pass into the Whitewater River, continuing southeast through the Coachella Valley into the Salton Sea.

Flooding within the City has historically resulted from seasonal storms. Precipitation from these storms occasionally lasts for several days, with higher rainfall amounts recorded in the nearby mountains than on the valley floor. Local winter storms may occur concurrent with strong cold fronts or deep upper level low pressure centers, and like localized summer storms, may be of high intensity with concentrated precipitation over small areas. Minor floods occasionally exceed natural channel capacities, with localized inundation of adjacent urban and agricultural areas. For the most part, these are considered nuisance drainage problems. Planned regional drainage improvements have removed significant flood hazards from most developed areas of the City. When flooding occurs, it originates from the steep mountainous area to the north of the community, which contains sparse vegetation and is relatively arid. As a result, floodwaters develop rapidly and can cause flash floods.

Severe storms also produce high water levels in flood channels (north of the City) and flooding. The northern areas that have been subject to these floods are: Noble and Little San Gorgonio Creeks located north of Cherry Valley, and Smith and Pershing Creeks located northeast in Highland Springs. The periodic flash floods reach high velocities due to the steep terrain in the north and carry a significant amount of debris which blocks the flood channel at slope areas of 1% to 2%, causing heavy deposition. When this occurs, debris blocks flood control channels, particularly where they cross under freeways, resulting in significant flooding in the vacant land areas within the City's Sphere of Influence. According to the most recent FEMA maps, the portions of the planning area located in a 100-year flood zone are found in the Old Town area, along Cherry Avenue, and along a portion of Highland Springs Avenue. Figure 9.8 illustrates the 100-year and 500-year flood zones within the City.

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District

Figure 9.8 Flood Hazards Map



FLOOD HAZARDS

City Boundary
Sphere of Influence
1% Annual Chance Flood Hazard
0.2% Annual Chance Flood Hazard

has several flood control facilities currently within the City, including, underground storm drains, open channels, retention basins, debris basins, spreading grounds, and culverts. The District's Master Drainage Plan for the Beaumont Area analyzes drainage issues in Beaumont and provides solutions for drainage issues within the plan area. The Plan also describes the location, size and capacity of flood control facilities that are needed for current development and anticipated growth.

HIGH WIND HAZARDS

High winds are common in the Pass Area and in Beaumont. Beaumont is considered an extreme wind area and a combination of unfavorable conditions can make it deadly for citizens and firefighters. High winds can be hazardous and result in property damage or risk to residents.

High winds in the City are influenced by the City's proximity to the San Gorgonio Pass, which is one of the windiest places in southern California. The prevailing winds are from the west in spring, summer, and early fall. During summer thunderstorms, the winds will sometimes be from the southeast. The westerly winds that blow through the far eastern portion of the Pass are a function of the marine air layer, which develops over Coastal Southern California. When this layer attains a thickness of over 3,000 feet, a condition associated with spring and early summer, it pours cool air through the San Gorgonio Pass and into the Coachella Valley, causing high winds.

Potentially hazardous conditions exist in open, sparsely developed areas. Such hazards can be placed in three major categories: 1) damage directly from the wind (e.g., falling trees or limbs, damaged power lines, and roofs), 2) blowing sand and dust, and 3) soil erosion.

EROSION

Beaumont is located within a moderate wind erodibility susceptibility area, as noted in the County of Riverside General Plan (2015).[2] Erosion is a normal geologic process whereby earth materials are loosened, worn away, decomposed, or dissolved and are removed from one place and transported to another. The hazard of erosion is also increased when vegetation is removed and the soil surface is disturbed and left barren. The City of Beaumont and the Sphere of Influence face exposure to potential erosion hazards due to wind, although the large number of trees and windbreaks in developed portions of Beaumont greatly reduce the adverse impacts of wind.

Blowing sand and dust, and soil erosion are most likely to be significant during a change from open space to other land uses, as well as when agricultural land is exposed down to bare soil. At such times, plowing or grading operations, if not properly controlled, expose soils and create wind erosion hazards. As such, this Element includes policies aimed at mitigating dangers posed by high winds and soil erosion, especially during construction.

2 *The County of Riverside General Plan can be found here: https://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx*

CLIMATE CHANGE + EXTREME WEATHER

Climate change describes the long-term shift in global and regional weather patterns. This includes changes in average annual temperatures, timing and amount of local precipitation, frequency and intensity of extreme weather events, sea level changes, and other aspects of weather. In California, climate change is expected to account for the loss of at least 48 percent of the Sierra snowpack by 2050.[3] The snowpack provides natural water storage for the State. The Metropolitan Water District (MWD) of Southern California is the primary importer of water to the region. Nearly half of the Los Angeles region's water supply comes from the Sacramento, San Joaquin, and Colorado Rivers. Additionally, groundwater makes up about 30 percent of California's total annual water supply in normal years, but it can be up to 60 percent in drought years. The percentage of water supply from each source varies between cities in the Gateway Cities region

Additionally, two-thirds of California's native flora will experience a greater than 80 percent reduction in suitable climate range within a century. Depending on the extent of these changes, climate change may result in significant social, economic, and environmental consequences for residents and businesses.

TEMPERATURE

Since the early 20th century, average surface temperature worldwide has risen at an average rate of 0.15°F per decade (1.5°F per century). Average surface temperatures across the lower 48 states have risen at an average rate of 0.14°F per decade (1.4°F per century). In the US, average surface temperatures have risen more quickly since the late 1970s (0.36 to 0.55°F per decade), with seven of the top ten warmest years on record occurring since 1998.

For California, the average annual temperature is expected to rise 1.8°F to 5.4°F by 2050 and 3.6°F to 9°F by the end of the century. For the Beaumont area, scientists expect average temperatures to increase between 3.7°F and 6.7°F. These long-term temperature increases will be experienced along with short-term variation (daily, annual, and multi-year) in temperature related to earth system changes, such as El Niño, La Niña, or volcanic eruptions. As a result, temperatures for a single day or year may be higher or lower than the long-term average.

EXTREME HEAT EVENTS

Beaumont is likely to see a significant increase in the number of days when temperature exceeds the extreme heat threshold of 101°F. Between 1950 and 2011, the average number of extreme heat days was four. Under the lower emissions scenario by 2050, the number of extreme heat days could increase to more than 30 per year, and more than 50 per year in the high emissions scenario. Extreme heat events will impact agriculture, public health, and could lead to more heat-related deaths, especially for vulnerable populations.

3 *California Department of Water Resources. 2019. Available from: https://water.ca.gov/Programs/All-Programs/Climate-Change-Program/Climate-Change-and-Water*

PRECIPITATION

Research suggests that in California, climate change is likely to decrease annual precipitation amounts by more than 15 percent by the end of the 21st century. In Beaumont, precipitation is expected to decline over the next century, falling from around 16.2 inches per year to approximately 14.8 inches per year. Seasonal precipitation will change more significantly with March and April receiving less rainfall than in the past. As a result of the seasonal change, Beaumont will likely experience longer periods of drought, as the summer dry season starts earlier in the spring and extends later into the fall.

VULNERABLE POPULATIONS

The impacts of climate change present serious health risks to California's most vulnerable populations, particularly extreme heat events. The effects of extreme heat on human health are well-documented. Increased temperature or extreme heat days can increase heat-related mortality, cardiovascular-related mortality, respiratory mortality, and heart attacks, while increasing hospital admissions and emergency room visits. Extreme heat can also affect a person's ability to thermo-regulate, causing heat stress and even death. Exposure to extreme heat during pregnancy is related to lower birth weight, especially in the second and third trimesters.

A number of factors contribute to the vulnerability of an individual to extreme heat. Internal factors include age (over 65 and infants and children) and medical conditions (e.g., cardiovascular disease, diabetes, and mental illness). This presents an increasing risk to Beaumont, which has a large aging population, 67% of residents are over age 50, and under age 5 population (12%), which continues to grow as more young children and families move to Beaumont. External factors also contribute to climate change vulnerability, such as homelessness, poverty, and environment, particularly for populations living in close proximity to the freeway, areas with low tree canopy, and lack of access to resources, like air conditioning or a vehicle. Because climate change impacts are closely intertwined with vulnerable populations and inequities, climate adaptation planning presents a unique opportunity to address some of the external factors that contribute to climate change vulnerability, which are also root causes of inequity. Addressing these underlying causes can help increase resilience for all Beaumont community members.

Snow in Beaumont adds to extreme weather events.

ADAPTATION + RESILIENCE

Climate change will impact the health of residents. Certain populations such as older adults, young children and infants, pregnant women, and people with chronic illnesses are more susceptible to health impacts. Lower-income communities and communities of color are also more susceptible to the effects of extreme heat due to existing social inequities. In Riverside County, extreme heat, poor air quality, regional drought, vector-borne disease, among other climate hazards are anticipated to negatively affect human health, health behaviors, and the socioeconomic factors that influence health outcomes.

URBAN FOREST

Urban tree canopy, green streets, and parks are all part of the infrastructure that supports an urban forest. In addition to providing shade, cleaning the air, energy savings, and reducing stormwater pollution, urban forests are beneficial to physical and mental health. Urban forests contribute to a healthier, more livable, and prosperous community. In addition to providing shade to a home, urban forest can also have a positive effect on property value. The City has articulated goals to preserve, protect and increase its urban forest.

Oak trees are a valuable asset in the city, but can be negatively impacted by land uses, invasive species, and vegetation changes. The longevity and slow reproductive rates of oaks make them particularly susceptible to the effects of climate change. Oak trees within unincorporated areas of Riverside County are protected by the County Tree Management Guidelines, County General Plan, and Tree Removal Ordinance. As a part of this General Plan, the City is adopting policies to protect Oak trees within the City limits. (see Land Use + Community Design Element)

Lower-income areas and communities of color are more likely to live in urban areas lacking enough park space or tree canopy coverage, and are therefore, more prone to suffer from urban heat island effect, which increases the magnitude of extreme heat events.

Street tree canopy on Edgar Avenue in Beaumont.

GOALS + POLICIES

The following section includes goals and policies for the Safety Element. Goals and policies are followed by implementation actions.

CRIME PREVENTION

Goal 9.1: A City with a high standard of law enforcement services that has a focus on community-based crime prevention.

Policies:

9.1.1 Maintain sufficient levels of City law enforcement services and facilities to support existing residents and future growth. Coordinate with the Riverside County Sheriff in its efforts to provide adequate law enforcement services within the City's Sphere of Influence.

9.1.2 Strive to improve service delivery and efficiency of the Beaumont Police Department.

9.1.3 Coordinate with local, State, and Federal law enforcement agencies in crime prevention efforts.

9.1.4 Continue to foster positive, peaceful, mutually supportive relationships between Beaumont residents and the police. Encourage increased community involvement and activities, such as block parties, to reduce criminal activity.

9.1.5 Coordinate with local partners to encourage community-based crime prevention efforts.

9.1.6 Promote after school, volunteer, and Business and Neighborhood Watch programs, and other innovative programs to help maintain a safe environment.

9.1.7 Encourage development and operation of community and recreational facilities as a preemptive strategy to reduce youth-related crime. Expand opportunities for positive law enforcement and youth interaction.

Goal 9.2: A City with improved community safety and reduced opportunities for criminal activity through appropriate physical design.

Policies:

9.2.1 Implement Crime Prevention Through Environmental Design (CPTED) principles with:

- Site design techniques that maximize natural surveillance and reduce the potential for criminal activity.
- Policies and regulations that encourage a mixture of compatible land uses to promote visibility and higher levels of activity and increase the safety of public use areas and of pedestrian travel.
- Improve lighting and nighttime security across all City neighborhoods, especially in existing or potential crime problem areas.
- Involve the City's Police Department in the development review process for evaluation of building and site plan vulnerabilities to criminal activities, especially for public areas within developments.

DISASTER PREPAREDNESS

Goal 9.3: A City that provides effective emergency response following a natural or human-caused disaster.

Policies:

9.3.1 Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.

9.3.2 Continue to partner with local emergency management organizations to implement coordinated emergency response planning.

9.3.3 Continue to educate City staff, residents, and businesses regarding appropriate actions to take during an emergency.

9.3.4 Promote community-based, emergency preparedness programs and disaster education awareness, including the City's annual emergency system training.

9.3.5 Support the existing Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.

9.3.6 Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.

Goal 9.4: A City that is protected from the effects of natural and man-made disasters.

Policies:

9.4.1 Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.

9.4.2 Conduct a community risk assessment or hazard profile in partnership with fire crews, community members, and city staff to identify specific target hazards, including critical facilities, community assets, and historical buildings.

9.4.3 Maintain adequate levels of staffing for fire protection and emergency services by:

- Retention of current staffing positions,
- Forecast of future demand, and
- Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.

9.4.4 Ensure that backup power is maintained in critical facilities across the City.

9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

9.4.6 Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.

9.4.7 Develop a fire service standards study, including identification of existing and future

needs and recommendations to address challenges posed by Beaumont's topography, vegetative hazards, road network, extent of fire emergency, and safety personnel capacity.

FIRE AND WILDFIRE

Goal 9.5: A City with enhanced fire and emergency response services.

Policies:

9.5.1 Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.

9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

9.5.3 Provide an adequate level of paramedic service for emergency medical aid for patients.

9.5.4 Continue code enforcement efforts to reduce fire hazards associated with older buildings.

9.5.5 Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.

9.5.6 Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

9.5.7 Continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties, and the general public through all available media.

9.5.8 Continue to support and promote the Riverside County Fire and CAL FIRE Ready Set Go program.

9.5.9 Coordinate with CAL FIRE, Riverside County Fire Department, and other agencies to provide emergency services training for residents and City staff, and promote fire prevention programs, including raising awareness about fire safe landscaping and buffer zones in areas of wildfire risk.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policies:

9.6.1 Inventory and assign risk levels for wildfire hazards to assist in regulating the allowable type, density, location, and/or design and construction of new developments, both public and private.

9.6.2 Update development standards to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations.

9.6.3 Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks

of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

9.6.4 Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.

9.6.5 Prohibit new public or critical facilities in Very High Fire Hazard Severity Zones, except when other options do not exist.

9.6.6 Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

9.6.7 Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.

9.6.8 Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires.

9.6.9 Ensure that re-development after a large fire complies with the requirements for construction in the High and Very High Fire Hazard Severity Zones for fire safety.

9.6.10 Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

SEISMIC SAFETY

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

Policies:

9.7.1 As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.

9.7.2 Require that all development projects within designated Alquist-Priolo Earthquake Fault Zones are accompanied by appropriate geotechnical analysis.

9.7.3 Coordinate with the National Earthquake Hazard Reduction Program of the Federal Emergency Management Agency (FEMA) to identify earthquake risks and available mitigation techniques.

9.7.4 Proactively seek compliance with the Alquist-Priolo Earthquake Fault Zoning Act by coordinating with the California Geological Survey and the United States Geological Survey (USGS) to establish and maintain maps establishing affected parcels within the City boundaries and the Sphere of Influence.

9.7.5 Ensure that Building and Safety agencies include thorough plan checks and inspections of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.

9.7.6 Promote greater public awareness of existing state incentive programs for earthquake retrofit, such as Earthquake Brace and Bolt, to help property owners make their homes more earthquake safe.

FLOODING

Goal 9.8: A City with reduced potential flood hazards.

Policies:

9.8.1 In coordination with the Public Works Department, annually review the City's Land Use and Flood Hazard Maps to ensure that they accurately reflect areas recognized by FEMA as being subject to flooding.

9.8.2 Restrict development in Flood Hazard Areas.

9.8.3 Work closely with Federal and regional partners to perform timely reviews of potential flood hazards and identify mitigation strategies.

9.8.4 Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.

9.8.5 Limit future development of critical facilities including, but not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities within the boundaries of the 100-year flood plain.

9.8.6 Encourage critical facilities to implement feasible design mitigation measures that ensure the building will not flood during a 100-year flood event to greatest extent practical.

9.8.7 Support regional efforts to control and mitigate existing potential flood related problems.

9.8.8 Evaluate the feasibility of expanded joint-use of open space lands and utility easements for flood control.

9.8.9 Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in areas that have experienced flooding in the past.

HIGH WINDS

Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.

Policies:

9.9.1 Consider potential risk posed by high winds in the City in the review of new development applications including those for signs.

9.9.2 Require implementation of best practices for dust control at all excavation and grading projects.

9.9.3 Prohibit excavation and grading during high wind conditions, defined as instantaneous wind speeds that exceed 25 miles per hour by South Coast AQMD.

9.9.4 Continuously monitor multi-hazard threats during high wind and associated wildfire conditions. Allocate appropriate firefighting and emergency personnel resources to effectively respond to multi-hazard threats.

CLIMATE CHANGE

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policies:

9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

9.10.7 Establish ordinances that require critical facilities, such as schools, hospitals, and cooling centers, to provide redundant backup systems including generator power, solar, and wind turbine power sources.

HAZARDOUS MATERIALS

Goal 9.11: A City with minimized risk associated with hazardous materials.

Policies:

9.11.1 Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean up response plans.

9.11.2 Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal plan, as a condition of a project, subject to review by the County Environmental Health Department.

9.11.3 Work with responsible Federal, State, and County agencies to effectively regulate the management, disposal, and appropriate remediation for accidental spills of hazardous materials and hazardous waste.

9.11.4 Work with responsible Federal, State, and County agencies to prepare contingency plans for potential accidental spills of hazardous materials along the major transportation freeways, roadways and rail corridors that transect the City.

9.11.5 Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses (such as homes, schools, child-care centers, nursing homes, senior housing, etc.), that may be adversely affected by such activities.

9.11.6 Establish clear policies and procedures in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.

9.11.7 Coordinate with regulatory agencies regarding remnant safety hazards and future utilization of contaminated sites within Potrero Reserve and elsewhere in the City.

9.11.8 Adopt ordinances that reduce the level of risk from hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public, industries, and businesses.

9.11.9 Promote proper hazardous waste disposal by hosting regular bi-annual or quarterly collection events.

IMPLEMENTATION

Table 9.1 Safety Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
CRIME PREVENTION				
S1	**Police Department Staffing Ratio.** Work with the police department to establish resource needs to sustain minimum staffing levels.	High	Short	Beaumont Police
S2	**Crime Prevention Design.** Update municipal code to ensure that site design and planning techniques that reduce the potential for criminal activity (e.g., CPTED) are included.	Medium	Medium	Planning, Beaumont Police
S3	**Safety Taskforce.** Establish a safety task force that meets with staff from the Riverside County Sheriff, police department, and other law enforcement agencies to coordinate crime prevention strategies in the City and within the Sphere of Influence.	Medium	Medium	Beaumont Police
S4	**Community and Recreational Programs.** Establish/expand community and after-school programming for at-risk youth.	Medium	Long	Community Services, Police, Parks & Recreation, BUSD
S5	**Budget Review.** Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development.	Medium	Medium	Planning, Beaumont Police, CAL FIRE
S6	**Lighting Study.** Assess existing lighting needs in the city, including areas that need improved lighting or potential crime prone areas.	Medium	Medium	Public Works, Community Services
DISASTER PREPAREDNESS				
S7	**Community Risk Assessment.** Conduct a community risk assessment to identify critical facilities and community assets.	High	Medium	Beaumont Police, CAL FIRE, Public Works
S8	**Climate Change Risk Assessment.** Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.	High	Medium	Planning, Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
S9	**Safety Information Campaign.** Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness. Develop an educational campaign for residents and business owners to learn what to do during an earthquake and how to better prepare for an earthquake.	Medium	Medium	CAL FIRE, Beaumont Police
S10	**Community Preparedness Toolkit.** Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.	Medium	Medium	CAL FIRE, Beaumont Police
S11	**Maintenance Fund.** Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities.	Medium	Medium	CAL FIRE, Beaumont Police, Community Services
FIRE AND WILDFIRE				
S12	**Fire Hazard Risk Assessment.** Inventory all buildings, assigning risk level for all wildfire hazards in the City and developing regulations for each level to minimize wildfire risk.	High	Medium	CAL FIRE
S13	**Municipal Code Updates.** Update municipal code to require that • new public facilities are located outside of Very High Fire Hazard Severity Zones, when feasible. • developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation). • development in High and Very High Fire Hazard Severity Zones prepares a fire protection and evaluation plan. • new development provides emergency access (i.e., two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire. • all existing and new homes and businesses have visible street addressing and signage	High	Short-Medium	Public Works, CAL FIRE, Building and Safety

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
S14	**Fire Suppression Guidelines.** Develop fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.	High	Medium	CAL FIRE
S15	**Buffer Zone.** Define a protected buffer zone that separates wildlands from vulnerable development to mitigate the risk of potential wildfires.	High	Medium	CAL FIRE
S16	**Water Assessment.** Confirm that water pressure is adequate for firefighting purposes in existing and future developed areas.	High	Short	CAL FIRE, BCVWD
SEISMIC SAFETY				
S17	**California Building Codes.** Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released.	High	Medium	Public Works, Building & Safety
S18	**Earthquake Hazard Reduction Ordinance.** Update municipal code to require strengthening of existing wood-frame buildings with soft, weak, or open-front wall lines in housing constructed before 1980.	Medium	Medium	Building and Safety
S19	**Code Enforcement.** Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous.	High	Medium	Police, Building & Safety, Code Enforcement
S20	**Seismic Retrofit Incentive Program.** Develop a retrofit incentive program to help reduce earthquake hazards, focused on existing public facilities as well as existing multifamily housing constructed prior to 1980.	Medium	Medium	Building and Safety
S21	**Geologic Instability Mitigation.** Update municipal code to adopt regulatory techniques to mitigate public safety hazards, and if necessary, prohibit development where geologic instability is identified.	High	Medium	Building and Safety, Public Works
FLOOD CONTROL				
S22	**Flood Control Maps.** Regularly update City's maps to reflect latest FEMA designations.	High	Short	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
S23	**Update Municipal Code.** Update municipal code to require: • on site stormwater runoff retention • limit stormwater runoff impacts on adjacent properties	High	Short	Public Works
HIGH WINDS				
S24	**Design Review.** Develop guidelines for multi-hazard design measures that mitigate the effects of high winds and consider other potential risks.	Medium	Medium	Building and Safety
S25	**Dust Control.** Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions.	Short	Medium	Building and Safety, Public Works
CLIMATE CHANGE				
S26	**Cooling Centers.** Establish cooling centers to reduce Beaumont residents' vulnerability to extreme heat events and severe storms.	High	Short	Community Services
S27	**Critical Facilities.** Upgrade building code to require critical facilities to operate on micro-grids, including generator power, solar, and wind turbine power sources.	Medium	Medium	Public Works, Building & Safety
S28	**Water Conservation.** Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.	High	Medium	Public Works, Planning
HAZARDOUS MATERIALS				
S29	**Remediation Strategies.** Establish protocols for regular coordination with regulating agencies regarding remediation strategies for hazardous and toxic materials	High	Medium	Department of Toxic Substances Control, Public Works, Building and Safety
S30	**Hazardous Materials Inventory.** Develop an inventory of hazardous materials used by businesses in the City. Maintain this inventory as a living document.	Medium	Long	Building and Safety
S31	**Contaminated Sites**. Maintain a public record of property locations, which contain hazardous materials, including a timetable for and the extent of remediation to be expected.	High	Medium	Department of Toxic Substances Control, Building and Safety

Chapter 10: NOISE

The City of Beaumont understands the value of low noise levels to a high quality of life for people living and working in the community. Vehicle traffic is the main source of noise in Beaumont, exposing residents to potentially unwelcome and unhealthy noise levels. However, noise also results from other sources, including railroads, construction, residences, and businesses. This chapter identifies noise issues in the community and sensitive noise environments recommended for protection. Additionally, it identifies land use policies that minimize the community's exposure to excessive noise and identifies proactive solutions to addressing existing and foreseeable noise problems. Topics covered in this chapter include: transportation noise, stationary noise, noise standards and land use compatibility. This chapter also includes related goals and policies.

STATUTORY REQUIREMENTS

This Noise Element has been prepared to comply with State General Plan law. California law mandates the development of a Noise Element as part of the General Plan (CGC Section 65302(f)). The Noise Element should also be consistent with guidelines contained within the California Health and Safety Code Section 56050.1. In accordance with these regulations, this Element addresses noise sources and identifies ways to reduce impacts and exposure of sensitive receptors to high levels of noise.

CITY OF BEAUMONT NOISE REGULATIONS

The City's Municipal Code (Title 9, Chapter 9.02) includes detailed noise regulations intended to protect the welfare of its residents from excessive, unnecessary, or unusually loud noises by any and all sources in the community. The noise regulations in this chapter establish criteria and standards for the regulation of noise levels within the City.

SETTING THE SCENE

Noise is best defined as unwanted sound. Tolerance of noise depends on its character and its interference with daily activities. At excessive levels, people typically perceive noise as being intrusive, annoying, and undesirable. Excessive levels of noise can interfere with sleep, work, quality of life, and in the worst cases, even cause physiological or psychological damage.

Beaumont generally enjoys a quiet noise environment. Vehicle traffic is the primary source of noise. The highest noise levels in the City occur along high-volume roadways and rail corridors. Stationary sources of noise are limited, as the majority of Beaumont consists of residential housing, interspersed with commercial, public/institutional uses, and open space. Commercial land uses located along arterial roadways and new construction also contribute to stationary noise sources in the city. Other noise generators in Beaumont include industrial operations, construction activities, special event noise, commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems.

Sensitive receptors to noise include residential dwellings, hotels, hospitals, nursing homes, educational facilities, libraries, and biological open space. These are areas in which occupants tend to be more impacted by noise than others. The level and intensity of noise can interfere with human activities, including talking, studying, and sleeping. Additionally, people that live and/or work in sensitive receptors are more susceptible to the negative impacts of pollution, including toxic chemicals, diesel fuel exhaust, and particulate matter. Animal species and their habitats may also be affected by noise, especially during their breeding season.

Noise reduction at the source is the most effective noise mitigation measure. Many potential noise impacts can be addressed through the design of our buildings, public spaces, and roads. Strategies to reduce noise can be incorporated inside and outside of buildings, including the use of mufflers on stationary equipment, alternative facility siting, noise barriers, and reduction of traffic speeds.

TRANSPORTATION NOISE

Noise sources in the Planning Area fall into five basic categories: freeways, aircraft over flights, traffic from local streets, noise from railroad operations, and stationary sources. The predominant sources of noise in Beaumont are motor vehicles on roadways, mainly I-10 and SR-60, and trains on the Union Pacific railroad.

TRAFFIC NOISE

The principal noise source in Beaumont, as in most communities, is motor vehicles. The roadway system in the City includes a range of facilities: regional freeways, major highways, and other arterial, collector, and local streets. Regional freeways and highways in the City include I-10, SR-60, and State Route 79 (SR-79). Major roadways within Beaumont include 6th Street, Oak Valley Parkway/14th Street, Beaumont Avenue, Highland Springs Avenue, Brookside Avenue, and Potrero Boulevard.

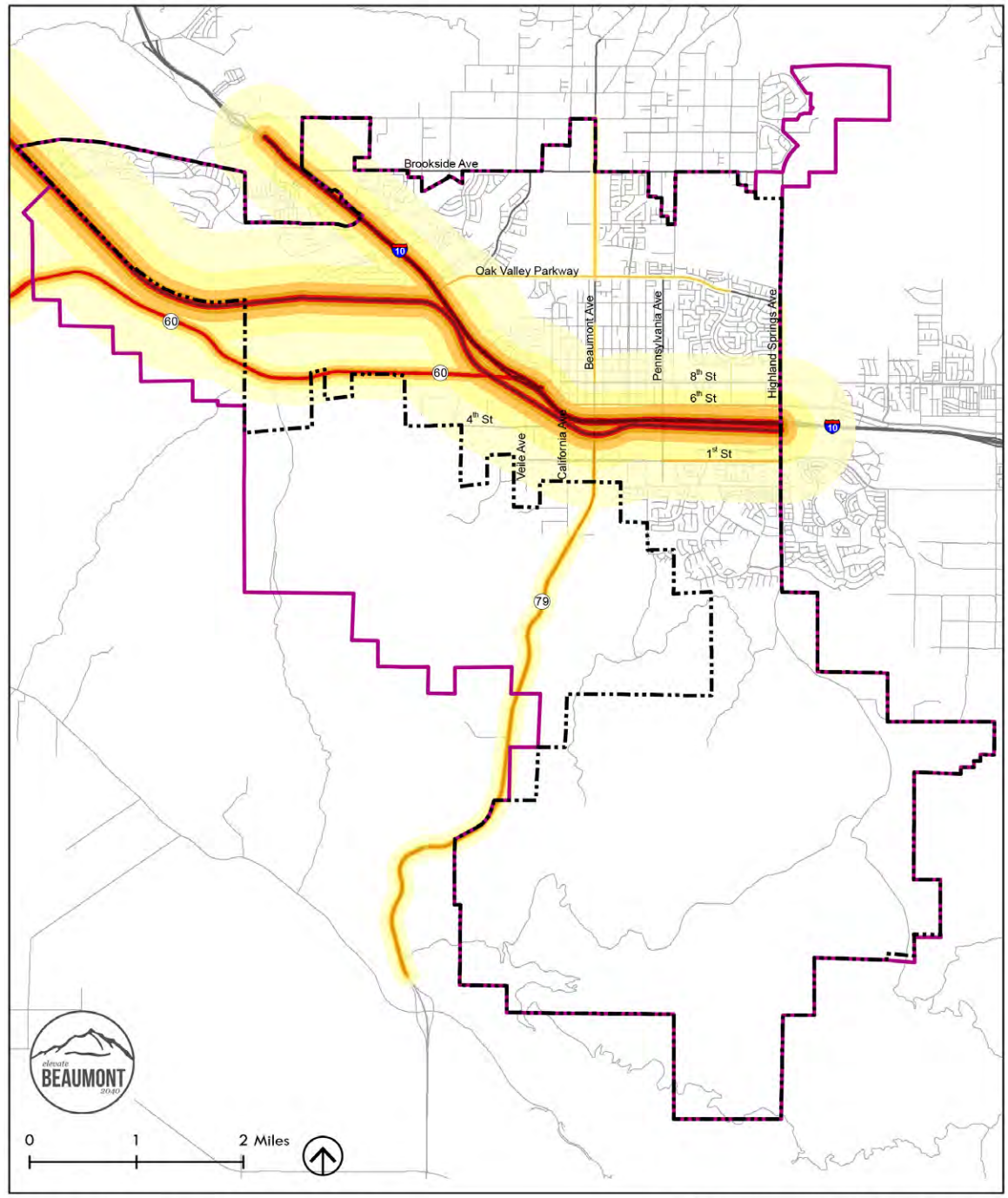
Noise generated by current traffic levels in Beaumont are shown in Figure 10-1. As shown, the I-10 which carries the most traffic through the City, and the Union Pacific railroad corridor are the greatest contributors to noise within the City. Other roadways in and around Beaumont that carry sufficient traffic to produce audible noise at a substantial distance include SR-60, SR-79, Beaumont Avenue, and Oak Valley Parkway.

Additionally, freight rail service along the Union Pacific Railroad lines located south of and parallel to Oak Valley Parkway and I-10 are also responsible for generating substantial noise levels. According to the Federal Railroad Administration, the Union Pacific Railroad carries up to 17 daytime trains (6 a.m. to 6 p.m.) and 17 nighttime trains (6 p.m. to 6 a.m.) on a daily basis (Federal Railroad Administration 2018b). The railroad is also a potential source of ground-borne vibration and noise.

In addition to roadway noise, air traffic periodically contributes to the noise environment. There are no airports in the City of Beaumont. However, the Banning Municipal Airport is located approximately five miles east of the City's eastern boundary. Therefore, aircraft noise may intermittently affect noise-sensitive receptors in the City, but noise levels will be outside of all identified 55 dBA, 60 dBA, and 65 dBA airport noise contours (City of Banning 2007).

Future development of noise-sensitive land uses, such as homes, schools, hospitals, and recreational areas, may be exposed to unacceptable noise levels if located near major noise generators. As Beaumont and the region grow, traffic on local roadways is expected to increase, raising noise levels and the ambient noise near roadways. Future traffic noise levels are shown in Figure 10.2. Predictions are based on estimated increases in traffic due to General Plan buildout projections.

Figure 10.1 Existing Noise Contours from Transportation

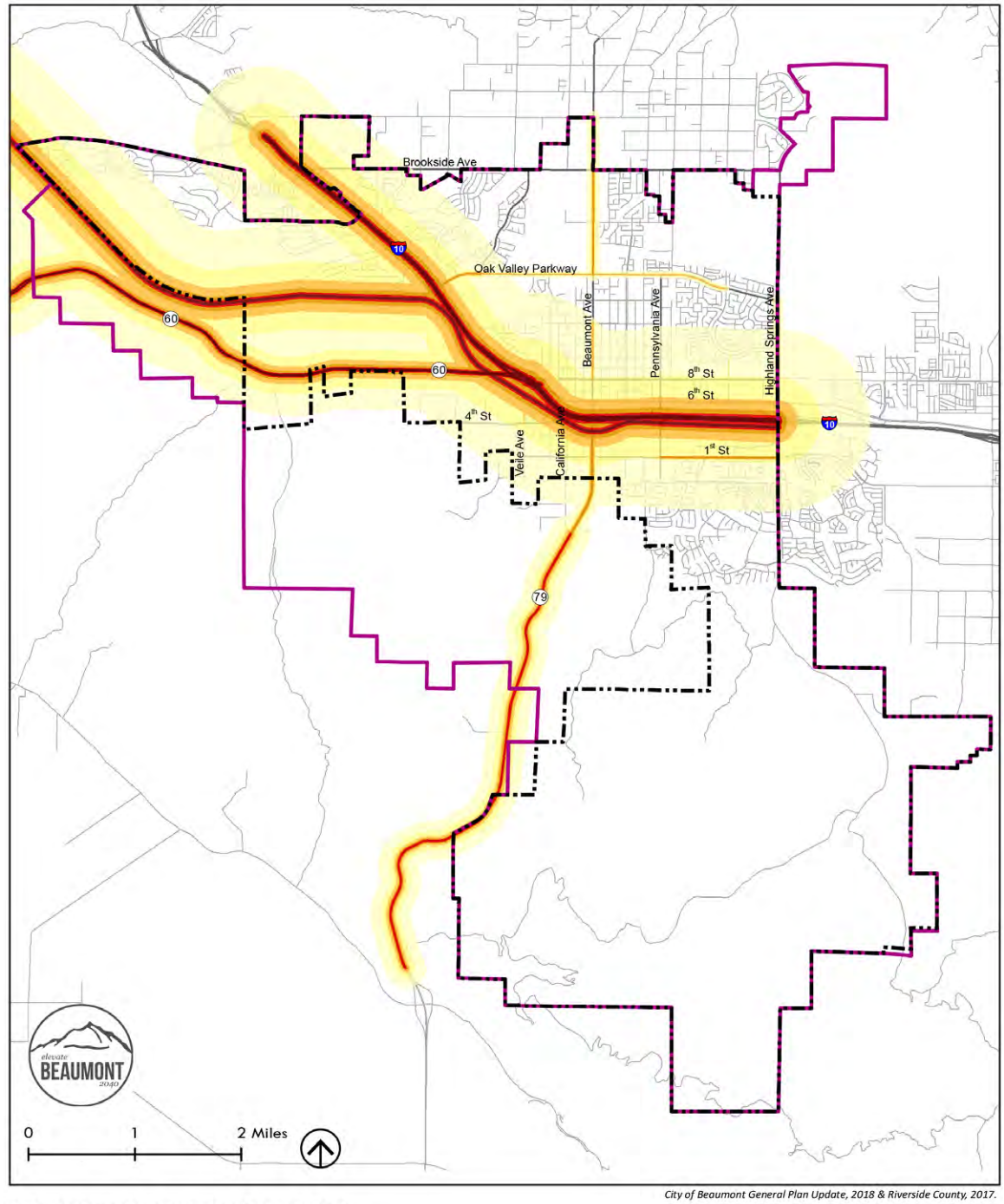


City of Beaumont General Plan Update, 2018 & Riverside County, 2017.

EXISTING NOISE CONTOURS

City Boundary
Sphere of Influence
60 dbA
65 dbA
70 dbA
75 dbA
80 dbA
85 dbA

Figure 10.2 Future Noise Contours from Transportation



City of Beaumont General Plan Update, 2018 & Riverside County, 2017.

FUTURE NOISE CONTOURS

City Boundary
Sphere of Influence
60 dbA
65 dbA
70 dbA
75 dbA
80 dbA
85 dbA

STATIONARY NOISE

Stationary noise generators in Beaumont include industrial operations, construction activities, special event noise, and commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems. Loading and materials transfer areas, outdoor materials warehousing operations, and other acoustically unscreened operations may also create issues of noise impact and use compatibility. Certain types of construction activities, such as pile driving, can be temporary but also significant sources of ground-borne vibration.

The operation of mechanical equipment is another important source of potentially significant noise. This category includes refrigerator units, chillers, and heating/air conditioner equipment associated with commercial centers. Noise from roof-mounted equipment is especially effective at penetrating into bordering neighborhoods and impacting sensitive receptors. The continual drone associated with fans and compressors can degrade the enjoyment of the outdoors and negatively affect the quality of life for nearby residents.

NOISE STANDARDS + LAND USE COMPATIBILITY

Noise is problematic when it disrupts or interrupts activities associated with a given land use. Uses that are most affected by noise include residences, schools, hospitals, religious meeting spaces, and recreation areas. Conflicts between noise sources and noise-sensitive land uses occur when noise-sensitive land uses are permitted in areas with high ambient noise levels. These conflicts can be avoided through consideration of noise sources and the future noise environment when making land use planning and development decisions. Table 10.1 presents ambient noise level standards by land use and time of day. Table 10.2 presents the maximum duration period for noise level exceeded permitted in residential zones.

Table 10.1 Noise Standards by Land Use

Land Use	Decibels	Time
Residential	45 db(A)	10:00 pm – 7:00 am
Residential	55 db(A)	7:00 am – 10:00 pm
Industrial and Commercial	50 db(A)	10:00 pm – 7:00 am
Industrial and Commercial	75 db(A)	7:00 am – 10:00 pm

Table 10.2 Maximum Residential Noise

Noise Level Exceeded	Decibels
5 db(A) above BANL	15 minutes any hour
10 db(A) above BANL	5 minutes any hour
15 db(A) above BANL	1 minute any hour
20 db(A) above BANL	Not permitted

CITY OF BEAUMONT MUNICIPAL CODE

The City of Beaumont Municipal Code (BMC) Chapter 9.02 establishes City-wide standards regulating noise for residential zones, public places, and motor vehicles. BMC Chapter 9.02.110 states that no construction activities may occur within one-quarter mile from an occupied residential dwelling between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. between the months of October through May, unless such activities are permitted under written consent of the City's Building Official.

The applicable base ambient noise level (BANL) for outdoor noise levels in residential areas is 55 dBA from 7:00 a.m. to 10:00 p.m., and 45 dBA from 10:00 p.m. to 7:00 a.m. The standard used for maximum outdoor noise levels in residential areas in California, and the City specifically, is a CNEL of 65 dBA.

The regulations and policies discussed above are intended to protect the community from excessive noise and vibration to ensure quality of life for residents and workers in the City. The City is responsible for the continued enforcement of federal, state, and local regulations pertaining to noise generation and impacts, and for implementing Noise Element policies and applicable regulations of the BMC to ensure continued protection of the community from excessive noise and vibration in future growth and development.

Switchfoot performing live in Beaumont during the Summer Concert Series.

GOALS + POLICIES

The following section includes goals and policies for the Noise Element. Goals and policies are followed by implementation actions.

Goal 10.1: A City where noise exposure is minimized for those living and working in the community.

Policies:

10.1.1 Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.

10.1.2 Adopt, maintain, and enforce planning guidelines that establish the acceptable noise standards identified in Table 10.1 and 10.2.

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

10.1.4 Incorporate noise considerations into land use planning decisions. Require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new development projects in the City.

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

10.1.6 Encourage reduction of stationary noise impacts from commercial and industrial land uses, activities, events, and businesses on noise-sensitive land uses.

10.1.7 Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.

10.1.8 Promote the effective enforcement of Federal, State, and City noise standards by all appropriate City departments.

Goal 10.2: A City with minimal mobile source-generated noise levels.

Policies:

10.2.1 Work with Caltrans and the Federal Highway Administration to reduce noise impacts to sensitive receptors along I-10, SR-60 and SR-70.

10.2.2 Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.

10.2.3 Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

10.2.4 Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.

10.2.5 Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range.

10.2.6 Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses.

10.2.7 Consider the noise effects of City purchases and or leases of vehicles and other noise generating equipment. Take reasonable and feasible actions to reduce the noise generated from City-owned or leased vehicles and equipment, where possible.

10.2.8 Ensure that noise and vibration from existing rail lines is considered during the land use planning and site development processes.

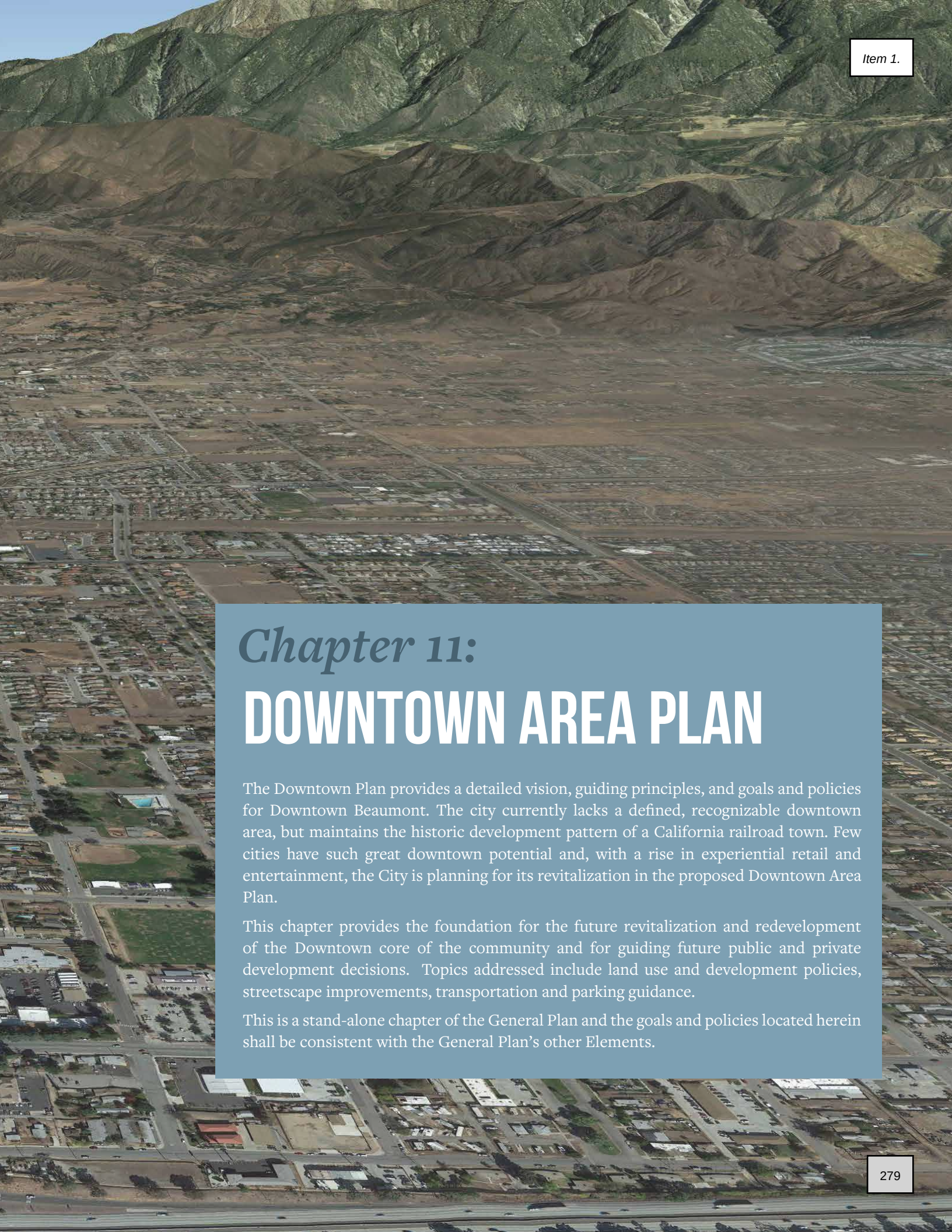
10.2.9 If Metrolink or other passenger rail service is initiated, work with the rail service providers to address noise and vibration considerations adjacent to the rail corridor.

IMPLEMENTATION

Table 10.3 Noise Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
NOISE REGULATIONS				
N1	**Update the City's Noise Ordinance.** Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City's noise standards.	High	Short	Planning, Building and Safety
N2	**Requirement for Acoustical Studies.** Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code.	High	Short	Planning
N3	**Project Design Guidelines.** Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities.	High	Short	Planning
MOBILE NOISE SOURCES				
N4	**Freeway Noise Reduction.** Work collaboratively with Caltrans and the Federal Highway Administration to install measures that mitigate noise impacts along freeways.	Medium	Long	Public Works
N5	**Traffic Noise Assessment.** Periodically review and assess the sources of noise and vibration, strategies for mitigating impacts, and specific actions that can be applied.	High	Ongoing	Public Works
STATIONARY NOISE SOURCES				
N6	**Construction Noise Limits.** Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations.	High	Short	Planning, Building and Safety

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
N7	**Stationary Equipment.** Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors.	High	Short	Planning, Building and Safety, Code Enforcement
N8	**Equipment Staging Areas.** Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.	High	Short	Planning, Building and Safety
N9	**Additional Noise Attenuation Techniques.** Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/ conditioning phases of construction. Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors.	High	Short	Planning
N10	**Vehicle and Equipment Idling.** Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.	High	Short	Planning, Building and Safety, Code Enforcement



Chapter 11:
DOWNTOWN AREA PLAN

The Downtown Plan provides a detailed vision, guiding principles, and goals and policies for Downtown Beaumont. The city currently lacks a defined, recognizable downtown area, but maintains the historic development pattern of a California railroad town. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, the City is planning for its revitalization in the proposed Downtown Area Plan.

This chapter provides the foundation for the future revitalization and redevelopment of the Downtown core of the community and for guiding future public and private development decisions. Topics addressed include land use and development policies, streetscape improvements, transportation and parking guidance.

This is a stand-alone chapter of the General Plan and the goals and policies located herein shall be consistent with the General Plan's other Elements.

STATUTORY REQUIREMENTS

This chapter is not required by law, but addresses the vision for Downtown, which is the economic, civic, and retail hub of the community.

RELEVANT PLANS AND DOCUMENTS

Title 17 Zoning of the City of Beaumont Municipal Code provides the implementing zones and associated development regulations for the Downtown Area Plan. When completed, the parking study for the Downtown Area will provide guidance on parking requirements.

SETTING THE SCENE

GEOGRAPHY

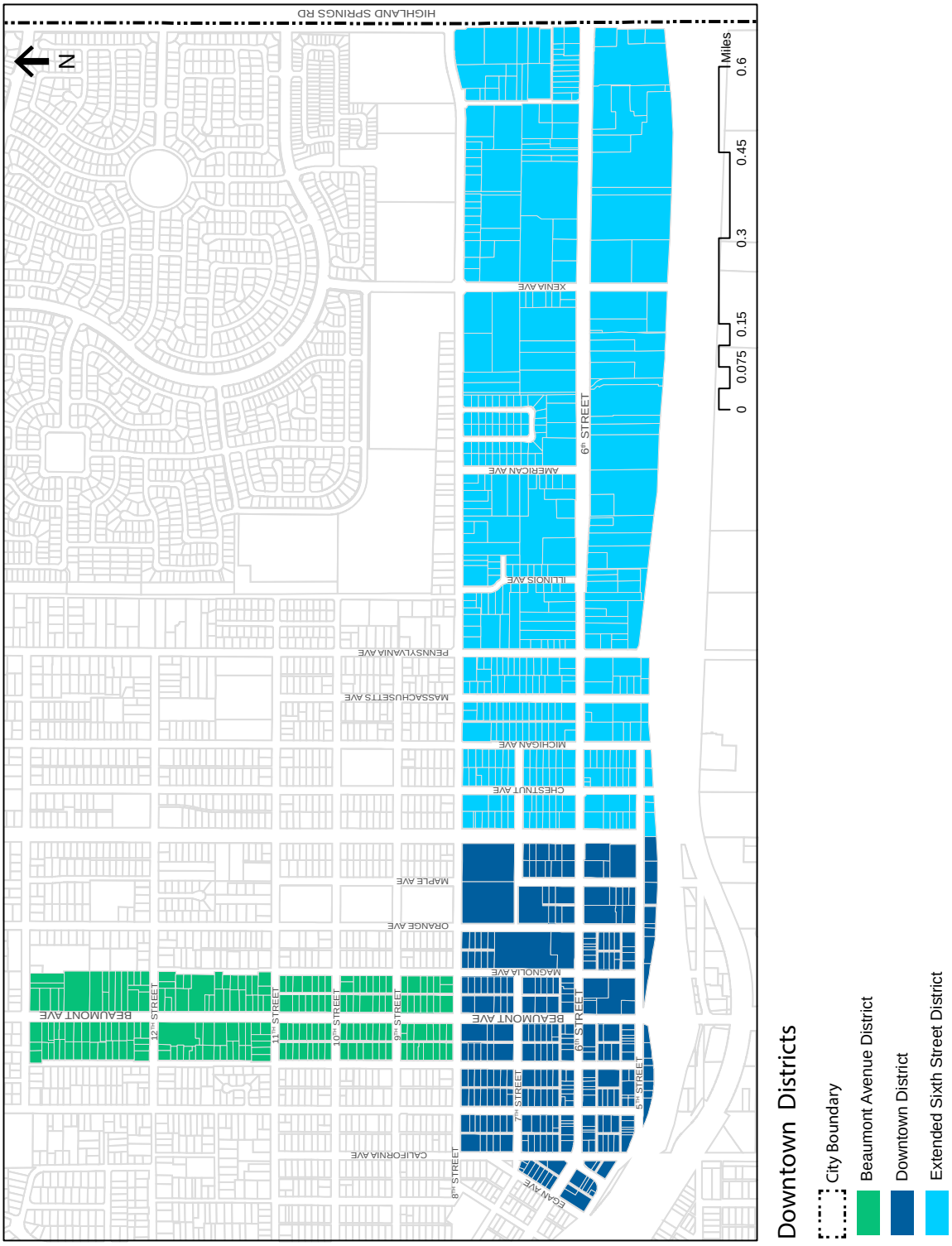
Beaumont is located in the San Gorgonio Pass between the Los Angeles/Riverside/San Bernardino area and the Coachella Valley. The San Gorgonio Pass is the level plain located between the towering San Gorgonio Mountain and San Jacinto Peak. This area was the historic stagecoach and railroad route into the Los Angeles area from the east. The area was originally called Summit, was later renamed San Gorgonio, and finally named Beaumont in the late 1800's. Its early development was based on its position along the major east-west stagecoach and rail corridor into southern California.

The Beaumont Downtown Area is located adjacent to Interstate 10, along 6th Street and Beaumont Avenue. The area contains a well-defined grid street system based around east-west numbered streets (5th, 6th, 7th, and 8th) and the north-south named avenues. The boundaries of the Beaumont Downtown Area Plan are generally Egan Avenue on the west, 8th and 13th Street on the north, Highland Springs Avenue on the east, and Interstate 10 on the south. Direct access to Interstate 10 is provided via the interchange at Beaumont Avenue in the middle of the Plan Area and Highland Springs Avenue to the east.

The Downtown Area Plan has three distinct districts: Downtown Core, Extended 6th Street, and Beaumont Avenue. These districts support a vibrant mix of residential, retail, and commercial uses with connectivity within and to Downtown. The Downtown Area Plan boundaries and its districts are shown on Figure 11-1.

Item 1.

Figure 11.1 Downtown Area Plan and Boundary



EXISTING LAND USE

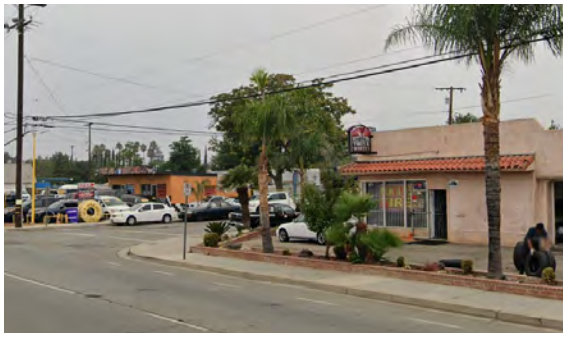
As described in Chapter 3, the Downtown Area has a different mix of uses than the rest of the City. Downtown developed along the Southern Pacific railroad route in the second half of the 19th century. Today, Downtown Beaumont is the location for the Civic Center, commercial uses, a mix of housing and vacant land. Existing land uses by district are as follows:

DOWNTOWN CORE/SIXTH STREET CORRIDOR. The Downtown Core is bounded by 8th Street on the north, the I-10 Freeway on the south, Palm Avenue to the east, and the I-10 and Egan Avenue on the west. Civic and commercial uses located along the Sixth Street frontage are the predominant land uses within this district. Beaumont Civic Center with City Hall, Police department and other City offices are located on Sixth Street between Magnolia and Maple Avenues. A mix of single-family homes and multifamily apartments are also found in the district, north of the Sixth Street frontage.

SIXTH STREET CORRIDOR EXTENDED. This district is a continuation of the Sixth Street Corridor and is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on the east, and Palm Avenue to the west. Existing uses in this district are predominantly multi-family, commercial, and undeveloped land. A few neighborhood-supportive uses and medical office uses are located along Highland Springs Avenue and provide compatible uses close to San Gorgonio Hospital, located in the City of Banning.

BEAUMONT AVENUE. The Beaumont Avenue District extends one block on both sides of Beaumont Avenue between 8th Street and 13th Street. The current uses are a mix of commercial buildings, single family homes and vacant land along Beaumont Avenue. Single family homes are primarily located along Euclid Avenue and Magnolia Avenue. These homes are part of the larger older residential neighborhood identified as the Town Center subarea, as described in Chapter 3.

Downtown District commercial businesses.



6th Street Extended District Auto uses

Beaumont Avenue District neighborhoods

TRANSPORTATION AND PARKING

The Downtown area for the City of Beaumont is located adjacent to Interstate 10 and contains a well-defined grid street system based around east-west numbered streets (5th, 6th, 7th and 8th) and the north-south named avenues. The classifications for the General Plan roadways in and around the Downtown Area Plan are shown in Figure 4-2, Roadway Classification. There are several categories of General Plan roadways within the boundary of the Downtown Area Plan.

PARKING

In Downtown Beaumont, most parking is provided in surface parking lots on a development by development basis. Some on-street parking is also available. City-owned parking is available adjacent to the Civic Center.

PARKS AND PUBLIC FACILITIES

As noted earlier, Beaumont Civic Center with City Hall, Police department and other City offices are located on Sixth Street between Magnolia and Maple Avenues. Stewart Park is partially located within Downtown Beaumont on the southeast corner of E 8th Street and Orange Avenue, adjacent to the Palm Innovation Academy, an elementary school in the Beaumont Unified School District.

Beaumont City Hall

Palm Avenue

Stewart Park

KEY ISSUES + OPPORTUNITIES

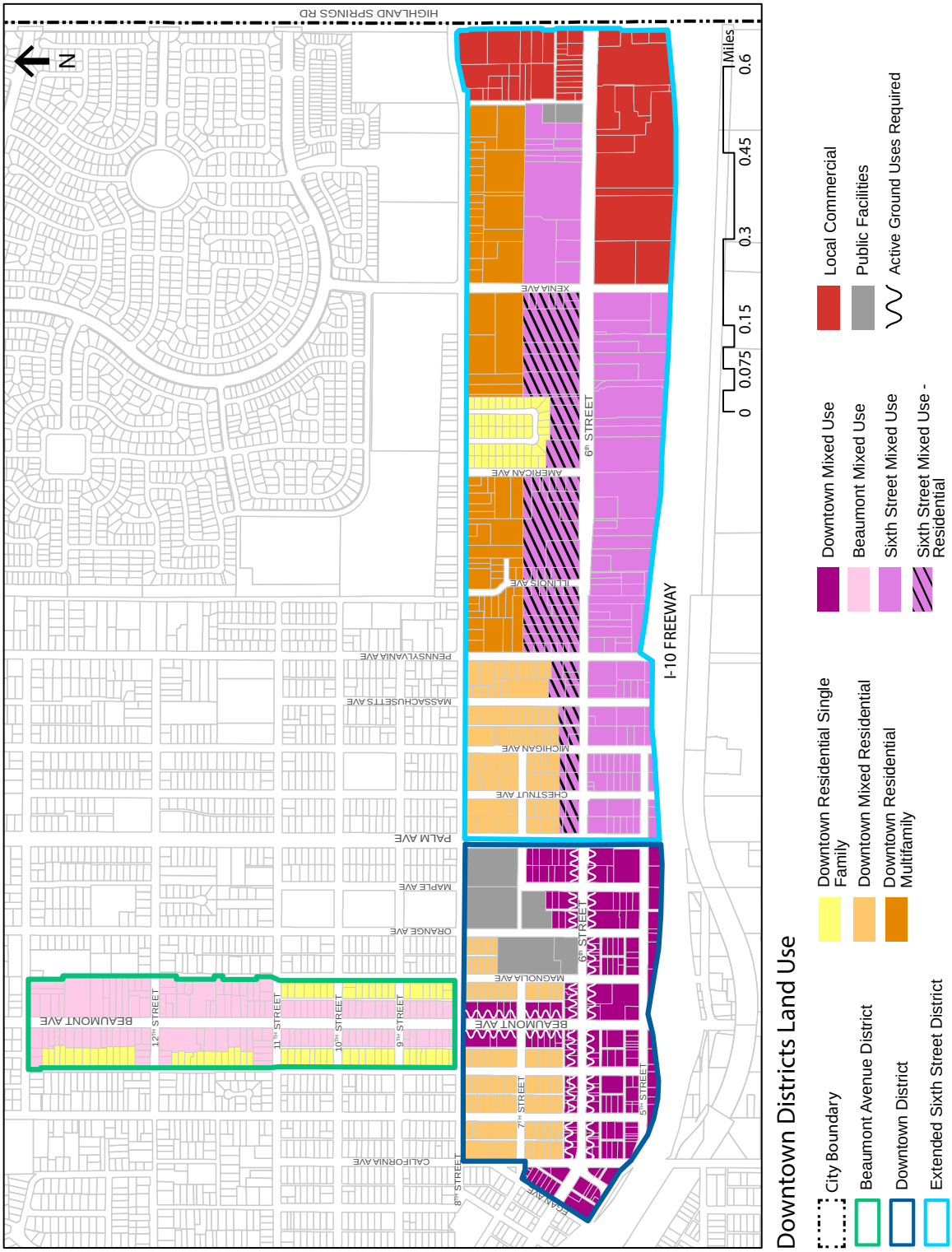
Downtown Beaumont along Sixth Street and Beaumont Avenue provides the potential for development as the City's center. With the Civic Center as its anchor, the vision is to create a walkable, active, pedestrian-oriented retail core with a mix of supporting residential uses. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, Downtown is being reinvented as the civic, retail and entertainment center of Beaumont in a mixed-use setting.

DOWNTOWN VISION

Downtown Beaumont will be the heart of the City, providing an exciting diversity of economic, residential, and cultural opportunities. It will be a vibrant and dynamic place to work, live, shop, and gather for special events. It will also be a pedestrian-friendly environment with comfortable sidewalks and an inviting streetscape. The Downtown Area Plan will create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings and create a lively and dynamic environment. This Plan encourages opportunities for public gathering spaces and parks for civic and cultural events that are supported by a street network which meets the needs of pedestrians, bicyclists, and motor vehicles.

Item 1.

Figure 11.2 Downtown Area Plan Land Use



LAND USE RECOMMENDATIONS

Within Downtown, the three districts will have distinct character and intensities, as depicted in Figure 11-2. The land use designations are described in this section. The Zoning Ordinance establishes the zoning for the Downtown Area.

DOWNTOWN CORE

The Downtown Core district of the Downtown Area Plan ranges from Egan Avenue on the west to Palm Avenue on the east. It is bordered by 8th Street on the north and Interstate 10 on the south.

As the name indicates, the Downtown Core district will be the cultural, civic, entertainment and social heart of the community and represents the main mixed-use area for the Downtown. This district will be the most active and the heart of Downtown Beaumont. It will provide a walkable, family-friendly, and pedestrian-oriented Downtown with active retail uses along Sixth Street and Beaumont. The Downtown Core is also anchored by the Civic Center.

The active pedestrian experience is emphasized with wide sidewalks, narrowed traffic la nes, and median parking. The median parking area is a flexible use space that can be used for public gatherings and events, creating opportunities for civic celebrations.

The land use designations within the Downtown Core are as follows:

DOWNTOWN MIXED USE

DESCRIPTION

The Downtown Mixed Use designation supports a lively, thriving Downtown area by accommodating up to 3 story, mixed-use buildings. Active and retail uses are required along the 6th Street and Beaumont Avenue street frontages to create a pedestrian-oriented and vibrant environment. This designation provides for vertical and horizontal mixed-use development.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 15 du/acre
- Maximum FAR: 0.35
- Maximum Building Height: Up to 3 stories
- Implementing Zone: Downtown Mixed Use (DMU)

DOWNTOWN MIXED RESIDENTIAL

DESCRIPTION

This designation corresponds to existing areas with a mix of single and multifamily residential uses. The corresponding zoning districts will reflect current densities.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 15 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 2 stories
- Implementing Zones: R-SF and R-TN

PUBLIC FACILITIES

DESCRIPTION

This designation includes the Civic Center, Police department, Stewart Park, Palm Innovation Academy.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum FAR: Up to 1.0

EXTENDED SIXTH STREET

The Extended Sixth Street district is located along Sixth Street east of the Downtown Core between 8th Street and Interstate 10. The eastern extent is Highland Springs Avenue and the city limits.

The Extended 6th Street district will provide a wide variety of existing residential and commercial uses and support additional housing and the expansion of neighborhood-serving retail and commercial uses. The future land use pattern in this area is expected to be commercial and mixed uses along Sixth Street. The intent of this district is to provide additional opportunities for multifamily residential development and commercial uses in a mixed-use setting. Residential uses are required north of Sixth Street and stand-alone commercial uses are permitted along the south side of Sixth Street. The residential population will also support retail and commercial uses in the Downtown Core. This district also includes Housing Element sites (see City of Beaumont Housing Element 6th Cycle 2013-2021)

The land use designations within the Extended Sixth Street district are as follows:

SIXTH STREET MIXED USE

DESCRIPTION

This designation provides for commercial uses and multifamily housing along the 6th Street Corridor east of Palm Avenue and has the highest densities in the Downtown, with nodes of commercial at key intersections. Stand-alone commercial or multifamily uses are permitted. The multi-family housing is supportive of the retail and commercial uses in downtown and is near the future transit station south on Pennsylvania. The typical development is larger than those envisioned in the DMU or BMU designations.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: 0.5
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Sixth Street Mixed Use (SSMU)

SIXTH STREET MIXED USE RESIDENTIAL

DESCRIPTION

This district provides for multifamily housing and commercial uses along the north side of the 6th Street Corridor, east of Palm Avenue, and allows higher densities, with nodes of commercial at key intersections. Multifamily uses are required. The multifamily housing is supportive of the retail and commercial uses in downtown and is near the future transit station south of Pennsylvania. Live/work units are permitted and encouraged. The typical development is larger than those envisioned in the DMU or BMU designations.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: 0.5
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Sixth Street Mixed Use- Residential (SSMU-R)

DOWNTOWN RESIDENTIAL MULTI FAMILY

DESCRIPTION

This designation creates walkable, transit-ready residential neighborhoods located near concentrated commercial, civic and recreational uses. Housing in these neighborhoods is primarily multifamily in a variety of housing types, such as townhomes, walkups, garden apartments and condominiums.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Downtown Multifamily (DMF)

DOWNTOWN RESIDENTIAL SINGLE FAMILY

DESCRIPTION

The Residential Single-Family zone corresponds to existing residential development within the Downtown area consisting of single-family detached units.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 4 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 2 stories
- Implementing Zone: Residential Single Family (RSF)

EXTENDED SIXTH STREET CONTINUED

LOCAL COMMERCIAL

DESCRIPTION

The Local Commercial designation covers smaller commercial, retail and service-related activities found along Highland Springs Avenue (at the eastern end of the Sixth Street Corridor). This land use designation permits a range of neighborhood supportive retail and service-oriented land uses.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: n/a
- Maximum FAR: 0.7
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Local Commercial (LC)

PUBLIC FACILITIES

See Downtown Core designations.

BEAUMONT AVENUE

The Beaumont Avenue district extends one block on either side of Beaumont Avenue between 8th Street and 13th Street. The Beaumont Avenue district will maintain existing single-family residential neighborhoods and low-intensity office and retail uses. The intent for this district is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development must be compatible with existing and future neighboring residential uses.

The land use designations within the Beaumont Avenue district are as follows:

BEAUMONT MIXED USE

DESCRIPTION

The intent of the properties along the segment of Beaumont Avenue, located between 8th Street (on the south) and 13th Street (on the north) is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development shall be compatible with neighboring residential development.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 10 du/acre
- Maximum FAR: 0.35
- Maximum Building Height: Up to 2 stories
- Implementing Zone: Beaumont Mixed Use (BMU)

DOWNTOWN RESIDENTIAL SINGLE FAMILY

See Extended Sixth Street designations.

MOBILITY RECOMMENDATIONS

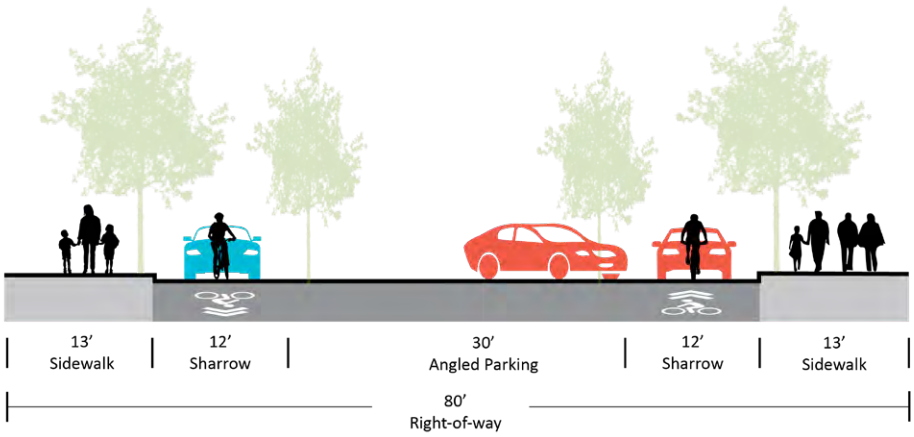
Downtown Beaumont will have a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles. The major streets within the Downtown, namely Beaumont Avenue and Sixth Street are designated as "Downtown Streets" in the General Plan Mobility Element. Sixth Street and Beaumont Avenue are also both identified as Pedestrian and Bicycle Priority Streets.

Street cross-sections for these two corridors are provided in this section. Depending on the location, travel speeds will be appropriate to the pedestrian focus of the district. Bicycles and pedestrians shall be prioritized in these areas. On-street parking will be provided as identified. Pedestrian facilities will include wide sidewalks, pedestrian scale lighting, and street furniture.

SIXTH STREET

Sixth Street runs east-west through Downtown with the right-of-way ranging from 80 to 100 feet. The character of the development changes along its length. This section provides more detail regarding the design changes along the street. As the focus of the Downtown Core, the segment between Beaumont Avenue and Palm Avenue is the most important, and is described first.

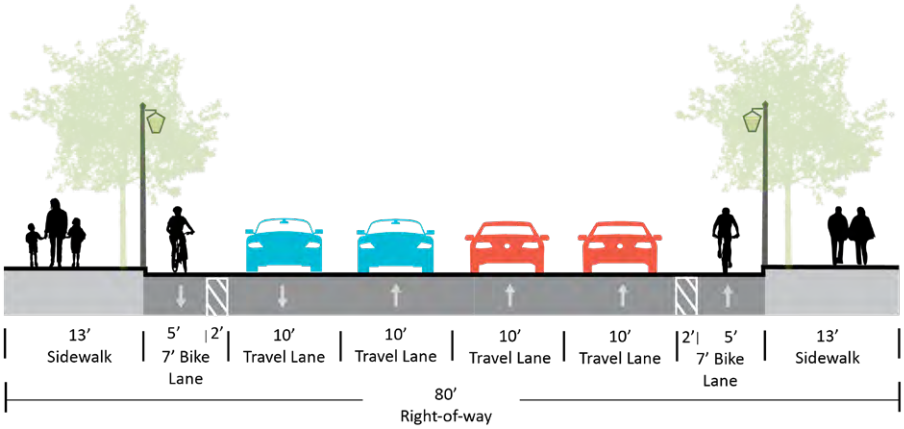
SIXTH STREET (BEAUMONT AVENUE TO PALM AVENUE). This segment of the Sixth Street corridor is intended to be unique, with a focus on pedestrians and creating opportunities for special events. This section is reduced to two-lanes, one in each direction, to make room for median parking, that can be used for special events, such as farmers markets and street fairs. The sidewalks are 13 feet in width to accommodate pedestrians as well allow opportunities for outdoor dining. Bicycles share the street with automobiles as speeds are lowered.



Beaumont Avenue to Palm Avenue

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

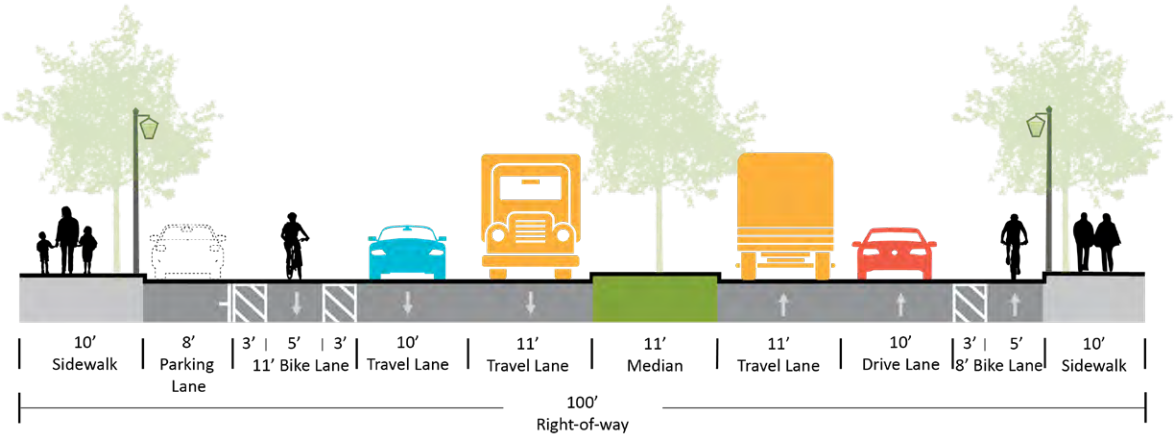
SIXTH STREET (PALM AVENUE TO PENNSYLVANIA AVENUE). This segment of the Sixth Street corridor transitions to four lanes and includes protected bicycle lanes. Pennsylvania Avenue is designated as a Major Highway (painted Median). Pennsylvania Avenue is one of the few streets that continues to the south across I-10 freeway and to the potential transit station near Second Street. An interchange is also planned at Pennsylvania Avenue.



Palm Avenue to Pennsylvania Avenue

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

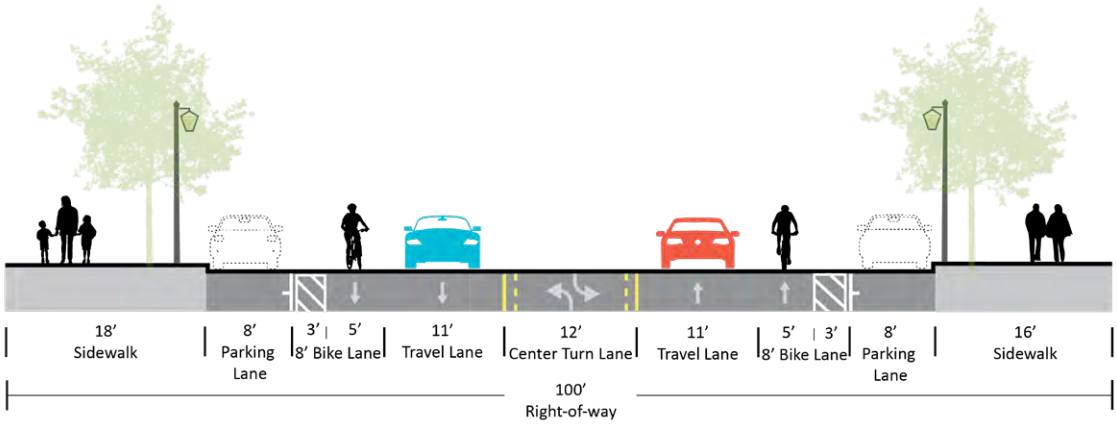
SIXTH STREET (PENNSYLVANIA AVENUE TO HIGHLAND SPRINGS AVENUE). This easternmost segment of the Sixth Street corridor has a wider right-of-way (100 feet) than the rest of the corridor and has an existing raised median starting at Illinois Avenue. The median will be widened to accommodate additional planting and provide pedestrian refuges for crossing. Four lanes (two in each direction) will be maintained. On-street parking will continue along the south side of the street where commercial uses are anticipated. Protected bicycle lanes along both sides of the street will connect to the larger bicycle network.



Pennsylvania Avenue to Highland Springs Avenue

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

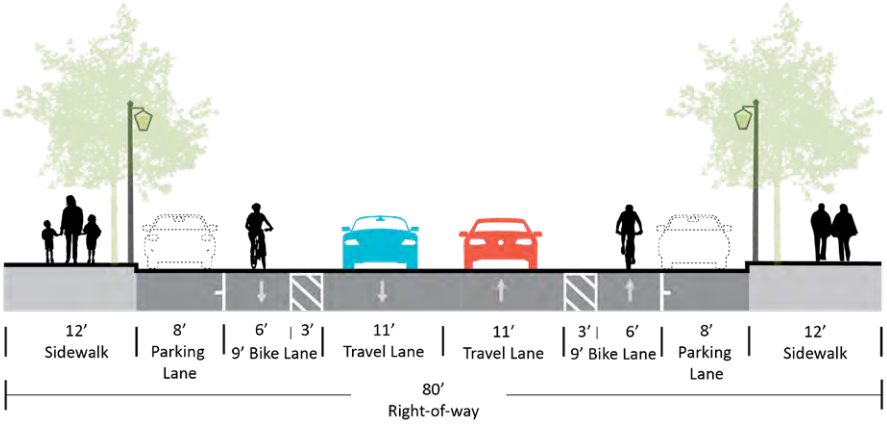
SIXTH STREET (VEILE AVENUE TO CALIFORNIA AVENUE). This westernmost segment of the Sixth Street corridor also has a wider right-of-way (100 feet) and continues south of the freeway. Sixth Street in this segment will be two lanes with a center turn lane. Both sides of the street will contain parking and protected bicycle lanes. Veile Avenue is designated a bicycle priority street and as such is an important connection between the north and south portions of the city across the I-10 freeway.



Veile Avenue to California Avenue

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

SIXTH STREET (CALIFORNIA AVENUE TO BEAUMONT AVENUE). This segment of Sixth Street has a narrower right-of-way (80 feet). Two lanes, one each way, on-street parking and protected bicycle lanes will be provided.



California Avenue to Beaumont Avenue

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

BEAUMONT AVENUE

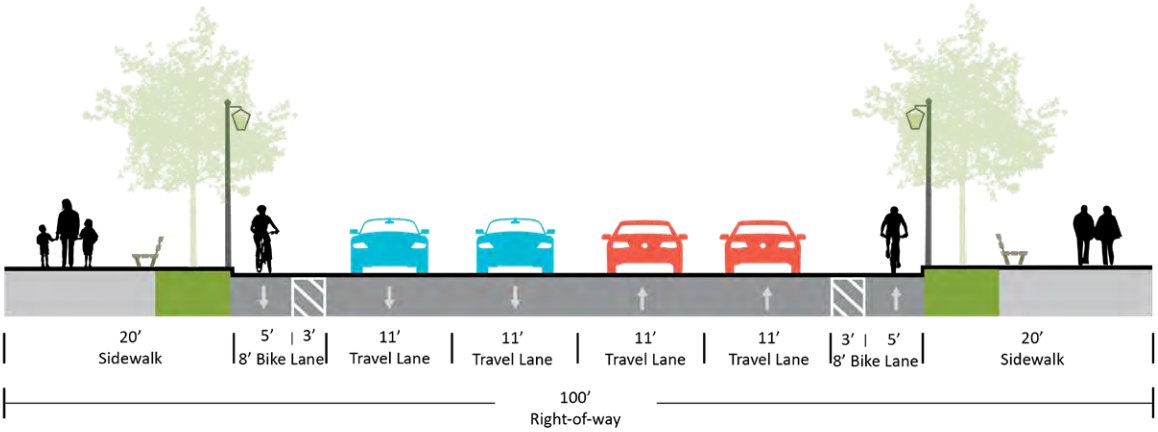
Beaumont Avenue is designated as State Route 79 south of the I-10 interchange. The General Plan designation is Urban Arterial Highway. North of the interchange, however, Beaumont Avenue transitions to a local street, with decreasing intensities of development going north. While the right-of-way width (100 feet) remains the same, the street design is modified to be compatible with the adjacent scale of development. The following sections further describe the street sections.

BEAUMONT AVENUE (FIFTH STREET TO SIXTH STREET). This section of Beaumont Avenue is the busiest segment as it transitions from a State Route to a local street. The divided street with two travel lanes in each direction includes protected bicycle lanes.

Fifth Street to Sixth Street

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

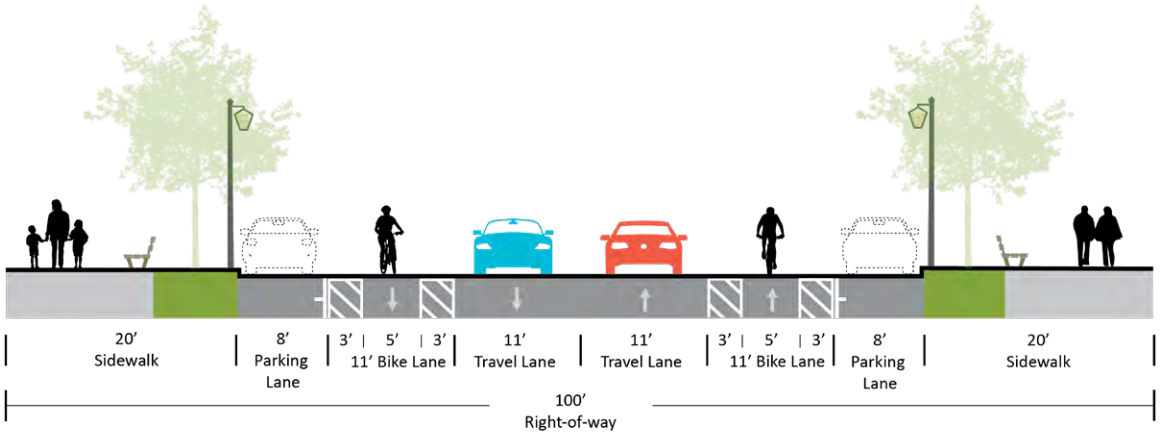
BEAUMONT AVENUE (SIXTH STREET TO EIGHTH STREET). North of Sixth Street, the four lanes continue to Eighth Street. This portion of Beaumont Avenue is intended to have active, pedestrian frontages. Wide sidewalks will accommodate ample space for pedestrians with space for outdoor dining and other street amenities. Lush landscaping along the curb will offer a buffer from the traffic.



Sixth Street to Eighth Street

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

BEAUMONT AVENUE (EIGHTH STREET TO TWELFTH STREET). This segment of Beaumont Avenue transitions to two lanes, one in each direction, with on-street parking. Development intensities are lower in this section.



Eighth Street to Twelfth Street

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

PARKING RECOMMENDATIONS

Too much or too little parking may impact Downtown redevelopment as too much parking spreads development across a wider area. This idea is important to note as the City is currently developing strategies in its Beaumont Downtown Area Plan to revitalize Downtown. Therefore, it is important to "right-size" and manage parking such that the requested parking spaces are balanced with the number of spaces needed. The City will continue to promote "right-sizing" of parking facilities, by applying the following techniques:

PARK ONCE

A strategy for the City's Downtown is to enable visitors to "park once" and visit a series of destinations on foot. Park once strategies will work well in areas such as Downtown as it is well-connected by pedestrian and bicycle facilities. The creation of well-designed centralized parking areas supports this strategy.

SHARED PARKING

Shared parking allows for more efficient use of parking spaces that would otherwise might remain empty or unused. Land uses that have different parking demands at different times of the day can share the same parking facilities. A parking space can serve two or more individual land uses without conflict or encroachment. This is an effective way to minimize paved area, allow denser land use, provide for more landscaping and open space, and provide improved walkability within a mixed-use area. One example of shared parking is a restaurant and an office building as restaurant's peak parking demand is in the evening after an office's peak parking demand, which occurs during the daytime.

IN-LIEU PARKING FEES

Allowing developers to contribute fees toward the development of a common parking facility in lieu of providing on-site parking is an important tool to creating shared, park once locations. This strategy is recommended in Downtown (possibly near the City Hall). This can be an incentive for investment in Downtown.

PARKING MANAGEMENT STRATEGIES

The City may also manage high-demand parking locations and destinations through several different strategies, including demand pricing, time restrictions, and/or other techniques. Although not a key strategy now, it may be a key strategy in the future as the Downtown becomes more successful, TNCs like Uber and Lyft increase their mode share in the City, and autonomous vehicles (AVs) penetrate the vehicle fleet (depending on the economic structure of that fleet (e.g. shared fleet or private ownership fleet).

PUBLIC-PRIVATE PARTNERSHIPS

The City, business owners, and developers collaborate to provide both private and public parking opportunities. Instances where this works well include parcels owned by the City, or private underutilized parking lots where a private entity develops, manages, and enforces parking in these public lots. Again, this strategy may not be required today, but may be needed as the Downtown becomes more successful.

REDUCED PARKING STANDARDS

Reducing parking standards in Downtown and other areas that are well-served by transit (such areas adjacent to the potential future commuter rail transit station), and providing parking cash out programs (i.e., through which employers pay employees to not drive a single occupancy vehicle to work) lower parking requirements and help to right-size onsite parking.

BIKING EQUALS BUSINESS PROGRAMS

Businesses may provide bicycle parking, bike lockers or corrals and may provide incentives to encourage their patrons and employees to ride rather than drive. For certain businesses, the City may reduce required onsite parking for vehicles if they provide a bike lockers or bicycle corrals that accommodates more cyclists.

GUIDING PRINCIPLES

The Downtown Area Plan is entirely consistent with the land use designations and street classifications contained in Beaumont 2040, the updated General Plan. As described in Chapter 3, the General Plan establishes a Downtown Mixed Use (DMX) designation for the area within the Beaumont Downtown Area Plan. The Guiding Principles listed below summarize the vision and direction for the future of Downtown Beaumont. Beaumont 2040 also contains citywide Vision and Guiding Principles and priorities that were developed with extensive community input. The priorities that are specific to Downtown include the following:

- ***CREATE A VIBRANT DOWNTOWN.*** Downtown is a vital anchor of the community, housing many civic and historical buildings and a diverse mix of uses. The City understands the importance of coordinating investments and land use planning decisions to support the redevelopment of Downtown. The City will implement strategies to reduce existing vacancies and promote a mix of active uses and a variety of retail and housing. Downtown development will encourage human scale design that supports pedestrian activity, including an improved pedestrian experience, multi-modal streets, and adequate density to create a sense of place.

- ***IMPROVE RETAIL CORRIDORS.*** Beaumont will explore opportunities to enhance development and redevelopment opportunities in the City's retail corridors. The City will also encourage diversification of housing types and mix of uses along 6th Street and Beaumont Avenue. The City will support new retail corridors that capitalize on potential future growth that encourages mixed use centers and fosters opportunities for economic development.

- ***PURSUE AN INFILL STRATEGY.*** The City will strategically focus development within the City limits on vacant and underutilized lots to foster compact development patterns, create walkable communities, and preserve the natural environment and critical environmental areas. Within the Sphere of Influence, the City will also limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.

The Downtown Area Plan is also supportive of the General Plan goals and policies including the following in the Land Use + Community Design Element:

- ***Policy 3.1.2*** Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial, and residential uses.

- ***Policy 3.1.5*** Invest in existing residential neighborhoods adjacent to Downtown and promote connectivity to surrounding neighborhoods.

- ***Policy 3.3.5*** Incentivize infill housing development in the Downtown...

GOALS AND POLICIES

The following section includes goals and policies for the Beaumont Downtown Area Plan. Goals and policies are followed by implementation actions. Goals and policies for Downtown Beaumont are woven throughout the General Plan, including in the Land Use + Community Design, Mobility, and Health, Equity + Environmental Justice Elements, among others.

LAND USE

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policies

11.1.1 Focus retail activity in the Downtown Core district to create a critical retail mass.

11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

11.1.7 Promote compatible uses that leverage the proximity of medical facilities along Highland Springs Avenue.

11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.2: Preserve existing housing stock and create opportunities for additional housing choices.

Policies

11.2.1 Preserve existing residential neighborhoods and provide connectivity with amenities and neighborhood commercial uses.

11.2.2 Provide regulations that encourage the preservation of existing housing, including development of new housing that accommodates households that are diverse in size, type and level of affordability.

11.2.3 Encourage a diversity of housing types in the Downtown such as large apartments, walk-up apartments, stacked flats, townhomes, live-work housing, fourplexes, triplexes and duplexes.

11.2.4 Encourage a diversity of small, medium, and large units for individuals, families,

seniors, students, and other demographics to encourage a diverse and vibrant population.

11.2.5 Encourage housing in Downtown to encompass a range of deeper affordability levels, including for those with moderate, low, very low, and extremely low incomes, as well as market rate housing.

COMMUNITY DESIGN + PUBLIC REALM

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policies:

11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

11.3.3 Improve existing streets with a diversity of street furnishings including benches, directional signage, bollards, bicycle parking, and trash receptacles.

11.3.4 Design clearly identifiable entry points into the Downtown area and Downtown Core district that create a sense of arrival.

11.3.5 Provide public art opportunities in Downtown.

11.3.6 Encourage the placement of overhead utilities underground.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

11.4.1 Identify the desired intensity, massing, and height of buildings in the area.

11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

- **a.** Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.
- **b.** Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.
- **c.** Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).
- **d.** Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

11.4.3 Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.

11.4.4 Develop appropriate signage standards that complement a pedestrian oriented environment.

11.4.5 Incentivize revitalization of existing building facades that are not consistent with the

Downtown Area Plan standards using incentive programs.

11.4.6 Create an incentive program to remove and replace legal non-conforming signs.

11.4.7 Encourage existing buildings to conduct small and large-scale renovations.

Goal 11.5: Create a pedestrian-scaled active commercial frontage in the Downtown Core district.

11.5.1 Require active commercial or retail uses on the first floor along 6th Street and Beaumont Avenue in the Downtown Core district.

11.5.2 Encourage regular pedestrian entries onto public space and transparent windows along the ground floor of new buildings, particularly in areas with ground-floor retail.

11.5.3 Require a minimum depth of 50 feet for the ground floor uses along Sixth Street and Beaumont Avenue in the Downtown Core district.

11.5.4 Allow restaurants and cafes to provide sidewalk dining to encourage activity.

Goal 11.6: Create a pedestrian-scaled frontage in the Extended Sixth Street district and Beaumont district.

11.6.1 Encourage new ground-floor residential uses with transparent windows, stoops, porches, and other façade treatments to engage the pedestrian environment, provide "eyes on the street," and create sense of ownership and stewardship among residents.

11.6.2 Require all residential units facing Sixth Street and Beaumont Avenue in these two districts to front and be accessed from the street.

11.6.3 Encourage regular pedestrian entries onto public space and transparent windows along the ground floor of new buildings, particularly in areas with ground-floor retail.

Goal 11.7: Design buildings that are at a human-scale and create quality environments.

11.7.1 Limit the length of individual new buildings or building masses along the street frontage to create human-scaled buildings with access to fresh air and daylight.

11.7.2 Use articulation strategies for new development to reduce the visible bulk of buildings, add visual interest, and add pedestrian-oriented character and detail. These could include massing breaks as well as projections, minor step backs, architectural details, and variations in materials to distinguish between upper and ground floors.

11.7.3 Elevate new ground-floor residential space above the sidewalk level to provide privacy and ensure high-quality, usable residential spaces.

11.7.4 Whenever possible, locate parking and vehicle areas behind or under buildings. Do not locate parking on street corners.

11.7.5 Limit the number of new garage entries and driveway curb cuts along Sixth Street and Beaumont Avenue.

11.7.6 Ensure that loading docks and service entrances are screened from the right-of-way and adjacent properties; are accessed via alleys, side streets, or services access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise.

11.7.7 Locate visible utilities –including all "dry" utility access, above-ground equipment, trash containers, and utility boxes –behind or to the side of buildings, behind buildings, behind screening, and away from street corners.

CIRCULATION

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policies:

11.8.1 Protect the existing grid street system and implement Downtown Street designs.

11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

11.8.8 Enhance and protect the utility of the alley network in Downtown, especially in the Downtown Core district.

11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

11.8.11 Implement a safe, complete, and well-connected bicycle network.

11.8.12 Ensure an adequate supply of parking in the Downtown Core district without compromising the vision for a walkable downtown.

11.8.13 Implement median parking on Sixth Street between Beaumont Avenue and Palm Avenue.

11.8.14 Establish standards for bicycle parking for all development.

OPEN SPACE + RECREATION

Goal 11.9: Create opportunities for public gathering spaces and parks for civic and cultural events.

Policies:

11.9.1 Establish regular event programming to hold events such as Farmers Markets, and festivals in the Sixth Street median parking area.

11.9.2 Improve Stewart Park to meet the needs of Downtown and Town Center residents.

11.9.3 Set up standards for new development to provide plazas, fountains, public art, courtyards, paseos, outdoor seating, public gathering spaces and public art, wherever possible and appropriate.

INFRASTRUCTURE AND UTILITIES

Goal 11.10: Ensure adequate infrastructure is available to support the vision for Downtown.

Policies:

11.10.1 Replace aging wet and dry infrastructure to ensure safe and reliable provision of services for new and existing residents.

11.10.2 Ensure that new development pays its fair share for infrastructure and utility improvements that it necessitates.

PUBLIC SAFETY

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policies:

11.11.1 Eliminate nuisance uses and buildings that inhibit desired development patterns.

11.11.2 Design development in such a manner that places high consideration on the safety of citizens (e.g. "eyes on the street," enhanced lighting, and high visibility from patrol cars). Create livelier and safer streets with front porches and windows on the street.

11.11.3 Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.

11.11.4 Utilize graffiti resistant materials and landscaping to minimize graffiti programs. Develop a program to assist property owners in clearing or cleaning up "nuisance" properties.

SUSTAINABILITY

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policies:

11.12.1 Promote the use of energy and water conservation technologies and practices.

11.12.2 Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.

11.12.3 Consider sustainable development practices that reduce energy and water demand.

11.12.4 Ensure that new development does not result in wind and solar access impacts.

11.12.5 Avoid creating a "canyon effect" through sensitive design and attention to the massing and orientation of new buildings.

11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

11.12.7 Consider changes to the building code that will increase energy efficiency.

IMPLEMENTATION

Goal 11.13: Provide for a mix of funding alternatives to include but not be limited to: Public Funds, Public/Private Funds, Special District Funds, and regional, State and Federal Grant Funds.

Policies:

11.13.1 Work in tandem with elected officials, Chamber of Commerce, Civic Organizations, and local business owners to gain public support for the Downtown Area Plan.

11.13.2 Establish a realistic timeframe and funding sources for implementing improvements in the Downtown Area Plan.

11.13.3 Explore grant opportunities for implementing the public realm improvements contained in this Plan.

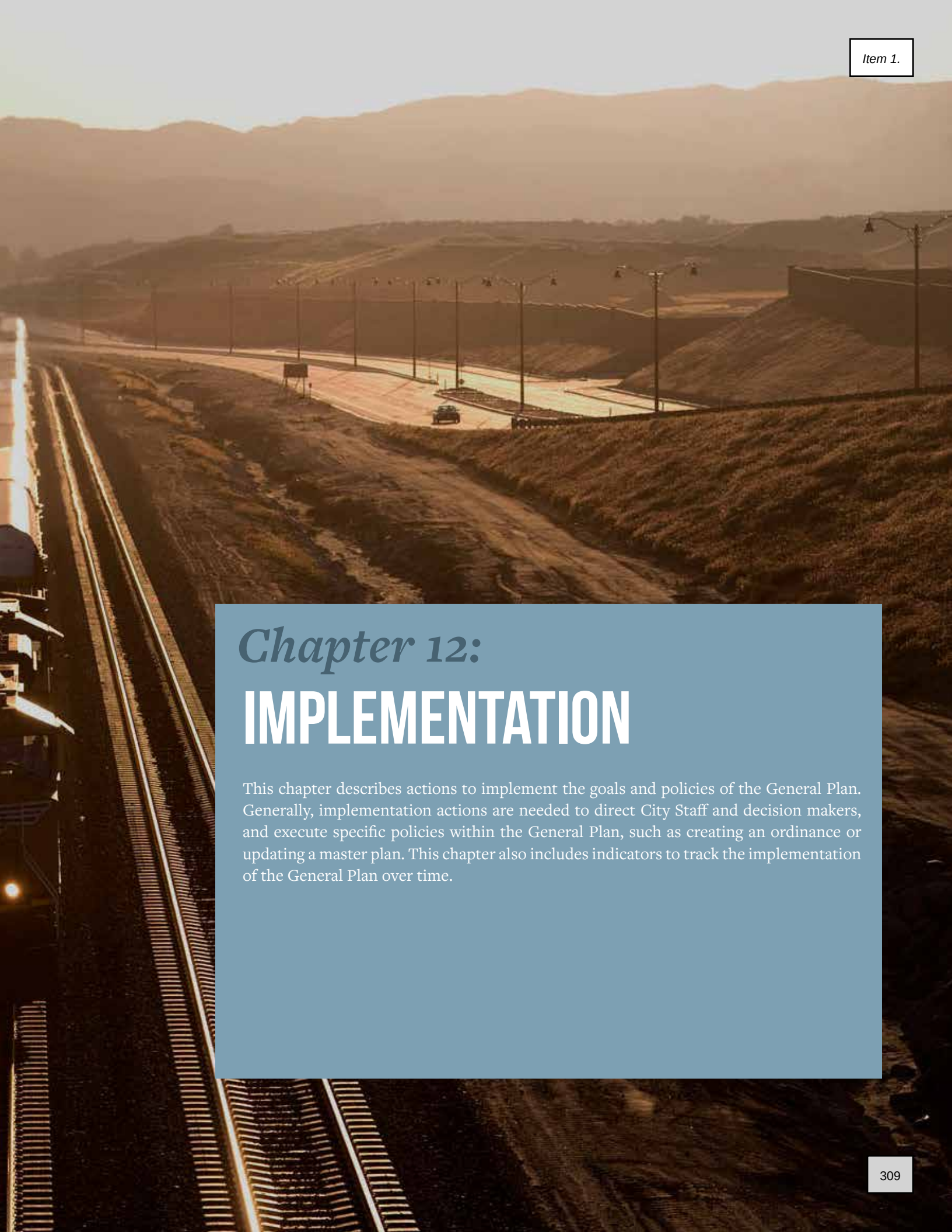
IMPLEMENTATION

Table 11.1 Downtown Area Plan Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
DEPARTMENTAL PROCESSES				
DAP1	**Update Zoning.** Modify zoning map and zoning standards to maintain consistency with the General Plan.	High	Short	Planning
DAP2	**Prepare Design Standards and Guidelines**. Prepare design guidelines to illustrate community character and complement development requirements.	Medium	Medium	Planning
DAP3	**Development Review.** Establish procedures that expedite permitting in Downtown.	Medium	Medium	Planning
DAP4	**Pedestrian Improvements Funding.** Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.	Medium	Medium	Planning, Public Works, Economic Development
RESIDENTIAL USES				
DAP5	**Infill Housing Incentive Program.** Establish an infill housing incentive program focused on Downtown. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.	High	Ongoing	Planning, Public Works, Economic Development, Building and Safety
DAP6	**Core Service Areas.** Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.	High	Ongoing	Planning, Public Works, Economic Development
NON-RESIDENTIAL USES				
DAP7	**Mixed Use Development.** Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed- use development.	Medium	Medium	Planning, Public Works, Economic Development
DAP8	**District Marketing.** Create a branding and marketing strategy for Downtown.	High	Ongoing	Planning, Economic Development
DAP9	**Façade Rehabilitation Programs.** Use CDBG (or other) funds to provide grants or loans to existing businesses to improve their appearance.	Medium	Ongoing	Planning, Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
COMMUNITY DESIGN + PUBLIC REALM				
DAP10	**Wayfinding Program.** Implement a wayfinding and signage program to establish Downtown identity and improve visibility to destinations in and around Downtown.	Medium	Medium	Planning, Economic Development
DAP11	**Placemaking Program.** Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.	Medium	Medium	Planning, Public Works, Community Services
DAP12	**Tree Planting Program.** Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).	Low	Long	Planning, Community Services

This page is intentionally left blank.



Chapter 12:
IMPLEMENTATION

This chapter describes actions to implement the goals and policies of the General Plan. Generally, implementation actions are needed to direct City Staff and decision makers, and execute specific policies within the General Plan, such as creating an ordinance or updating a master plan. This chapter also includes indicators to track the implementation of the General Plan over time.

PLAN IMPLEMENTATION

The General Plan will be implemented over an extended period of time - estimated to be 20 years with a time horizon of 2040. During this time, long-range planning efforts will continue using the goals and policies in the General Plan as a guide.

Although, the General Plan is a living document, State law allows it to be updated and refined over the coming decades. It encourages annual review of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure that it is still consistent with the community's goals.

The General Plan may be amended up to four times per year to accommodate changing conditions. Property owners, the Planning Commission, City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and the City Council at public hearings and the potential of environmental impacts must be evaluated in accordance with the California Environmental Quality Act.

This implementation chapter includes programmatic actions to be completed by the City, such as updating plans, completing studies, or implementing new programs. Each implementation program identifies the responsible City Departments, a level of priority (high, medium, or low) and a suggested time frame, as described in the table below.

TIME FRAME GUIDE	
SHORT	1-5 years
MEDIUM	5-10 years
LONG	10 or more years
ONGOING	Reoccurring or continuous action

The following tables identify programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan's vision and policies. Programs are organized by General Plan chapter and are consistent with each chapter's goals and policies.

LAND USE + COMMUNITY DESIGN

Table 12.1 Land Use + Community Design Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
DEPARTMENTAL PROCESSES				
LUCD1	**Specific Plan Consistency.** Following adoption of the General Plan, review the existing, adopted Specific Plans and make changes to ensure consistency with the General Plan.	High	Short	Planning
LUCD2	**Update Zoning.** Modify zoning map and zoning standards to maintain consistency with the General Plan.	High	Short	Planning
LUCD3	**Update Subdivision Ordinance.** Update subdivision ordinance to maintain consistency with the General Plan.	High	Medium	Planning, Public Works
LUCD4	**Prepare Design Standards and Guidelines.** Prepare design guidelines to illustrate community character and complement development requirements.	Medium	Medium	Planning
LUCD5	**Development Review.** Work to find efficiencies and make development permitting as simple and as transparent as possible. • Establish online permitting processes, where possible • Integrate GIS functionality with permitting and planning	Medium	Medium	Planning
LUCD6	**Development Fees.** Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.	Medium	Medium	Planning, Public Works
LUCD7	**Development Fact Sheets.** Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions.	Medium	Medium	Planning, Building and Safety
LUCD8	**Downtown Area Plan**. Implement policies for the Downtown Area to revitalize and create an active, vibrant Downtown.	High	Short	Planning
LUCD9	**Regulatory Barriers.** Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development.	High	Short	Planning, Public Works, Building and Safety, Fire

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
LUCD10	**Development Monitoring**. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.	Medium	Medium	Planning
LUCD11	**Pedestrian Improvements Funding.** Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.	Medium	Medium	Planning, Public Works, Economic Development
LUCD12	**General Plan Review.** Review the General Plan on a four-year cycle, including a review of individual elements and community programs.	Medium	Medium	Planning
LUCD13	**Coordination of Development Plans and Infrastructure Funding.** Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.	Ongoing	Ongoing	Planning, Public Works, Economic Development
LUCD14	**Annexation Incentives.** Develop financial and regulatory incentives (e.g., reduced fee permits, expedited building permits, impact fee waivers) to promote new development in the Sphere of Influence that conforms with the vision of the General Plan, including support for employment uses, mixed use housing, active transportation, and jobs.	High	Ongoing	Planning, Public Works, Economic Development
RESIDENTIAL USES				
LUCD15	**Infill Housing Incentive Program**. Establish an infill housing incentive program. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.	High	Ongoing	Planning, Public Works, Economic Development, Building and Safety
LUCD16	**Core Service Areas.** Prioritize capital spending in neighborhoods that promote active transportation, mixed use support improvements to its core service areas	High	Ongoing	Planning, Public Works, Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
NON-RESIDENTIAL USES				
LUCD17	**Mixed Use Development.** Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development.	Medium	Medium	Planning, Public Works, Economic Development
LUCD18	**District Marketing.** Create a branding and marketing strategy for Downtown, business, and employment districts in the City.	High	Ongoing	Planning, Economic Development
COMMUNITY DESIGN + PUBLIC REALM				
LUCD19	**Wayfinding Program.** Implement a wayfinding and signage program to improve visibility to key City parks, Potrero Reserve, the Plunge, gateways, and nearby recreational destinations.	Medium	Medium	Planning, Community Services
LUCD20	**Placemaking Program.** Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.	Medium	Medium	Planning, Public Works
LUCD21	**Light Pollution Guidelines.** Adopt guidelines for outdoor lighting located in proximity to wildlife and habitat areas in order to minimize light pollution.	Medium	Medium	Planning, Public Works
LUCD22	**Tree Planting Program.** Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).	Low	Long	Planning, Community Services
OPEN SPACE				
LUCD23	**Joint Use.** Create a joint use agreement with the Flood Control District and other utility companies to allow residents greater park and recreational access.	Medium	Medium	Planning, Parks District, Community Services, Public Works
LUCD24	**Maintenance Plan.** Develop a park maintenance plan that specifies the types of maintenance required for each park and timing of such work.	Medium	Medium	Planning, Public Works, Parks District
LUCD25	**Hillside Development Ordinance.** Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.	Medium	Medium	Planning, Community Services, Public Works

MOBILITY

Table 12.2 Mobility Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
MANAGE TRAFFIC				
M1	**Capital Improvement Plan.** Annually update the 5-year Capital Improvement Program (CIP) and focus vehicle capacity improvements to auto-priority streets.	High	Short	Public Works
M2	**Non-Auto-Priority Streets Locations.** Prepare and sustain a list of locations where LOS E or LOS F is deemed acceptable upon City Council's approval.	High	Short	Public Works
M3	**TDM Plan Requirements.** Update the City's development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.	Medium	Medium	Planning, Public Works
M4	**Bicycle and Pedestrian Plan.** Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.	Medium	Medium	Public Works
M5	**Freeway Improvements.** Work with RCTC and Caltrans to evaluate and implement appropriate improvements to Caltrans facilities to include the potential relocation of the SR-60 / I-10 interchange and improvements to SR-79, I-10, and SR-60.	Low	Long	Public Works
COMPLETE STREETS				
M6	**Street Design Standards.** Update street design standards to reflect complete streets design principles.	High	Medium	Public Works
M7	**Grant Funding.** Submit grant funding applications consistent with grant opportunities to SCAG and RCTC for multi-modal infrastructure projects that promote complete streets.	Medium	Short	Public Works
M8	**Traffic Impact Fees.** Update local traffic impact fees to ensure that new development pays its fair share toward complete street improvements.	Medium	Medium	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
M9	**Right of Way Acquisition.** Obtain and preserve adequate right-of way to accommodate future mobility system improvements.	Low	Long	Public Works
M10	**Traffic Study Methodology.** Update the City's traffic study requirements to implement the VMT methodology and impact thresholds adopted by the City.	High	Short	Public Works
M11	**MMLOS Methodologies.** Monitor MMLOS methodologies and, when appropriate, implement those methodologies to assess the performance of the multi-modal transportation system.	Low	Long	Public Works
M12	**Neighborhood Traffic Management Plan.** Develop a Neighborhood Traffic Management Plan that identifies and prioritizes traffic calming needs.	Low	Long	Public Works
ACTIVE TRANSPORTATION				
M13	**ATP Grants.** Annually submit applications in coordination with WRCOG to pursue grant funding opportunities to implement the active transportation system, including in the downtown and adjacent to schools that improve bicycle and pedestrian facilities.	Medium	Short	Public Works
M14	**Traffic Calming Measures in Downtown**. Finalize standards to create a defined, walkable, and safe core, along the Sixth Street and Beaumont Avenue corridors, by implementing traffic calming features, planting street trees to provide shade, and providing on-street parking consistent with the Beaumont Downtown Area Plan.	Medium	Medium	Public Works
M15	**CIP in Downtown.** Update the City's 5-Year Capital Improvement Program to include bicycle and pedestrian improvements in the Downtown, residential areas, and near schools.	High	Medium	Public Works
M16	**Pedestrian and Bicycle Safety Education.** Implement and enforcement and education program to enhance pedestrian and bicycle safety and education.	Medium	Medium	Public Works
M17	**Design Standards.** Update the City's standard plans to reduce pedestrian crossing distances and reduce vehicle speeds in the Downtown, residential neighborhoods, and adjacent to schools.	High	Medium	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
M18	**Trail Mapping.** Maintain city mapping to assist in promoting locations for equestrian and hiking trails throughout the City.	Medium	Long	Public Works
M19	**Multi-Use Trail.** Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.	Low	Long	Public Works
TRANSIT				
M20	**Transit Station Location.** Engage RCTC frequently and participate in meetings to ensure that the Pass transit station is in the City of Beaumont.	Medium	Long	Public Works
M21	**Fiscal Stability.** Annually monitor and report transit use and fare box recovery to ensure transit is operating efficiently.	Medium	Short	Public Works
M22	**TNC Option.** When appropriate, engage TNCs to potentially replace routes that are inefficient or experience low ridership.	Low	Long	Public Works
M23	**Shelter Improvements.** Update the City's 5-year CIP to identify appropriate improvements to bus shelters and park and ride facilities.	High	Long	Public Works
M24	**Support for Senior Fares.** Annually review transit routes to ensure accessible transit options for seniors, especially to medical and commercial centers.	Medium	Medium	Public Works
M25	**Special Events.** Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.	Medium	Medium	Public Works. Community Services
GOODS MOVEMENT				
M26	**Truck Route Map.** Update the City's truck route map to focus trucks on key streets in the City that should be used for goods movement and reduce heavy vehicle travel adjacent to sensitive areas.	Medium	Short	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
M27	**Code Update.** Update Municipal Code to: • Design standards for designated truck routes, including proper turning radii at intersections. • On-street parking designated for loading and unloading during off-peak hours only.	Medium	Short	Public Works, Planning
M28	**Collision Data.** Annually review collision data for type, location, severity, and cause. Develop countermeasures for sites with recurrent truck-involved collisions.	High	Short	Public Works
PARKING				
M29	**Zoning Code Update.** Update the City's parking Standards to: • Provide a reduction in parking standards if comprehensive TDM programs are provided. • Increase the number of electric vehicle charging stations in parking areas. • Be consistent with the Downtown Area Plan.	Medium	Medium	Public Works, Planning
FUTURE TECHNOLOGICAL ADVANCES				
M30	**Curbside Management.** Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users.	Medium	Medium	Public Works

ECONOMIC DEVELOPMENT + FISCAL

Table 12.3 Economic Development + Fiscal Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
ECONOMIC DEVELOPMENT + BUSINESS GROWTH				
EDF1	**Strategic Plan.** Develop and regularly update an Economic Development Strategic Plan that includes 1) a target list of business types for attraction and expansion, 2) actions and strategies, and 3) benchmarks to measure progress in implementation.	High	Short	Economic Development
EDF2	**Online Site Inventory.** Create and maintain an online inventory of shovel-ready sites and provide individualized site selection assistance to expanding and new businesses.	High	Ongoing	Economic Development, Planning
EDF3	**Connect Development Community with Opportunities.** Provide a forum to bring together interested property owners, developers, real estate brokers, business owners, and retailers regarding available development opportunities and sites.	Low	Short	Economic Development
EDF4	**Business Incubator.** Evaluate the demand for and feasibility of a local business incubator.	Medium	Short	Economic Development
EDF5	**Business Recruitment.** Create and implement a business recruitment strategy to attract high-paying employment-based uses in the Employment District.	Medium	Medium	Economic Development
EDF6	**Retail Recruitment Strategy.** Create and implement a retail recruitment strategy that utilizes direct communications with targeted retailers to reverse sales tax leakage in key sectors, such as dining, entertainment, and specialty retail.	High	Medium	Economic Development
EDF7	**Retail Performance.** Periodically evaluate the performance of the community's retail centers and make recommendations regarding repositioning of businesses and measures likely to improve retail performance (e.g., mix with other employment, entertainment/ interactive, or residential uses; offer smaller retail spaces that have higher performance; etc.).	Medium	Ongoing	Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF8	**Branding.** Develop a unique brand for the City that builds upon the General Plan vision and is comprised of visual themes and taglines that distinguish Beaumont from other jurisdictions in the region and accentuate its opportunities and attractions.	High	Short	Public Information/ Communication
EDF9	**Rental Assistance.** Create a rental assistance program as a recruitment incentive to attract targeted, desired retailers and restaurants to key locations, such as in the Downtown area.	Medium	Short	Economic Development
INFRASTRUCTURE IMPROVEMENTS				
EDF10	**Internet Infrastructure.** Provide or work with providers to achieve high quality Internet infrastructure for the community.	Medium	Medium	City Administration, Economic Development
EDF12	**New Infrastructure.** Create a "Dig Once" policy, which would require conduit for future fiber optic cable to be laid anytime the ground is broken for infrastructure, transportation, or construction projects.	Medium	Short	Public Works
WORKFORCE DEVELOPMENT				
EDF13	**Local Business Internships.** Create a program to provide incentives for local businesses to offer internship, mentoring, and apprenticeship programs to high school and college students in partnership with educational institutions and major employers.	Medium	Medium	Economic Development
EDF14	**Recruit Technical Training.** Actively recruit technical schools to locate in Beaumont to provide education and training that benefits residents and employers.	Medium	Short	Economic Development
LOCAL AND SMALL BUSINESS SUPPORT				
EDF15	**Advertise Business Assistance.** Advertise existing business assistance programs that provide financing and technical assistance.	Medium	Ongoing	Economic Development
EDF16	**Small Business Surveys.** Conduct bi-annual surveys of existing small businesses (including home occupations) to identify obstacles to growth.	Medium	Short	Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF17	**Local Vendor Preference.** Establish a City local vendor preference policy and periodically review new approaches to encourage purchasing from local vendors.	Medium	Short/ Ongoing	City Administration, Economic Development
EDF18	**Business Liaison Services.** Provide business liaison services to assist businesses with the permitting process, including assistance with other agencies such as utility districts and other regulatory bodies.	Medium	Short	Economic Development, Planning
CITY REGULATIONS				
EDF19	**Streamline Permit Review.** Create a "One Stop Permitting" process to streamline the permit review process that facilitates business attraction, retention, and expansion of projects.	High	Short	Planning, Public Works, Building and Safety
EDF20	**Makerspace.** Allow vacant and underutilized buildings in the Downtown area to provide shared spaces for artists and artisans, including collaborative workspaces (e.g., makerspaces that have tools for the design, prototyping and creation of manufactured works).	Medium	Medium	Economic Development, Planning
EDF21	**Zoning Code.** Update the City's Zoning Code to • Reflect modern business uses and needs, including allowing flexible or shared workspaces, • Streamline permitting and procedures, • Attract desired businesses and services, • Ensure tourism-related enterprises are allowed in appropriate locations, • Allow for the pairing of uses that support business spin-offs (e.g., R&D with retail), and • Encourage experiential retail concepts that mix service uses with traditional retail so that retailers remain competitive in an increasingly online marketplace.	High	Short	Planning

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF22	**Recruitment Incentives.** Periodically review possible incentives aimed at recruiting/retaining specific businesses such as restaurants, specialty retail, education, and health care, which may include FAR bonuses, reductions in parking, expedited permitting and other incentives.	High	Ongoing	Planning, Economic Development
EDF23	**Commercial Rehabilitation Support.** Establish and continue to improve City programs providing grants or loans for commercial rehabilitation and improvement, such as façade improvement programs.	Medium	Ongoing	Economic Development
EDF24	**Reinvestment Opportunities.** Facilitate and/or pursue reinvestment opportunities, such as grants, loans, bonds, to assist in adaptive reuse of vacant or underutilized properties.	Medium	Short	Economic Development
EDF25	**City Fees.** Establish competitive City fee schedules or structures.	High	Short	City Administration, Economic Development
PARTNERSHIPS AND COOPERATION WITH OTHER ORGANIZATIONS				
EDF26	**Coordination with Healthcare Institutions.** Establish regular communications with regional and local health care institutions such as San Gorgonio Memorial Hospital to understand their future facility needs and continuum of care services that may be attracted to the area such as physician's offices, specialty practices, rehabilitation centers and assisted living facilities.	Medium	Short	Economic Development
EDF27	**Coordination with Nearby Cities.** Establish regular coordination with neighboring jurisdictions, including the City of Banning, City of Calimesa and Riverside County to explore strategies for efficient infrastructure maintenance and delivery of services and economic development programs.	Medium	Ongoing	City Administration, Economic Development
VISITATION + TOURISM				
EDF28	**Promotion**. Regularly highlight positive news of and activities in Beaumont in various media outlets.	High	Ongoing	Public Information/ Communications

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
EDF29	**Visitor Resources.** Develop visitor resources, such as a local visitors' guide that includes local recreation opportunities, dining, shopping, cultural and historic landmarks, attractions and events.	Medium	Medium	Economic Development
EDF30	**Online Calendar.** Publish and regularly update an online calendar of activities and special events in Beaumont.	Medium	Ongoing	Economic Development
EDF31	**Event Sponsorship.** Work with local organizations to sponsor, organize, and/or promote public festivals, cultural performances and civic events.	Medium	Ongoing	City Administration, Economic Development
EDF32	**Event Space.** Create a public space for special events in Downtown.	Medium	Ongoing	Planning, Community Services
EDF33	**Encourage Hotel Renovations.** Provide incentives to hotel property owners to encourage the renovation of existing hotel properties.	Medium	Long	Economic Development
FISCAL SUSTAINABILITY				
EDF34	**Business Improvement District.** Form a Downtown Business Improvement District in key portions of the Downtown area.	Medium	Long	Economic Development
EDF35	**Utility Services Benchmarking.** Establish thresholds or standards for levels of service as a benchmark to evaluate adequacy of community and utility services.	Medium	Short	City Administration, All departments
EDF36	**Fee Structure.** Update the City's fee structure at least every five years to fully cover City costs for fee-based services to the extent feasible and desired by the community.	Medium	Ongoing	City Administration

HEALTH + ENVIRONMENTAL JUSTICE

Table 12.4 Health + Environmental Justice Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
HEALTH, EQUITY + ACCESS				
HEJ1	**Health Resources Inventory.** Develop an inventory of health resources in the City in cooperation with the RUHS-PH.	High	Short	Community Services, RUHS-PH
HEJ2	**Citywide "health check-up."** Every five years, conduct a community health assessment regarding the overall health and quality of life of those who live and work in Beaumont.	High	Ongoing	RUHS-PH
HEALTHY FOOD ACCESS				
HEJ3	**Healthy Food Survey.** Conduct a periodic survey to identify key food assets, opportunities for healthy retail, and areas of concern in the food environment.	Medium	Ongoing	RUHS-PH
HEJ4	**Healthy Food Program.** Develop and implement a micro-enterprise pilot program to help ensure healthy food is available to low-income residents in the City.	Medium	Medium	Planning
HEJ5	**Healthy Food Education.** Partner with Beaumont Unified School District to create a health curriculum based on learning about healthy food and making healthier food choices.	Low	Long	BUSD
HEJ6	**Healthy Food Choices.** Incentivize location and expansion of new and existing businesses that provide healthy food choices throughout the city.	Medium	Medium	Economic Development
REGIONAL AND LOCAL PARTNERSHIPS				
HEJ7	**Affordable Healthcare Options.** Partner with the RUHS-PH and other regional partners to provide information on affordable and accessible health care services, including mobile health clinics, health fairs, and county services.	Medium	Medium	Community Services
HEJ8	**Joint Use of Community Facilities.** Create a formal shared use agreement with the Beaumont Unified School District where the public and organizations (such as youth and adult intramural leagues) can access school fields/property after normal school hours.	High	Short	Community Services
HEJ9	**Information Campaign.** Promote the significant benefits of quality early childhood education to community members, employers, businesses and developers through social marketing campaigns.	Medium	Medium	Community Services

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
HEJ10	**At-risk Programs.** Work in partnership with the RUHS-PH to develop a training for parents of at-risk youth.	Medium	Medium	Community Services
LAND USE + COMMUNITY DESIGN				
HEJ11	**Housing Choices.** Update land use and zoning designations to allow for a variety of housing types in the City.	High	Short	Planning
HEJ12	**Housing Cost Burden.** Assess the strength of affordable housing policies in each Housing Element update.	High	Short	Planning
HEJ13	**Flexible Use of Community Spaces.** Update zoning code to allow for flexible uses in community spaces, including parks, streets, and civic plazas.	High	Short	Planning
COMMUNITY SAFETY				
HEJ14	**Vision Zero Policies.** Adopt and implement a Vision Zero program that reduces vehicle related fatalities to zero.	High	Short	Public Works
HEJ15	**Safe Routes to School.** Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.	High	Short	Public Works
HEJ16	**Graffiti Prevention.** Encourage the creation of a graffiti prevention team to remove graffiti from public property (e.g., parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.	Medium	Medium	Public Works
ENVIRONMENTAL SAFETY				
HEJ17	**Lead Abatement Programs.** Work with RUHS-PH to adopt a lead testing and abatement program in El Barrio and Town Center, the neighborhoods with a highest concentration of pre-1978 homes.	Medium	Medium	Public Works
HEJ18	**Residential smoking ordinance.** Adopt an ordinance to prohibit smoking in multi-family buildings.	Low	Long	Building and Safety
HEJ19	**Idling Ordinance.** Update zoning code to support an idling ordinance that reduces emissions from on-road heavy-duty vehicles.	Low	Long	Public Works
HEJ20	**Particulate Mitigation.** Adopt mitigation measures that limit vehicular and construction-related particulate emissions.	Medium	Long	Planning
HEJ21	**Herbicide Mitigation.** Develop an information campaign targeted at parents to help protect children from the risks of pesticides.	Medium	Long	Planning, Community Services
HEJ22	**Anti-dumping Programs.** Allocate appropriate resources for enforcement to prevent, and remove, illegal dumping.	Medium	Long	Planning, Community Services, Code Enforcement

COMMUNITY FACILITIES + INFRASTRUCTURE

Table 12.5 Community Facilities + Infrastructure Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
GROWTH + DEVELOPMENT				
CFI1	**Underground Infrastructure Mapping.** Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.	Medium	Medium	Public Works, Southern California Edison, BCVWD
CFI2	**Zoning and Implementation Ordinances.** Update zoning and building codes to enable innovative sustainability measures such as: • Greywater capture and reuse systems • On-site bioretention-based stormwater facilities • Coordinated below grade installation/repair between various providers and agencies • Wind generation on residential and commercial buildings • Electric vehicle infrastructure requirements • Green building performance standards	High	Medium	Planning, Public Works, Building and Safety
WATER				
CFI3	**Adequate Water Supply for New Development:** Require a Water Supply Assessment for new developments to ensure adequate water supply.	High	Short	Planning, BVCWD, Public Works
CFI4	**Water System Plans and Rate Study.** Participate in the revision of the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.	High	Long	Public Works, BVCWD
CFI5	**Funding.** Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.	High	Medium	Public Works, BVCWD, RCFCWCD
CFI6	**Water Education.** Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.	Medium	Medium	Public Works, BVCWD

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
CFI7	**Educational materials.** Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.	Medium	Medium	Public Works, BCVWD
	STORMWATER			
CFI8	**Low Impact Development.** Develop standards to: • Determine where Low Impact Development (LID) techniques are appropriate and can incorporate best management practices. • Identify and eliminate barriers to incorporate watershed protection principles.	Medium	Medium	Public Works
CFI9	**Area Drainage Plan.** Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.	Medium	Long	Public Works, RCFCWCD
CFI20	**Green Streets.** Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.	Medium	Long	Planning, Public Works, RCFCWCD
CFI21	**Local implementation Plan.** Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 ("MS4 Permit").	Medium	Medium	Public Works
CFI22	**Site Inspections.** Conduct periodic inspections of commercial and industrial facilities for non-stormwater and/or pollutants discharges to the storm drain system.	High	Medium	Public Works, Building and Safety
CFI23	**Construction Site Inspections.** Conduct construction site inspections in order to check for inadequate erosion and sediment control measures and/or non-stormwater discharges.	High	Medium	Building and Safety, Public Works
CFI24	**Sewer and Stormwater User Fees.** Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture.	Medium	Medium	Public Works, RCFCWCD

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
WASTE				
CFI25	**Food Recovery Program.** Work with local organizations and restaurants to develop a food rescue program that distributes edible food to low-income residents and promotes food waste prevention.	High	Medium	Community Services, RUHS
CFI26	**Zero Waste.** Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.	Medium	Long	RCDWR, Waste Management
CFI27	**Public Stewards of Zero Waste.** Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.	Medium	Medium	Community Services
CFI28	**Technical Assistance.** Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.	Medium	Medium	CalRecycle
CFI29	**Debris Recycling Ordinance.** Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.	High	Short	Building and Safety, Waste Management
CFI30	**Composting Program.** Expand existing recycling programs to include composting yard and garden waste.	Medium	Long	Waste Management
ENERGY + TELECOMMUNICATIONS				
CFI31	**Telecommunication Siting.** Establish siting parameters to minimize community impacts, including demonstration of compliance with federal safety standards, low-profile designs, co-location (where feasible), and minimum setbacks from residences.	High	Short	Planning
CFI32	**Fiber Optic Communications.** Work with regional and state partners to support fiber optic market development and Beaumont's participation in the statewide diffusion of fiber optic technology.	Medium	Long	Planning, Public Works
COMMUNITY FACILITIES + SERVICES				
CFI33	**School District Planning.** Work in partnership with Beaumont Unified School District to promote collaborative planning efforts, including analysis of future student impacts, joint use opportunities, and arts and culture programming.	High	Medium	Planning, BUSD, Community Services
CFI34	**Parks Master Plan.** Develop a Parks Master Plan in collaboration with the Beaumont Cherry Valley Parks District to address deficiencies in park maintenance, existing facilities, and available open space.	Medium	Long	Planning, BCVPD, Community Services

CONSERVATION + OPEN SPACE

Table 12.6 Conservation + Open Space Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
	ENERGY			
C1	**Energy Efficiency Programs.** Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.	High	Medium	Planning, Building and Safety, WRCOG
C2	**Energy Disclosure Policy.** Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.	Medium	Medium	Planning, Building and Safety
C3	**Passive Solar Techniques.** Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and reduce lifetime energy costs without significantly increasing housing production costs.	Medium	Long	Planning, Building and Safety
C4	**Green Affordable Housing.** Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.	High	Medium	Planning, Building and Safety
C5	**Green Building Design.** Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.	High	Medium	Planning, Building and Safety
C6	**Shade Assessment.** Partner with local and regional agencies to identify and prioritize areas for shade in public places.	High	Short	Planning, Pass Transit, TLMA
C8	**Greenhouse gas inventory.** Prepare a revised greenhouse gas inventory on regular 3-year cycles.	Medium	Medium	Planning, WRCOG
C9	**Climate Adaptation Plan.** Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.	High	Medium	Planning, WRCOG

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
C10	**Advanced and Green Industry Workforce Training.** Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).	High	Medium	Planning, Economic Development, Building and Safety, Wastewater
C11	**Sustainable Communities Strategy.** Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.	High	Medium	Planning, SCAG
C12	**Energy Education.** Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.	Medium	Short	Planning, Building and Safety
C13	**Solar Access.** Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.	Medium	Medium	Planning, Building and Safety
AIR QUALITY				
C14	**Air Quality Efforts.** Partner with local and regional agencies to educate and support efforts that improve local air quality.	High	Medium	Planning, SCAQMD
C15	**Sensitive Uses.** Update the municipal code to prohibit and/or mitigate the impacts of localized air pollution, addressing specific strategies for sensitive receptors.	High	Short	Planning
SENSITIVE HABITAT + RESOURCES				
C16	**Buffer Zones.** Update zoning code to identify and protect sensitive habitat areas and corridors, including preservation and conservation easements, open space buffers, and reduced intensity of development.	High	Short	County TLMA, Riverside Conservation Authority, Planning
C17	**Dark Sky Lighting Ordinance.** Prepare a Dark Sky Ordinance to regulate outdoor lighting through the adoption of comprehensive citywide outdoor lighting standards, such as shielding light in the downward direction and limiting bright white lighting and glare.	Medium	Short	Planning, Public Works, Community Services

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
C18	**On-site Wildlife Habitat.** Encourage the protection of undisturbed native plants and habitat areas, instead of individual native plants sprinkled around a development.	Medium	Short	Planning
C19	**Hillside Ordinance.** Support and implement the existing hillside ordinance.	High	Short	Planning, Public Works
C20	**Cultural Resource Sensitivity Map.** Develop a Cultural Resource Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence.	Medium	Medium	Planning
OPEN SPACE				
C21	**Joint use.** Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails.	Medium	Medium	Planning, BUSD, BCVRPD, Community Services
C22	**Open Space Partnerships.** Partner with adjacent cities, Riverside County, and local and state park agencies to create linkages and enhance access to publicly-accessible parks and open spaces.	Medium	Long	Planning, Community Services, County TLMA, Parks & Recreation, BCVRPD, City of Banning, City of Calimesa
BIOLOGICAL RESOURCES				
C23	**Future Development.** Partner with landowners and government agencies in the sphere of influence to promote future development concepts, coordinate on open space uses, and protect existing wildlife.	Medium	Long	Planning, Community Services, County, Parks & Recreation, City of Banning, City of Calimesa
C24	**Habitat Management Plan.** Work collaboratively with the County to develop a Habitat Management Plan for sensitive areas in the sphere of influence, in conformance with habitat management requirements.	Medium	Long	Planning, County TLMA, RCA
ARTS + CULTURAL RESOURCES				
C25	**Arts and Culture District.** Update municipal code to create an arts and culture overlay to help spur catalytic projects and development.	Medium	Medium	Planning
C26	**Public Art Master Plan.** Develop a public art master plan to identify potential sites, partnerships, and sustainable funding mechanisms for art in the City.	Medium	Medium	Planning
C27	**Wayfinding.** Develop wayfinding and signage to key sites, including historic (non-archaeological) places (as allowed by law), gateways, and points of interest.	Medium	Short	Planning, Public Information, Economic Development

SAFETY

Table 12.7 Safety Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
CRIME PREVENTION				
S1	**Police Department Staffing Ratio.** Work with the police department to establish resource needs to sustain minimum staffing levels.	High	Short	Beaumont Police
S2	**Crime Prevention Design.** Update municipal code to ensure that site design and planning techniques that reduce the potential for criminal activity (e.g., CPTED) are included.	Medium	Medium	Planning, Beaumont Police
S3	**Safety Taskforce.** Establish a safety task force that meets with staff from the Riverside County Sheriff, police department, and other law enforcement agencies to coordinate crime prevention strategies in the City and within the Sphere of Influence.	Medium	Medium	Beaumont Police
S4	**Community and Recreational Program**s. Establish/expand community and after-school programming for at-risk youth.	Medium	Long	Community Services, Police, Parks & Recreation, BUSD
S5	**Budget Review.** Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development.	Medium	Medium	Planning, Beaumont Police, CAL FIRE
S6	**Lighting Study.** Assess existing lighting needs in the city, including areas that need improved lighting or potential crime prone areas.	Medium	Medium	Public Works, Community Services
DISASTER PREPAREDNESS				
S7	**Community Risk Assessment.** Conduct a community risk assessment to identify critical facilities and community assets.	High	Medium	Beaumont Police, CAL FIRE, Public Works
S8	**Climate Change Risk Assessment.** Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379	High	Medium	Planning, Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
S9	**Safety Information Campaign.** Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness. Develop an educational campaign for residents and business owners to learn what to do during an earthquake and how to better prepare for an earthquake.	Medium	Medium	CAL FIRE, Beaumont Police
S10	**Community Preparedness Toolkit.** Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.	Medium	Medium	CAL FIRE, Beaumont Police
S11	**Maintenance Fund.** Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities.	Medium	Medium	CAL FIRE, Beaumont Police, Community Services
FIRE AND WILDFIRE				
S12	**Fire Hazard Risk Assessment.** Inventory all buildings, assigning risk level for all wildfire hazards in the City and developing regulations for each level to minimize wildfire risk.	High	Medium	CAL FIRE
S13	**Municipal Code Updates.** Update municipal code to require that • new public facilities are located outside of Very High Fire Hazard Severity Zones, when feasible. • developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation). • development in High and Very High Fire Hazard Severity Zones prepares a fire protection and evaluation plan. • new development provides emergency access (i.e., two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire. • all existing and new homes and businesses have visible street addressing and signage	High	Short-Medium	Public Works, CAL FIRE, Building and Safety

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
S14	**Fire Suppression Guidelines.** Develop fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.	High	Medium	CAL FIRE
S15	**Buffer Zone.** Define a protected buffer zone that separates wildlands from vulnerable development to mitigate the risk of potential wildfires.	High	Medium	CAL FIRE
S16	**Water Assessment.** Confirm that water pressure is adequate for firefighting purposes in existing and future developed areas.	High	Short	CAL FIRE, BCVWD
SEISMIC SAFETY				
S17	**California Building Codes.** Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released.	High	Medium	Public Works, Building & Safety
S18	**Earthquake Hazard Reduction Ordinance.** Update municipal code to require strengthening of existing wood-frame buildings with soft, weak, or open-front wall lines in housing constructed before 1980.	Medium	Medium	Building and Safety
S19	**Code Enforcement.** Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous.	High	Medium	Police, Building & Safety, Code Enforcement
S20	**Seismic Retrofit Incentive Program.** Develop a retrofit incentive program to help reduce earthquake hazards, focused on existing public facilities as well as existing multifamily housing constructed prior to 1980.	Medium	Medium	Building and Safety
S21	**Geologic Instability Mitigation.** Update municipal code to adopt regulatory techniques to mitigate public safety hazards, and if necessary, prohibit development where geologic instability is identified.	High	Medium	Building and Safety, Public Works
FLOOD CONTROL				
S22	**Flood Control Maps.** Regularly update City's maps to reflect latest FEMA designations.	High	Short	Public Works

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
S23	**Update Municipal Code.** Update municipal code to require: • on site stormwater runoff retention • limit stormwater runoff impacts on adjacent properties	High	Short	Public Works
HIGH WINDS				
S24	**Design Review.** Develop guidelines for multi-hazard design measures that mitigate the effects of high winds and consider other potential risks.	Medium	Medium	Building and Safety
S25	**Dust Control.** Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions.	Short	Medium	Building and Safety, Public Works
CLIMATE CHANGE				
S26	**Cooling Centers.** Establish cooling centers to reduce Beaumont residents' vulnerability to extreme heat events and severe storms.	High	Short	Community Services
S27	**Critical Facilities.** Upgrade building code to require critical facilities to operate on micro-grids, including generator power, solar, and wind turbine power sources.	Medium	Medium	Public Works, Building & Safety
S28	**Water Conservation.** Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.	High	Medium	Public Works, Planning
HAZARDOUS MATERIALS				
S29	**Remediation Strategies.** Establish protocols for regular coordination with regulating agencies regarding remediation strategies for hazardous and toxic materials	High	Medium	Department of Toxic Substances Control, Public Works, Building and Safety
S30	**Hazardous Materials Inventory.** Develop an inventory of hazardous materials used by businesses in the City. Maintain this inventory as a living document.	Medium	Long	Building and Safety
S31	**Contaminated Sites**. Maintain a public record of property locations, which contain hazardous materials, including a timetable for and the extent of remediation to be expected.	High	Medium	Department of Toxic Substances Control, Building and Safety

NOISE

Table 12.8 Noise Implementation Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
NOISE REGULATIONS				
N1	**Update the City's Noise Ordinance.** Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City's noise standards.	High	Short	Planning, Building and Safety
N2	**Requirement for Acoustical Studies.** Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code.	High	Short	Economic Development
N3	**Project Design Guidelines.** Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities.	High	Short	Planning
MOBILE NOISE SOURCES				
N4	**Freeway Noise Reduction.** Work collaboratively with Caltrans and the Federal Highway Administration to install measures that mitigate noise impacts along freeways.	Medium	Long	Public Works
N5	**Traffic Noise Assessment.** Periodically review and assess the sources of noise and vibration, strategies for mitigating impacts, and specific actions that can be applied.	High	Ongoing	Public Works
STATIONARY NOISE SOURCES				
N6	**Construction Noise Limits.** Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations .	High	Short	Planning, Building and Safety

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
N7	**Stationary Equipment.** Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors.	High	Short	Planning, Building and Safety, Code Enforcement
N8	**Equipment Staging Areas.** Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.	High	Short	Planning, Building and Safety
N9	**Additional Noise Attenuation Techniques.** Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/ conditioning phases of construction. Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors.	High	Short	Planning
N10	**Vehicle and Equipment Idling.** Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.	High	Short	Planning, Building and Safety, Code Enforcement

DOWNTOWN AREA PLAN

Table 12.9 Downtown Area Plan Actions

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
DEPARTMENTAL PROCESSES				
DAP1	**Update Zoning.** Modify zoning map and zoning standards to maintain consistency with the General Plan.	High	Short	Planning
DAP2	**Prepare Design Standards and Guidelines**. Prepare design guidelines to illustrate community character and complement development requirements.	Medium	Medium	Planning
DAP3	**Development Review.** Establish procedures that expedite permitting in Downtown.	Medium	Medium	Planning
DAP4	**Pedestrian Improvements Funding.** Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.	Medium	Medium	Planning, Public Works, Economic Development
RESIDENTIAL USES				
DAP5	**Infill Housing Incentive Program.** Establish an infill housing incentive program focused on Downtown. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.	High	Ongoing	Planning, Public Works, Economic Development, Building and Safety
DAP6	**Core Service Areas.** Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.	High	Ongoing	Planning, Public Works, Economic Development
NON-RESIDENTIAL USES				
DAP7	**Mixed Use Development.** Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed- use development.	Medium	Medium	Planning, Public Works, Economic Development
DAP8	**District Marketing.** Create a branding and marketing strategy for Downtown.	High	Ongoing	Planning, Economic Development
DAP9	**Façade Rehabilitation Programs.** Use CDBG (or other) funds to provide grants or loans to existing businesses to improve their appearance.	Medium	Ongoing	Planning, Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
COMMUNITY DESIGN + PUBLIC REALM				
DAP10	**Wayfinding Program.** Implement a wayfinding and signage program to establish Downtown identity and improve visibility to destinations in and around Downtown.	Medium	Medium	Planning, Economic Development
DAP11	**Placemaking Program.** Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.	Medium	Medium	Planning, Public Works, Community Services
DAP12	**Tree Planting Program.** Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).	Low	Long	Planning, Community Services

APPENDIX:
COMMUNITY ENGAGEMENT RESULTS SUMMARY

COMMUNITY WORKSHOP #1 SUMMARY

COMMUNITY SURVEY #1 – COMMUNITY SURVEY

COMMUNITY SURVEY #2 – VISUAL PREFERENCE SURVEY

COMMUNITY SURVEY #3 – PREFERRED ALTERNATIVE

COMMUNITY WORKSHOP #1 SUMMARY

COMMUNITY WORKSHOP #1

Beaumont Community Workshop #1 Summary
City Hall, Gymnasium
550 E. 6th Street, Beaumont, CA 92223
June 21, 2017 6:00 PM- 8:00 PM

WORKSHOP OVERVIEW

On Wednesday, June 21, 2017, the City of Beaumont hosted a community workshop as part of the Beaumont 2040 General Plan Update. The workshop was held at City Hall in the Gymnasium from 6:00 PM until 8:00 PM. The workshop was attended by approximately 16 people, in addition to 5 General Plan Task Force members and various city personnel. A Spanish speaking translator was available at the workshop and offered simultaneous interpretation services during the presentation. All workshop materials were available in English and Spanish. A youth table activity was available to parents and their children.

The workshop presentation was led by Matt Burris of Raimi + Associates, who provided community members with an overview of the purpose and process of the Beaumont General Plan Update. The presentation highlighted key themes and community feedback on the General Plan noting future opportunities to provide feedback on the project.

The workshop included the following types of activities:

- **Facilitated Group Discussion:** During this activity, groups of 8-10 participants, in addition to one facilitator exchanged ideas on the future of Beaumont. Participants were asked to answer three big-picture questions 1) What do you like most about your city? 2) What are opportunities in the City? Is there anything that should be preserved or changed? 3) What would you like to see improved in Beaumont 2040? What qualities or features will the City have in the future?
- **Workshop Stations:** Participants were invited to provide feedback on a variety of topics regarding the built environment. Each station asked participants to provide direction and focus on five key areas of interest for the General Plan Update: 1) prioritize top issues within Beaumont, 2) ideas for changes to downtown Beaumont, 3) top qualities within Beaumont, 4) map areas of improvement, and 5) identify preference on a visual preference survey.

This report summarizes the results of the facilitated group discussion and workshop stations.

FACILITATED DISCUSSION

Following the presentation, community members were seated at tables in groups of 8-10, with one facilitator each, totaling four small discussion tables. This activity was approximately twenty-five minutes and included brief conversations on three discussion questions. The group facilitators summarized main points from the discussions, followed by a large group report-out.

Question 1. What do you like most about your City?
Responses to this question included:

- Natural environment; Clean air, mountain ranges, rural open space,
- Location; proximity to desert, mountains and ocean,
- Small town feel,
- Quality education,
- Value and affordability of homes,
- City fiscal responsibility,
- Outdoor recreational amenities and programs,
- Safety

Question 2. What are opportunities in the City? Is there anything that should be preserved or changed?
Responses to this question included:

- Preserve and enhance Beaumont's library,
- Preserve air quality, views, and quality of life,
- Upgrade trails and pathways with better use of Edison easement,
- Upgrade freeway interchanges,
- Revitalize downtown with a defined core - update 6th street,
- Enhanced landscaping,
- Preserve City Hall's old town feel and other Historic Districts,
- Add a dark sky ordinance, limited light, hiking trails,
- Increase grocery stores (e.g., Costco) and other dining options,
- Add monthly street fairs or farmers markets,
- Increase family recreation options (e.g., bowling alley),
- Increase local job opportunities,
- Maintain industrial use separation from residential

Question 3. What would you like to see improved in Beaumont 2040? What qualities or features will the City have in the future?

Responses to this question included:

- Diversified housing,
- Attract more families,
- Balanced growth,
- Walkable, safe, connected streets,

- Transit options (e.g., Metro station),
- Improve roadways and railroad crossings,
- Develop parkland on South Extension,
- Recreational options for all ages and increased community activities,
- Increase shopping, quality entertainment and restaurants,
- Makers space, business centers,
- Attract high tech employment, and additional industry,
- Focus on careers of the future,
- Mayors Goals: attract business, high tech, manufacturing, small business centers, higher education, technical schools, Gym University center – (see Santa Clarita), enhanced recreation activities like a movie theatre

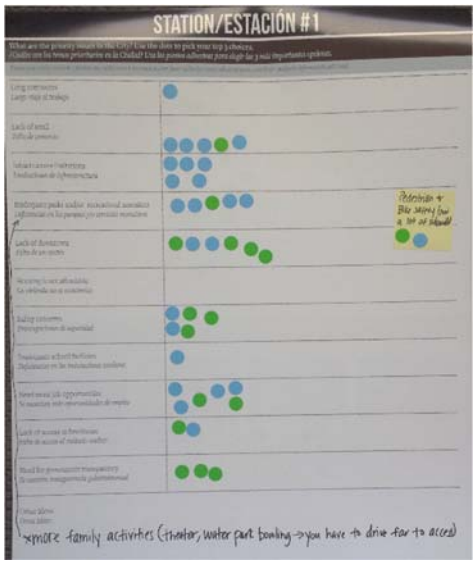
WORKSHOP STATIONS

Following the facilitated discussion, participants were invited to visit each of the six workshop stations, including one youth station. Each station included a poster board with directions, a large flip chart for additional notes, stickers for the activity, a pen, and sticky notes for additional comments. Participants were encouraged to ask questions, write notes, and share their ideas. One facilitator was stationed at each workshop board to help answer questions and encourage participation.

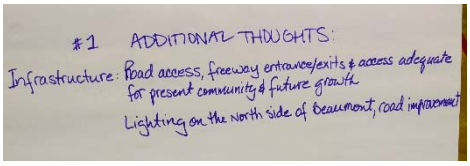
STATION 1: CITYWIDE PRIORITIES

This station asked participants, "What are the priority issues in the City? Use the dots to pick your top 3 choices." Participants selected their top three issues within the City. The two highest supported priorities for the city were: lack of downtown and need for more job opportunities.

Workshop Station #1: Priorities Issues for the City *Pick your top three priorities*	**Tally**
Long Commutes	1
Lack of Retail	5
Infrastructure Limitations	5
Inadequate parks and/or recreational amenities	5
Lack of downtown	**6**
Housing is not affordable	0
Safety Concerns	5
Inadequate school facilities	1
Need more job opportunities	**6**
Lack of access to healthcare	2
Need for government transparency	3



Other ideas/Additional Thoughts:
Pedestrian & bike safety (not a lot of sidewalks)
More family activities (theatre, water park, bowling, you have to drive far to access)
Infrastructure: Road access, freeway entrances and exits, and access adequate for present community and future growth.
Lighting on the North side of Beaumont, road improvements

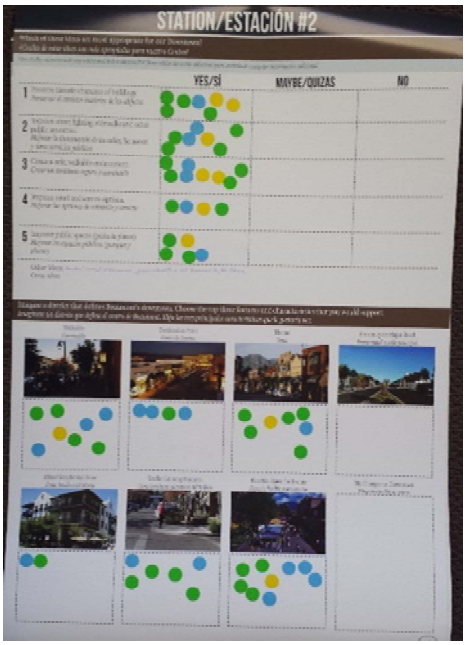


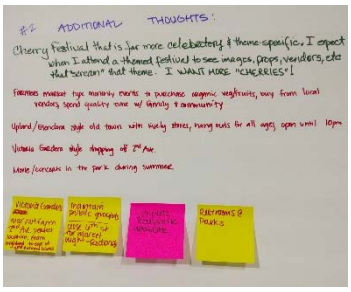
STATION 2: DOWNTOWN

Station 2 presented to the community with two questions regarding the future of Downtown Beaumont. The first question asked participants, "Which of these ideas are most appropriate for downtown?" All respondents were in support of improvements to Downtown Beaumont's public spaces. The highest supported idea was to create a safe, walkable environment. No participants responded, "Maybe" or "No" to any of the ideas for Downtown Beaumont.

Workshop Station #2: Downtown *Which of these ideas are most appropriate for downtown?*	**Yes**	**Maybe**	**No**
Preserve historic character of buildings	7	-	-
Improve street lighting, sidewalks and other public amenities	7	-	-
Create a safe, walkable environment	**8**	-	-
Improve retail and service options	4	-	-
Improve public spaces (parks & plazas)	5	-	-

The second question on the Downtown board asked participants to choose the top three features of a downtown. This question was asked in the form of a visual preference survey, with images to illustrate each feature. No respondents chose the option to make, "no changes to downtown." The top 3 selected features for Downtown Beaumont was: flexible space for events, downtown theme and walkable downtown.



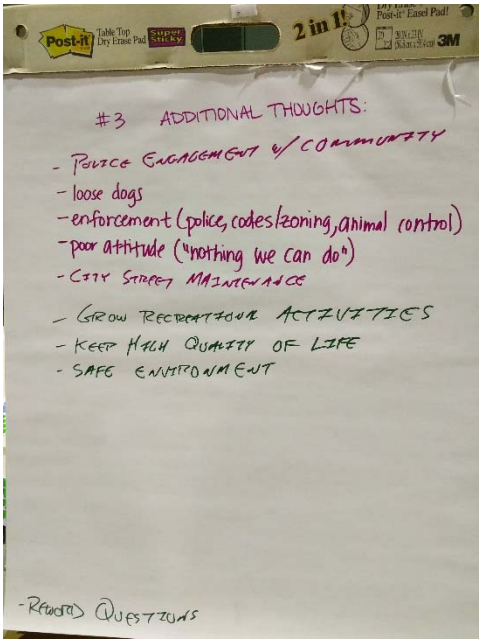


Workshop Station #2: Downtown *Choose the top three features and characteristics that you would support*	**Tally**
Walkable	**8**
Destination Point	4
Theme	**7**
Proximity to Major Road	0
Mixed Residential Zone	2
Traffic Calming Features	6
Flexible Space for Events	**9**
No Changes to Downtown	0
Other ideas/Additional Thoughts:	
Farmers-market type monthly events	
Old Town with lively stores and recreational opportunities for all ages (that are open late) similar to Glendora Village and/or Upland.	
Victoria Gardens (Rancho Cucamonga, CA) style shopping plaza off of 2nd Avenue	
Movie/concerts in the park during summer months	
Restrooms added to public parks	
Maintain public grounds	
Complete sidewalk network	

STATION 3 PRESERVATION

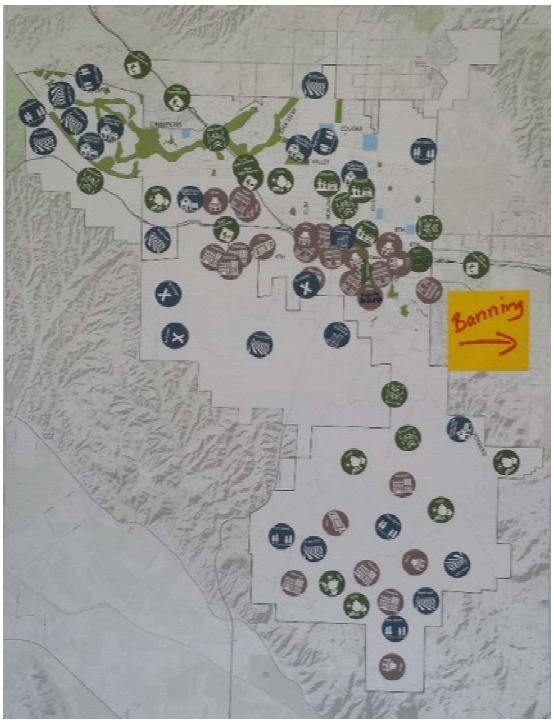
This station asks participants, “In the future, what are the most important qualities of Beaumont that should stay the same? Choose your top three choices.” Of the options, the top 3 qualities chosen by participants were: 1) the quality of police and fire services, 2) mountain views, and 3) small town feel.

Workshop Station #3: What quality of Beaumont should stay the same? *Pick your top three priorities*	**Tally**
Affordable housing	2
Historic Buildings	5
Small Town Feel	**6**
Open Spaces	1
View of the Mountains	**9**
Quality of Schools	3
Recreational Opportunities	3
Quality Police and Fire Services	**9**
Parks	2
Rural Land Uses	3
Downtown	3
Other ideas/Additional Thoughts:	
Maintain quality of police services –community members have noticed lack of Police engagement with community, lack of code enforcement, poor attitudes from city staff, lack of city street maintenance, high number of loose dogs	
Grow recreational activities and opportunities	
Maintain high quality of life	
Maintain safety	



STATION 4: MAPPING EXERCISE

Board 4 presented an aerial map of Beaumont, asking participants to use stickers to identify areas where they would like to see improvements to infrastructure, housing retail and character. Many of the desired improvements focused around the 10-Freeway corridor, Downtown Beaumont, and 1st Street, noting a priority for added office, retail, sidewalks, jobs and industrial areas. Community members also indicated a desire for rural land, open space, single family homes and road improvements in Northeastern Beaumont. In Southern Beaumont, participants indicated a desire for jobs, rural land, single family homes, industrial, parks, and offices. Within the Sphere of Influence, (Western Beaumont) participants indicated a desire for rural land and no change.



Other ideas/Additional Thoughts:
Connected bikeway throughout city
Road improvements citywide
Addition of an interchange at Pennsylvania Avenue
Addition of a Metrolink Station
Addition of sidewalks, bicycle lanes, road improvements, and jobs throughout Beaumont
Maintain safety and security at halfway and probation housing within the city

STATION 5: VISUAL PREFERENCE

Station 5 asked participants, "Which of these features would you like to see more of in your town?" Each feature offered 4 options for which participants to vote on.

Workshop Station #5: Visual Preference Survey *Use the dots to show your preference for each feature.*				
Open Space				
	4	**4**	1	**4**

Parks & Recreation				
	2	3	3	**4**
Arts & Culture				
	3	1	2	**4**
Street Design				
	2	4	**6**	1
Shopping				
	6	4	1	2
Employment				
	5	2	3	2
Single Family Residential				
	1	3	4	**5**
Multi-Family Residential				
	3	1	**3**	**3**
Other ideas/Additional Thoughts:				
Add a train station that accesses Los Angeles and the Desert.				

Overall, participants indicated a preference for mixed-use, walkable places and traditional development patterns and rural and small-town character.

STATION 6: YOUTH ACTIVITY

The Youth activity took place in the same space as the workshop stations. The station featured magazines, scissors, glue sticks, markers, and a template for participants to create a collage of their vision for Beaumont. This activity had two participants. Feedback from this activity included: farmers market, child safety, splash park, community garden, fun activities for families, including a bowling alley or petting zoo, housing and parks, and cooling areas.

COMMUNITY SURVEY #1 – COMMUNITY ISSUES

COMMUNITY CHARACTER SURVEY

OVERVIEW

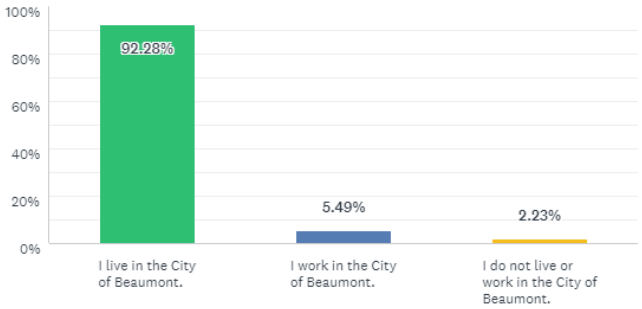
The Beaumont Community Character Survey was developed to better understand what types of places align with the community's vision for the future. Participants were asked to review a series of images and to prioritize various options.

The data collected as part of the survey will inform the development of the General Plan update. The survey was made available in an online format and was publicized through the Elevate Beaumont website, City of Beaumont's website, and social media outlets.

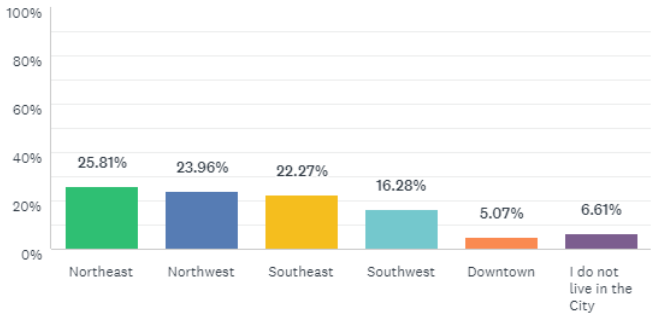
The survey included three demographic questions to identify whether participants lived and/or worked in Beaumont, general location of housing, and age range. In addition, the survey included seven questions to gather input on development character, policy options, and planning concepts for potential change areas within Beaumont. A total of 678 respondents completed the survey. However, not all respondents answered every question. While the survey respondents provided the City with valuable insights and ideas, the findings of this survey may not be "representative" of the community character preferences of all community members. On a national level, community survey respondents are more likely to be female, older, and have higher educational attainment levels than the general population. In order to develop a more comprehensive understanding of the needs and priorities of city residents, we will continue to solicit feedback from community members through other methods. These survey responses will inform and support other community input collected as part of the General Plan update.

BEAUMONT COMMUNITY CHARACTER SURVEY FINDINGS

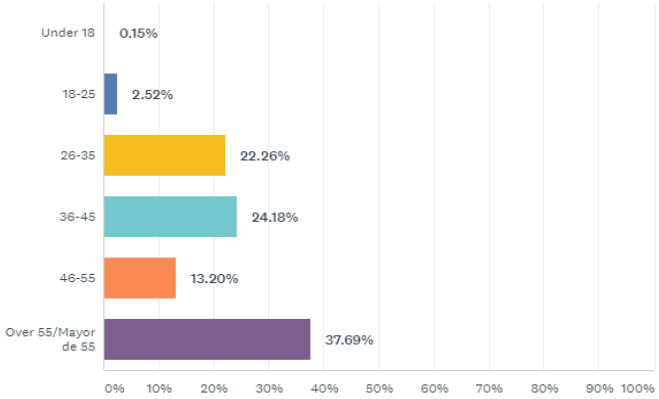
The first survey question asked respondents to specify whether they lived or worked in Beaumont. Of 674 respondents, there were 92.28% that lived in Beaumont, 5.49% that worked in Beaumont, and 2.23% that did not live or work in Beaumont.



The second survey question asked respondents to specify where they generally lived in Beaumont. Of 651 respondents, there was 25.81% that lived in the Northeast, 23.96% that lived in the Northwest, 22.27% that lived in the Southeast, 16.28% that lived in the Southwest, 5.07% that lived in Downtown, and 6.61% that do not live in the City.



The third survey question asked respondents to specify their age range. Less than 1% of respondents were under the age of 18, 2.52% were in the 18-25 age range, 22.26% were in the 26-35 age range, 24.18% were in the 36-45 age range, 13.20% were in the 46-55 age range, and 37.69% were over 55 years old.



The fourth survey question asked respondents to specify the type of land use and character for the future vision of East 6th Street. The top response (57.52%) was Alternative 1.

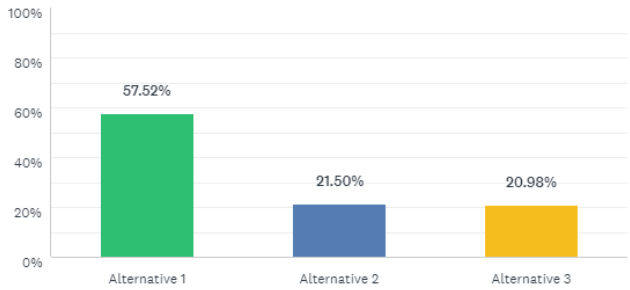


Table 1: Thoughts and comments related to land use and character on E. 6th Street *(Response Count=57)*
Comments related to development types:
• Enough housing already! We have plenty of housing but not enough for all these people to do in Beaumont. Two and three stories will block the Natural views of the mountains in Beaumont. We could use another movie theater in the area, live theater, local history museum, dancing, local shops (not box stores), etc that keep the charm of Beaumont and give people things to do. I was just in Old Town Temecula, and the Downtown area would be great for Beaumont. I have lived in Cherry Valley 23 years and have been waiting for a downtown Beaumont that captures the charm of the area.
• Not be of the above. Stop further development and focus on infrastructure; roadways and freeways access is troubling. And build schools to accommodate the existing housing as well as areas already in development!
• Just commercial
• Shops centers, market nights
• I prefer there not be any construction other than improving the street in the city. Highsprings is already overwhelm with traffic and unless there are alternative routes to lessen the congestion on that street than I vote for no more additions.
• No residentials! Some retail.
• Too much housing. Actually fix the roads and not patch it up. Also fix the water leaks and drainage.

Table 1: Thoughts and comments related to land use and character on E. 6th Street
• This is a small, rural area. There are already too many people here. My family has been here since the 1920's and we have watched Beaumont take a nose dive with more crime, etc. We don't want to live in a metropolis, yet we don't have a say. It's sad that the 3 choices only involve outsiders and we who have lived here forever pay the price. The more people transplanted up here, the more crime, traffic, smog. But hey, at least you guys will have money, right?
• I want a super target in Beaumont!
• We do not need more residential without a substantial increase in commercial.
• Atract business, seems city council is against small business.
• No more than a strip mall/restaurants, commercial only! NO more houses or apartments! No 2 or 3 story anything! Our city is losing its rural feel and the traffic keeps getting worse.
• Retail/Office only.
• Target winco
• No more houses! Already to0 many cars.
• Residential is growing exponentially faster than commercial in this town. We need recreation and restaurants, not more homes. The more people you pack into a smaller area, the more congested it becomes.
• We need nicer restaurants, ex: Cheesecake Factory, Panera, Corner Bakery, Coco's, Marie Calendar's, Red Lobsterbetter stores to shop, ex: Trader Joe's, Whole Foods, Sprouts, Bristol Farms. We need a Lowe's on this side of town. We do not need any more cell phone stores, mattress or fast food drive-thru eatery establishments or apartment buildings.
• No apartment buildings or manufactured housing
• We need a few higher end restaurants.
• No more housing Untill the city's infrastructure is up to par to handle all the people her now.
• More quality restaurants
• I would love to see an area of just commercial and food places. Kind of like a downtown of the city that's family friendly. And walking & bike accessible. With seating shaded areas. Grass for children to play or walk dogs. But definitely shade, our city lacks shade and the heat is very harsh on most summer days. There's nice parks in this city but none with big enough trees that provide shade for a family picknic and such.
• Retail, office space. No 99 cent stores or discount stores. Dining other then fast food would be nice. No housing, no apartments.
• That area does not need 3 story houses. 2 story should be plenty. 3 story anything would not blend with the area.
• Can we get a target, Costco or Winco? So many houses not enough retailers.
• Smaller mom and pop business. Basically what is there now with new life added to it. Add some trees and get rid of some of the red zones so that people can park.
• Costco, 24 Hr Fitness, Target, Outdoor Shopping Center (Your stop before Cabazon), Restaurants (middle to higher end setups), Tech centers,
• Absolutely no low income housing or complexes. This is what happened in San Bernardino. We are better than that.
• Strictly commercial on the main street.

Table 1: Thoughts and comments related to land use and character on E. 6th Street
• Utilize empty spaces for outdoor promenades, shopping centers with major chain stores. The city has enough grocery stores. We have 2 major grocery stores on one block. (6th & Highland Springs)
• Retail and commercial only
• Try to leverage the history of the area and create a city center similar to what they have done with Old Town Temecula. Make it a place where people in transit between LA and Phoenix or our desert communities MUST stop for restaurants, shops, etc.
• One of the big negatives I see in beaumont is the lack of a downtown. I think that there needs to be an area of Beaumont that is walkable from a lot of the new housing tracks that are going in, and 6th street seems like a reasonable option. You should look at redlands downtown area, but that area is dying. Look at San Luis Obispo, and how they mixed new restaurants with old stores and offices.
• No apartments.
• Beaumont has enough strip mall type structures on 6th. We don't need more.
• Not fond of any alternative. Think I'd prefer pure commercial. 6th street traffic is awfully dangerous for little kids. Keep residential to the north of 6th.
• Alternative 3 with dog friendly multi family residential. If you search dog friendly apartments the nearest ones are in Redlands which is unfortunate.
• no apartments or mobile homes no warehouses
• 6th Street seems to be the main thoroughfare in Beaumont. There should not be any residents living there. 6th Street should be all businesses.
• Traditional housing and retail stores.
Comments related to Streetscape
• a Coronado Island feel to keep would be great for Beaumont. A place to have market night and bands come and play. Bike lanes and Bike racks to park our bikes down the blvd. Also more lighting throughout the streets.
• Emphasis on walkability. Limit to 2 stories.
• Make it Victorian style
• WE NEED MORE SHADE PLANT MORE DAMN TREES IM TIRED OF THE DESERT LOOK WE ARE NOT DESERT!!!!!!!!!!!!!!
• Develop a historic small town walking/living community center. Attractive and intelligently designed without unsightly billboards/advertising banners. A small hub that will attract a market night, farmers markets etc...
• Ensure street is wide enough and thete is parking. Eliminate the street changing from one lane to two lanes and then back to one causing a bottle neck with cars merging.
• Have a "building theme" standard, don't allow planning department to approve buildings similar to gray building along Beaumont Ave. (east side) north of 10th Street. This has got to be one of the ugliest buildings and it is on one of our main streets. no wonder that this building is still vacant after all these years.
• We could use a public park. Maybe a dog park.
• plus some "green areas" - small parks
Other Comments
• Truly none of these are my first choice.
• I believe the town should encourage residents that can pay taxes to support the social services they require. The town should not encourage residents who cannot pay their full cost of social services.
• Lower the residential property taxes.
• Take a look at downtown St. Helena, Ca. just for reference. There should be an abundance of photos on line.
• Alternative 1 or 3 would both be ok.

Table 1: Thoughts and comments related to land use and character on E. 6th Street
• I dont like any of the options. Is no longer a small town. City council should be investigated. The streets on the north side of town need to be repair that should be one of the first job in this city plan.
• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.

The fifth survey question asked respondents to prioritize the top three characteristics preferred in the future downtown. Respondents identified "Option 1 – Entrance to Downtown" as their top choice (44.21%), "Option 3 – Street Furniture" as their second choice (46.39%), and "Option 4 – Public Art" as their third choice (54.67%).

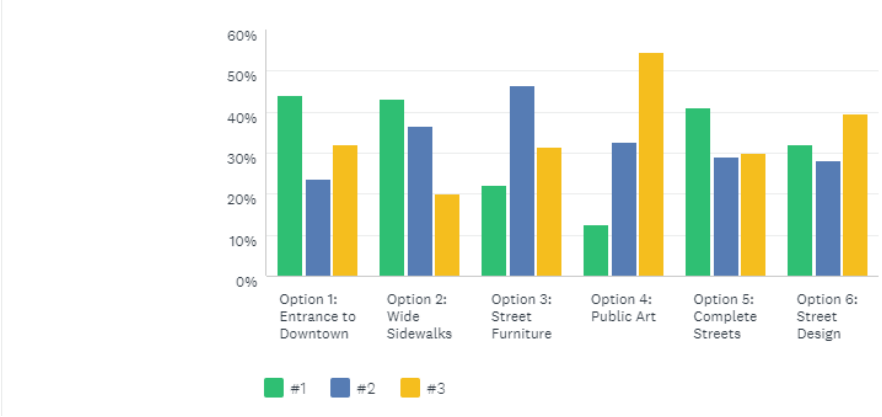


Table 2: Thoughts and comments related to the Downtown streetscape *(Response Count=38)*
Comments related to Beautification
• Walking bridges over streets. outdoor/patio restaurants areas of planted flowers/landscaping (use of deciduous trees to reflect our old-fashioned, small-town roots as a community
• A fountain
• Improved street fronts of current/existing buildings.
• To truly improve this area the businesses allowed here must be attractive to bring people JUST for the sake of bringing people, e.g. upscale or creative foods, bakeries, artisans, specialty small markets, bookstores, galleries. NOT unattractive routine stores like UPS, Fedex, dry cleaners, liquor stores, etc. that should be placed in strip malls on back streets

Table 2: Thoughts and comments related to the Downtown streetscape
• sidewalk cafes, meeting places, small park, water features, art galeries, cobblestone streets. Move out the tatteo and massage parlors.
• Option 2 second picture mixed with option 3 first picture would give area a definite character. In order for either to work, there needs to be adequate public parking off the main street
• Art always brings on the fun and learning for kids!
• We want a nice cute walkable downtown. I would like to attract shops and small restaurants and consider a nice park or play area. 6th street and surrounding neighborhoods are not very attractive for a family walk or outing. There isn't even something near the library to make a day out of picnic, play and read.
• Enticing Landscaping and More restaurants
• With an OLD TOWN theme
• Closed to traffic streets except bikes and busses. Parks and sitting areas intermixed with shops and condos.
• Allow artists, musicians, and photographers some opportunity in the downtown area.
Comments related to Trees
• WE NEED MORE TREES ITS TOO HOT PLANT MORE FREAKING TREES!!!!!!!!!!!
• I would love to have 6th street become a beautiful, tree-lined avenue.
• We need LOTS of trees because it's so hot in the summer.
Comments related to Accessibility
• Create a walkable and distinguishable downtown, with traffic calming measures, wide and inviting sidewalks, on street parking, and an emphasis on adding mature street trees!
• Multi use accessible for various mobilities, biking, walking future of smart transportation again with the idea of encouraging street fairs, farmers markets, resteraunts, downtown hub.
• The sign is a good idea. But your biggest issue right now is traffic and walkability. Make sure there are walking paths for people that are safe and lead to the downtown area.
• I like the idea of a safe walkable downtown, like Victoria gardens style or downtown Claremont
Comments related to Benches
• No benches. I believe it could cause homeless issues.
• Don't put benches for no reason, too much graffiti and vandalism in beaumont. Expand transit and transportation instead
• If there are any type of benches placed, they would have tho be the anti homeless ones. The have a bar In the middle sms are very uncomfortable. Many options out there to keep dirtbags out of the area
• Sidewalk furniture is inviting to the transient population that continues to grow in our town.
• Street furniture will invite more homeless people.
Suggestions/Other Examples
• Please take pictures of the following: - Yucaipa Village: their new streetscape and diagonal parking spaces. - El Paseo Dr. Street scape: Palm Desert. Also check their landscaped walkways/"alleys"(between stores) that connect rear public parking lots to El Paseo Drive. - Claremont Village - Any of the original "downtowns" of Southland cities built before 1900 (i.e. Monrovia). Mix of residential lofts, retail and office is OK.
• Greenville, SC did a good job of redeveloping its downtown after WWII and today it is still attractive and supports mixed use in the face of stiff competition from outside areas. For us, the trick is easy and convenient access to route 10 to make coming to Beaumont for entertainment attractive.
• down town like redlands state street

Table 2: Thoughts and comments related to the Downtown streetscape
• Beaumont doesn't really have a downtown. They should look at downtown Redlands. Bring in restaurants, bars, and shops. A whole street of antiques is depressing.
Other Comments
• Whatever is chosen has to limit the ability of the ever increasing homeless population to gather in the downtown area. If it doesn't it will end up being like every other downtown where I won't go.
• Built in a style that matches the environment just like the folks in Arizona. I dont like this options neither, they look like west L.A.
• If you let that (used to be called) Gateway project in, there's another such use right behind it. We are going to wind up like Santa Fe Springs.
• 2, 3 and 4
• Dont just randomly spend money. This is a beautiful city with terrible leadership. Please dont screw up with city any more.
• d
• don't undrstand how to fill out this one
• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.
• Why should these all be seperate options? Is there any reason why we can't have bike paths AND safe streets AND wide sidewalks WITH furniture AND art?
• or any of the combinations above.
• Lower the residential property taxes.

The sixth survey question asked respondents to prioritize the type of building character preferred in the future downtown. Respondents identified “Option 2 – Cohesive Storefront Identify” as their top choice (47. 51%), “Option 1 – Street Furniture” as their second choice (38.21%), and “Option 3 – Alignment to Street” as their third choice (56.96%).

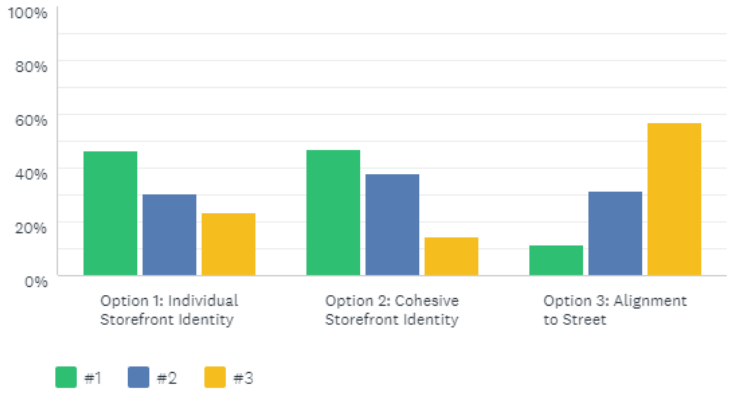


Table 3: Thoughts and comments related to the Downtown streetscape *(Response Count=26)*
Comments related to individual vs. storefront identity
• I like the individual storefronts but with a general theme. That way there can be variety to provide interest, but with the same theme so it looks cohesive and not junky.
• Development should be complimentary in massing, scale, and articulation but should provide visual interest and character rather than looking like one continuous mass of building.
• Rustic style, Old West style,
• The individual storefront identity is great, but there should still be an expectation of upkeep.
• cohesive in the sense it needs to convey a sense of planning rather than randomness due to decades of change. It does NOT mean that all stores are alike or match, rather individual attractiveness with guidelines.
• It can be cohesive, yet colorful and vibrant with accents. It can reflect multicultural elements with colorful accents it does not have to be bland and boring.
• Wide sidewalks, some cohesion to frontage appearance (adherence to a theme) tied together with public art
• NOT a cookie-cutter, just-like-every-suburb look!
• Single story, before we can't see the beautiful mountains. Remember, Beaumont stands for beautiful mountains?
• PLANT MORE FREAKING TREES WE LOOK LIKE A DAMN FARM TOWN
• Stores, shopping malls, restaurants, theaters, you know, civilization.
• Lots of trees and trendy store fronts.
• Please leave enough room for wide sidewalks. As new parents we always struggle on outings due to the fact that the sidewalks are not wide enough for strollers and other people walking by. Please make our city FAMILY FRIENDLY, Our Kids are the future.
• I really only like #2
• Needs a central drawing point such as a community gazebo and/or coffee shop with music.
• Aligned systems carry the potential to look to sterile or monotone.
• Love these ideas!
• Sidewalk Cafe, No more than 3 stories
Comments Related to Parking
• Public Parking keeps many potential shoppers away from downtown. Need much more public parking. Since Beaumont doesn't really have a strong "individual storefront" identity, this may have to be recreated from scratch. Design various sized building pads, then attract businesses that would want to build on the pads, then go through planning commission/architectural commission, to get unique storefront and floor plan approved. OK to have residences over storefronts.
• Easy convenient parking is the key, along with easy crossing route 10.
Other Comments
• Allow Class Acts to develop his property on the corner of Wellwood and 6th. Allow a fence to protect the cars they are working on instead their current situation. Give current business owners the chance to improve their businesses so they stay in our town to create revenue.
• Please choose picture with same backgrounds. The picture with the dreary background will not be as popular.
• None this will eventually make me sell and leave the area. We are a dessert community not west L.A.

Table 3: Thoughts and comments related to the Downtown streetscape
• Lower the residential property taxes.
• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.
• These variations are not easy to visualize. Could you make them yet smaller?

The seventh survey question asked respondents to identify preferred building intensity in the future downtown. Respondents identified "Option 2 – Mixed-Use 2 Story as their top choice (47. 7%).

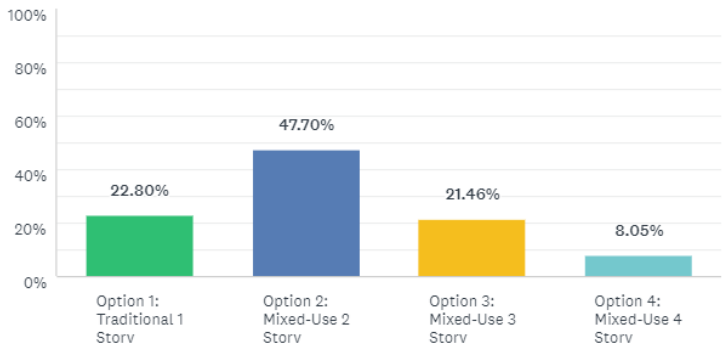
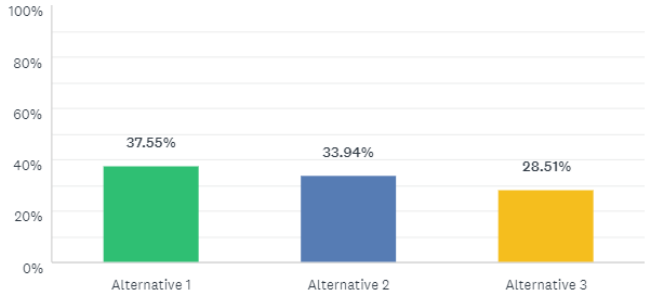


Table 5: Thoughts and comments related to the Downtown Building Intensity *(Response Count=23)*
Comments related to 2-story
• Limit to 2 stories. Consider 3 stories only if the building provides a public benefit (LEED certified, public art, unique innovation, etc). Maintain a small town feel that is safe and walkable. Don't give in to every pressure by Orange County developers looking to maximize profit before they sell off and leave the area.
• I find 2-story to be the most humane building height...
• I think it would be great to have storefronts on the lower floor, with living quarters on the upper levels.
• no higher than 2 stories so you dont totally block the mountain view
• A careful mix of 2 & 3 story building would be interesting and not as limiting as just one story requirements.
• We are too close to the two major faults on either side of us to allow more than two stories
• Anything above a two story building will make this feel like a big city.
Comments related to Other Heights
• We don't want the views of the mountains blocked by multiple stories. Please keep it to single story buildings.

Table 5: Thoughts and comments related to the Downtown Building Intensity
• Different heights of mixed-used
• NO multi story!!!
• Depending on the type of establishment that is being built. It might need two stories if we are talking about a restaurant, if there will be seating upstairs. If it it a store, it might need to be three stories.
• Vertical height is dependent on parking and easy egress.
• Too many seniors in Beaumont to have 3 and 4 story buildings. Beaumont is too windy for high structures...will cost extra money to build to meet codes.
• Doesn't have to all be three story.
Other Comments
• some denser, affordable, residential housing for young singles, and young-marrieds above store fronts and community buildings, would improve the liveliness and support for restaurants and businesses...
• Option 3 followed by Option 2 followed by Option 4. At the corners at the Intersection of Beaumont Avenue and 6th Street, we need a radically different/dramatic streetscape: Tear down buildings at each corner. Build expansive sidewalks with bike lanes, and a diagonal crosswalk. Also "mini parks" at each corner for seating/shade and vendors, then build a diagonal promenade on Northeast Corner that would go diagonally to the corner of 7th Street and Magnolia, and connect to City Hall. Much more here.
• PLANT MORE DAMN FREAKING TREES!!!!!!!! ?? ??
• Get rid of the trashy liquor stores.
• None
• Lower the residential property taxes.
• No development until roadways are corrected and schools are built
• None
• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.

The eighth survey question asked respondents to identify land use types and character preferred for the future South of Potrero. Respondents identified "Alternative 1" as their top choice (37. 55%).



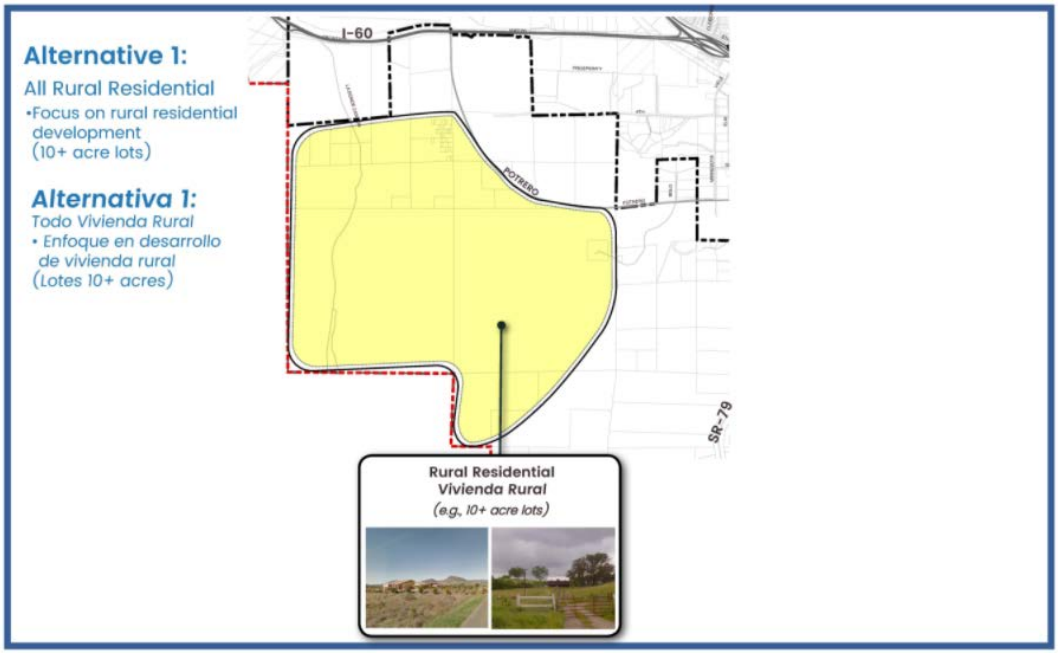
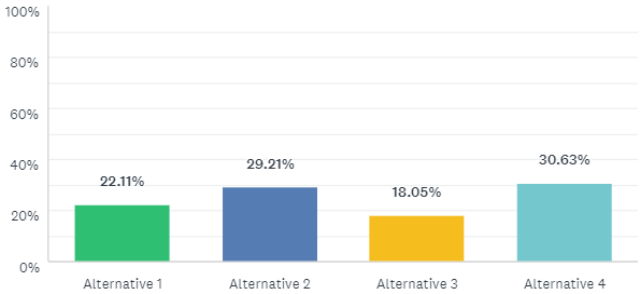
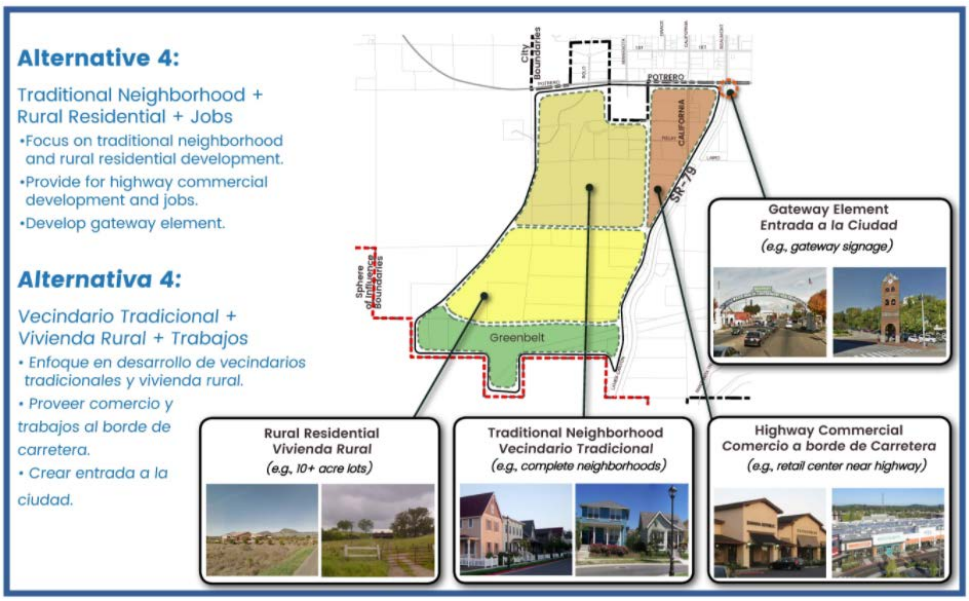


Table 5: Thoughts and comments related to South of Potrero *(Response Count=31)*
Comments related to limited/no development
• Don't disturbe this area with more houses there's already too many homes and not enough business stores.
• In all honesty, it would be nice to have some land undeveloped. It's ok to have open space. I grew up in the pass and remember Beaumont with less than 8,000 residents and one stoplight. It is hard to preserve the "small town" feel when the town keeps growing.
• Please leave it rural, we don't need more congestion!
• I don't think there should be ANY new development in this area
• NO residences!
• I don’t support any building of anymore homes or warehouses.
• NO MORE WAREHOUSES
• open land
• WE NEED MORE TREES PEOPLE ENJOY NATURE OUT HERE WE DO NOT HAVE SHADE OR TREES!!!!!!! THINK OF THE NATURE PEOPLE WE LOVE HIKING OUT HERE!!!!!!!!!!!!
• A large park venue, that could offer weekly/monthly concerts, fairs, farmer markets.
• 1. Sports Fields 2. Rural Residential with City Park.
• There is already too much building in Beaumont, it is taking away the small town feel. At least until the inffastructure and shops and business can catch up. Also the sewer and water capacity issue is addressed.
• Our streets are not in any shape ready for a higher population.
• Potrero land use should include a large public park

Table 5: Thoughts and comments related to South of Potrero
• The cities infrastructure doesn't currently support the homes we have, or are building. NO MORE HOMES!!!!
• Everything else would be too destructive to the beautiful nature and serenity down there...
• Please do something this this land that will keep the shooters and others out of the area, but that is wild-life friendly like Four Seasons.
Comments related to education
• High School & middle school
• How about another High School?
Other Comments
• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.
• Public executive golf course
• Please do not make the area car-dependent suburban. The elderly and local community should be able to catch a bus throughout Beaumont to get to doctor's appointments and grocery store. Also people should be able to bike around town instead of depend on cars. We need to make Beaumont more walkable and green. Maybe an electric charging station? Maybe bike/golf cart lanes?
• We need more high density options. Condos, PUDs & apartments. Single story condo & townhouse type structures provide for more first time buyer opportunities.
• I don't know this area.
• 3 would be my 2nd option
• Ensure there us more basic shopping near housing so everyone doesn't have to drive to the highland springs area and the bottleneck traffic there.
• 2 or 3 is good but be very careful about how the freeway interchanges work.
• Not a fan of any really, but chose 3.
• Un
• None
• Build for estate residential subdivisions ranging from 1 acre to over 10 acres. The estates at Wildwood Canyon Rd. and Oak Mesa and Mesa Grande (Wildwood Canyon Rd ridgeline) in Yucaipa are good reference. Potrero Blvd south of SR60 needs to be iconic. Also need to separate the residential traffic from the commercial traffic. 4th street intersection will need much planning. Preferred if there were zero commercial/industrial/warehouseing south of SR60. This is also an excellent place for a 36 hole golf/tennis destination resort. Or maybe a headquarters (but only if it met stringent architectural/streetscape guidelines). Don't forget the existing ranch off Jackrabbit trail already does good business with weddings, bbq., horseback ridding, quasi-dude ranch amenities. We should draw from that property. Also tons of wildlife in this area. Regional/State Park?

The ninth survey question asked respondents to identify land use types and character preferred in areas West of SR-79. Respondents identified “Alternative 4” as their top choice (30. 63%), closely followed by Alternative 2 (29.21%).





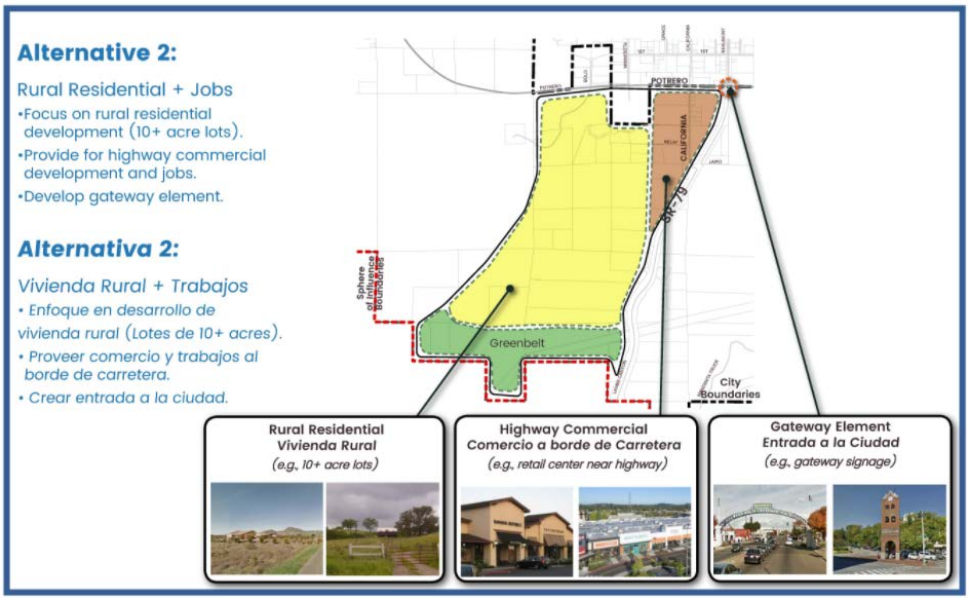


Table 6: Thoughts and comments related to West of SR-79 *(Response Count=25)*
Comments related to specific images or combinations of images
• This is ideal for a regional/state park with lakes, hiking trails, wilderness areas, equestrian, picnicking, overnight camping, fishing, star-gazing, Rocky Mtn Style Lodge resort. There's also a Least Bells Vireo Nest in this section which could be a focal point for bird viewing. Also note this has mucho birdlife (along the Pacific Flyway). Create (dude) ranch amenities. Historical points. Chino Hills State Park might be a good model to start with.
• No gateway sign. That's a waste of money.
• None
• No more houses!!!!!
• Houses are too close together as it is. Don't want to look like santa rosa.
• WE NEED MORE TREES PEOPLE ENJOY NATURE OUT HERE WE DO NOT HAVE SHADE OR TREES!!!!!!! THINK OF THE NATURE PEOPLE WE LOVE HIKING OUT HERE!!!!!!!!!!!!!
• SCHOOLS HIGH SCHOOL MIDDLE SCHOOL
• All jobs
• (
• No more residential areas!
• No homes, no warehouses
• Beaumont Ave especially between 1st and 6th can't handle ANY new development without widening and fixing the Beaumont ace on and off ramp, FIRST, not after you get a whole bunch of people in the area.
• Splash pad area
• We do not need any development here. Leave it alone.
• No ware houses if that is what you mean by gateway element in the other 2 options
• Lower the residential property taxes.
• Traditional neighborhood, Highway commercial, and Gateway element.
• I would like to see the greenbelt, and housing moved more north and the commercial and gateway be closer to the dump (more south) for environmental issues in the future. Also could we please have compostable waste options for the city?
• The industrial area should be higher quality though than simple home depots and corporate repetition... Same for the other areas...
• Focus less on the rural residential development. Too many open fields.
• Just leave this area alone!!!!
• ABSOLUTELY NOT 4. NO MORE WAREHOUSES AND NO MORE TRUCKS ON THE I-10.
• open land
• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.
• Make all commerical.

The tenth survey question asked respondents to identify land use types and character preferred in areas East of SR-79. Respondents identified “Alternative 4” as their top choice (42.68%).

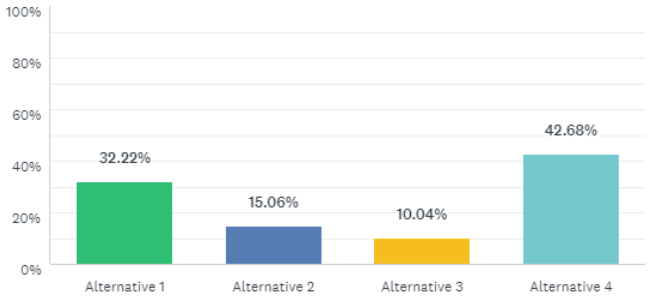


Table 6: Thoughts and comments related to East of SR-79 *(Response Count=31)*
Comments related to specific images or combinations of images
• We are done with urbanized development south of the existing city limits. This needs to be preserved as open-space. Add it to the Potrero Preserve.
• Regional commercial instead of highway commercial.
• Beaumont should stay rural as much as possible. Job creation should not be part of the city's plan. People have been coming to Beaumont FOR its rural character. Jobs are being created in nearby cities. Beaumont should be residential, not industrial or commercial. Think of wealthy areas in Los Angeles county. They do NOT feel the need to create jobs. Land values stay high BECAUSE the people work elsewhere and go to their homes for refuge and beauty. Do NOT develop further the industrial character of Beaumont, it will keep land values DOWN rather than raise them. There is great potential for Beaumont to be the go to for upscale rural living if you do not destroy it with more warehouses and industry! Then people will continue to go to Cherry Valley or other nearby areas and those property values will continue to be higher than Beaumont's.
• But what will you do to ebb the traffic???
• I like alternative 4, but without the high density mixed. We don’t need apartments.
• Keep the rural character of this area as much as possible.
• None

Table 6: Thoughts and comments related to East of SR-79
• Just wish you'd buy our house so we could get out of here. It's sad to see how outsiders come in to small towns and see $ signs and don't take into consideration the full effects of what this kind of building does on so little acreage. We have trouble getting out of our driveway as it is.
• WE NEED MORE TREES PEOPLE ENJOY NATURE OUT HERE WE DO NOT HAVE SHADE OR TREES!!!!!!! THINK OF THE NATURE PEOPLE WE LOVE HIKING OUT HERE!!!!!!!!!!!!!
• I really like option four but without the high density living. Perhaps just all traditional living.
• The mountains and open space should be preserved. Beaumont may be one if the last places to prevent over development. You have a large population that moved here because of the country feel. Please keep it that way. Development is already threatening the character of the area please do not overbuild this area or your large economic base may move out.
• No residential areas!
• Alt 1,2,&3 need some open space recreation/trail head access.
• Try to stay away from high density areas, because it will increase crime rates. I understand there needs to be some, but try to keep at a minimum.
• Add some kind of recreation to option 1
• Same as last Answer. Beaumont Ave and highland springs from 1st to 6th street have to be completely fixed, gutted, made into cohesive multi lane, better ingress egress at all shopping centers etc BEFORE building anything else.
• Splash pad area
• Leave it alone!
• Really opposed to high density housing in this area
• Build a second High School for all the kids living on the east side of town.
• Lower the residential property taxes.
• Executive golf course
• Please make sure you are thinking of how people will be able to have access to other parts of Beaumont without a car. What is being put in place for having it a walkable city and a drought-tolerant, environmentally friendly city? How will we handle the spike in population? What programs and space are we developing for our seniors, children and disabled citizens?
• Not really excited about the high density residential. It may make more sense to combine regional commercial with a traditional neighborhood and rural residential...
• Connect the Potreros at the upcoming interchange--so residents east of 79 have a better route to the 60 freeway, and it will ease the backup on Beaumont Avenue.
• What about the cemetery?
• I moved to this area because its one of the last beautiful open spaces in the city. Do not touch this land. Leave as is.
• NO MORE HIGHWAY IMPACT PERIOD.
• open land
• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.

Table 6: Thoughts and comments related to East of SR-79
• You also need some apartments/townhomes to house those that don't have funds to buy housing. Need commercial and businesses so Beaumont can get a better tax base, as it seems we have to drive somewhere else to buy what we need. Don't turn Beaumont into another Moreno Valley.

COMMUNITY SURVEY #2 – VISUAL PREFERENCE SURVEY

VISUAL PREFERENCE SURVEY

OVERVIEW

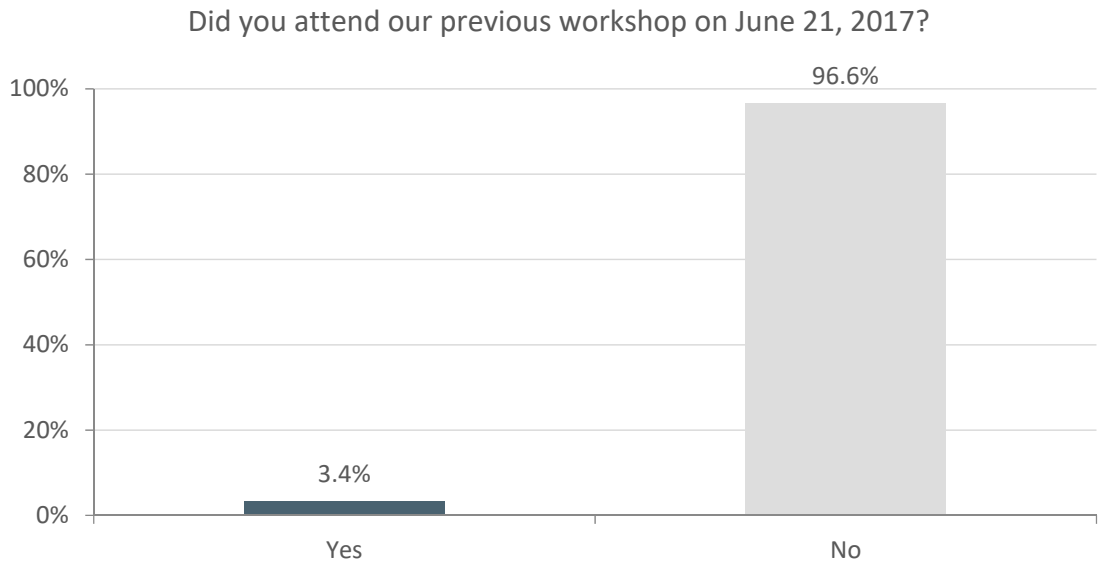
The Beaumont Visual Preference Survey was developed to provide community members with an opportunity to offer feedback on different design options. The survey included several series of four photographs related to design elements in the community. Respondents were asked to rate their preferred images for each series of photographs.

The survey collected data that will inform the development of the General Plan update. The survey was made available in an online format and was publicized through the Elevate Beaumont website, the City of Beaumont's website, and social media outlets.

The survey included nine questions and received 854 responses. However, not all participants answered every question. While the survey respondents provided the City with valuable insights and ideas, the findings of this survey may not be "representative" of the visual preferences of all community members. On a national level, community survey respondents are more likely to be female, older, and have higher educational attainment levels than the general population. In order to develop a more comprehensive understanding of the needs and priorities of city residents, we will continue to solicit feedback from community members through other methods. These survey responses will inform and support other community input collected as part of the General Plan update.

BEAUMONT VISUAL PREFERENCES SURVEY FINDINGS

The first survey question asked respondents to specify whether they had attended a previous workshop on June 21, 2017. Of 850 respondents, 3.4% responded "yes" and 96.6% responded "no."



The remaining sections of this report correspond to the visual preference survey topics:

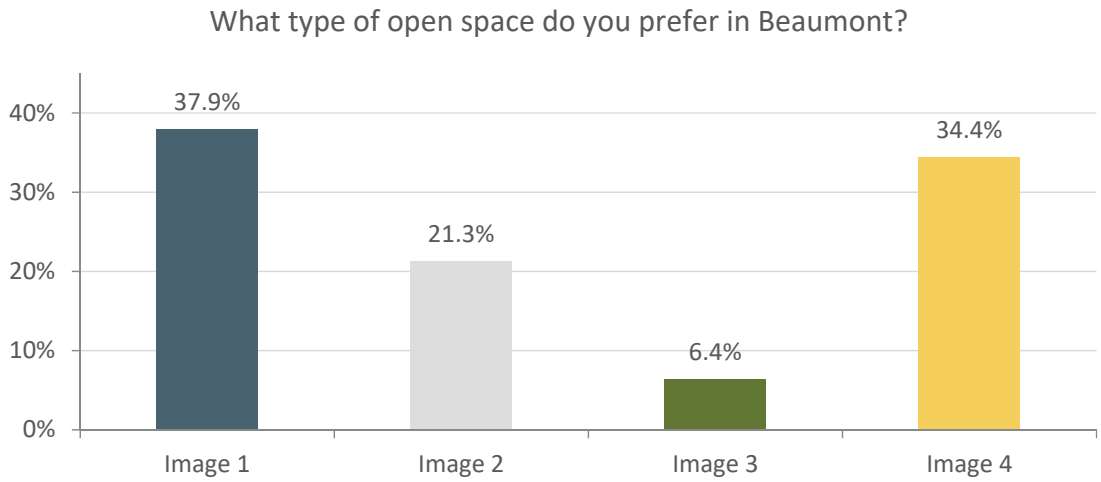
1. Open space,
2. Parks and recreation space,
3. Arts and culture facilities,
4. Street design,
5. Shopping types,
6. Employment facilities,
7. Single family residential homes, and
8. Multi-family residential homes.

OPEN SPACE

The first series of photographs asked respondents about the type of open space they would prefer to see in Beaumont.

Figure 1: Image Options Related to Open Space

There were 799 responses to this question. Respondents indicated a preference for Image 1 (37.9%), followed by Image 4 (34.4%). In addition, 21.3% preferred Image 2 and 6.4% preferred Image 3.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 1: Thoughts and comments related to open space *(Response Count=147)*
Comments related to specific images or combinations of images • Anything but image 3 • I also like Image 1. I think a combination is best to suit different types of people. • Can't image #1 and #2 be one in the same. Also,, if it is a walkway can it go far and wide. Like the trail that mianders through Rancho Cucamonga, Upland, San Dimas, and Glendora. It has horse spots, pretty spots, panoramic outlooks, and even those exercise equipment spots. • I like the looks of this open space, however I would want all residents with or without families to enjoy, as in other pics • Actually a combination of 1, 2 & 4. • 1 and 2 mixed use. Bike walking and riding trails winding throughout • A combo of 1 and 2 would be ideal. Public places that are neatly groomed and use able for foot traffic • A little of both image 1 and 2 • Actually I like 1 & 2 • I also like the idea of 3. That would be a strong second Choice. • Option 1 is also nice
Comments related to building of warehouses and homes • NO WAREHOUSE!!! Too much noise, too much traffic!! • No warehouses • No more warehouses built in this area, that will cause more traffic congestion in Beaumont, Banning and Cherry Valley area. • NO WAREHOUSES! And no more houses!! • No more houses.no more people • It is an absolute MUST that the mega gateway warehouse project be defeated. • Fewer homes and warehouses. • Stop building houses • No more houses, trailer parks, and certainly no distribution centers • Limit the number of new family homes being built...there are too many! More senior homes should be built and Beaumont should be the City that caters to the senior population. • Stop building so many track homes • Stop building houses and let nature stay. • Stop the building of the Houses at the old egg ranch, the Gateway warehouse project and the low income trailer park. AND rid this place of fireworks and more serious crime. Spend your money on more police protection and detectives. Some plain un-marked cruisers would really help. There are always huge explosions going off on Marueen and Brookside. The police come in their MARKED cars and see nothing. There is evidence in the streets but no one around. • Too much new housing growth is ruining the small town feel. Also too much housing growth without fixing road conditions, freeway accessibility and accomodating increase of children in the schools. • NO MORE HIGH DENSITY HOUSING DEVELOPMENTS • stop building houses so we can have more green space • I do love beautiful trails to walk on. Just don't want houses and businesses taking up the open land. I like the looks of pictures 1 and 2 as well.

Table 1: Thoughts and comments related to open space
Comments related to green space and recreation • With plenty of shade and color....dog park....paths....kids playgrounds. • Keep as much green space as possible. Nature soothes and relaxes us. • Downtown needs added planters and trees, to give shaded walkways which would encourage walking and shopping through downtown. A small parking structure is needed as well. • More flowering trees and flowers in hanging baskets from street lights and flowers in pots lining the city streets. Also would love too see Christmas lights and decorations along city street lights during the holidays. Could also decorate with various flags for major holiday days, Cherry Festival etc. This would give Beaumont a more homey small town feel. • We need more trees. Our city should ne planned like Redlands with a historic area, marmet night, shopping area etc • Love the flowers and trees around practical space. Would love for them to tolerant plants as well for conservation. • I would like to see more greenery and pathways for walking and bicycling. • Low maintenance greens not desert landscape. Desert tends to look like weeds or poorly maintained property. • I am drawn in by the green, rather than the hot and dry looking pictures. • Community garden • Botanical garden • Garden with grassy hills and hedge maze • city parks, community gathering places, sites for venues • Big beautiful park with a pond and ducks for the children to feed • Park area with walking trails and picnic areas • More parks and community centers • I'd like to see a large tree filled park with a lake to fish, even catch and release. Possible section of lake for paddle boards, canoes, and other water activities. And a partially cement lagoon area for swimming that is part of the lake to reduce upkeep. Maybe a long twisted slide, and large air docks for the kids to climb on and bounce in water. Walking/jogging paths with possible exercise stations along the path. Large grass areas with tables and BBQ's. Maybe a small sports complex with basketball, handball, racket ball, and a couple baseball diamonds. Light on until maybe 10:00pm to allow everyone to do something. Lights can always be coin operated to offset expense. The two parks we have probably offers some of these things, but not a fishing lake and lagoon, or a long path through lots of plants and trees. Sure would beat the ugly fields around the city that are not being taken care of • Dog parks and trails • More things for teenagers to do. Not another sports park • The only functional "open space" is a recreational one. Just looking at serene nature doesn't reap the same rewards as does one with the public in mind. Don't forget the bicycles. • Open green belts • Area to sit down and read a book. Sm area for children to play.Sm lake for fishing. • Public water features would be nice like man-made lakes, ponds, fountains, waterfalls, etc. • Need a lake • Splash pad for children that doesn't require HOA keys • Splash pads, public water play areas • Splash pad for kids • Splash pad. A great way to to bring the community together • Kid friendly. Splash pad

Table 1: Thoughts and comments related to open space

- A splash pad would be nice for communities not having Hoa. More restaurants as well.
- equestrian facilities and Rural living with an upscale theme.
- Something fun for young kids. Splash pads/indoor playgrounds
- Both equal structures an unstructured opportunity for outdoor activity
- Fun places to take children to would be nice!
- Shaded areas for sitting and relaxing. In regards to Image #2 If you have it combined with horse trails people would not want to walk or run if the horses leave waste behind.
- If something is going to be built, and water could be incorporated. Then it would be cooler. There is very little shade in any picture.

Comments related to trails and bicycling and pedestrian paths

- Make space available for bicycling.
- More foot/bike paths in green areas. Less cement.
- Having paths and safe bike lanes would be nice.
- I like wide sidewalks/bike trails
- More bike paths/trails
- Horse trail/ bike trails. Like yorba linda.
- Would love to see trails
- We need open space that will work for equestrians, bikers and people on foot.
- More bike/walking trails off the highway (for safety) to enjoy nature and promote good health. Perhaps allow residents to walk the golf course trails before opening for golfers ;-)
- It looks well maintained with definite areas to walk.
- Add more trails and
- Bike/Rollerblade trail
- Bike trails with no cars allowed
- Maintained hiking trails, bike trails, a target and Costco would be nice.
- Safer places to walk. Nature pathways through the city
- Running trails would be good
- I enjoy hiking and walking and space to do that and feel safe and secure while doing so with family or friends or just my dog would be optimal
- More walking area that aren't littered with trash
- Walking and jogging trails that are safe with lighting. Should also include water fountains for people and pets. Bike riding trails would also be nice. Let's be an active community.
- Labled and mappped hiking trails
- Paved paths , along with clear designated dirt paths for horses, mountain biking would suit our Beaumont community all in view of the areas beautiful Mountains!
- There should be adequate non motorized linkages from within town to the open space areas.

Comments related to improvements

- The painted street markings are practically invisible. Lane marking, stop restraining lines, etc are a necessary safety prerequisite.
- improve Highland Springs/Hwy 10 and Beaumont Ave./Hwy 10 intersections
- Also, see offramp beautification done by Redlands, just completed.
- Overall city beautification is needed.
- Slum areas need to be cleaned up.
- Trash picked up. Off ramps and on ramps put concrete design to control weeds.

Table 1: Thoughts and comments related to open space
• Clean up city! Clean up 6th street! No more tire shops or barber shops! • Limit growth until infrastructure can handle the growth. Schools, roads, public safety are not at a level in which houses are being built. • Highland springs and the freeway is our biggest problem especially in an emergency. We need alternate freeway access. It would be nice to keep the veterans tree and make Highland Springs split around it using the center as a median.
Comments related to retail, amenities, and facilities
• Beaumont needs amenities! I am so sorry I moved to this no man's land. We need restaurants and stores and theaters. Where is the Panera Bread we were promised? • Costco • Outdoor shopping centers like Redlands • Small town living feel, with more outdoor shops and boutiques • Shops and retail badly needed within the area. • We need more places to shop. Use downtown Redlands as your guide. Our town looks ghetto. • We need a target! • More dinning. Stop building houses. More elementary schools. • Need a movie theater and a skating rink. • We need a Michael's • 6th street needs to be improved, along with Beaumont ave. City needs a plan or look that is cohesive! • Target , Costco and barns and nobles • Want our city to have more kid friendly shops & restaurants. Love to keep the landscape as natural as possible • Malls with pathways,open air markets selling fresh fruits and vegetables. Beautiful restaurants.Lots of flowers and art shows. • Costco, target, Trader Joe's, Bristol Farms, etc! • More shopping centers or movie theatre • Cafes/Target store/dining places (not fast food) • Build a gun range • I would like to see more amenities such as shopping and theaters. • It would be good if Beaumont were a little city like Redlands with good restaurants so we could spend our monies in Beaumont. • Grape vines, Winery!
Comments related to preservation and open space
• Keep it nateral. • Please help maintain the natural rural feel in our surroundings. • Keep our rural area green, insure habitat for wildlife. • Rural beautiful Beaumont. Less homes. Focus on preserving what we have and fixing current traffic congestion • Keep it as natural to the existing environment. • Please save our hillsides! Help to preserve to Cherry Valley. • Preserve what we have • Each developer, development should take a pice of OLD BEAUMONT and re do, roads,sidewalk, street lights. Reasoning behind this is the superstructure was made and paid for by OLD BEAUMONT so new development could, can use it for their new homes • With all of our growth we are taking away from the wild life.

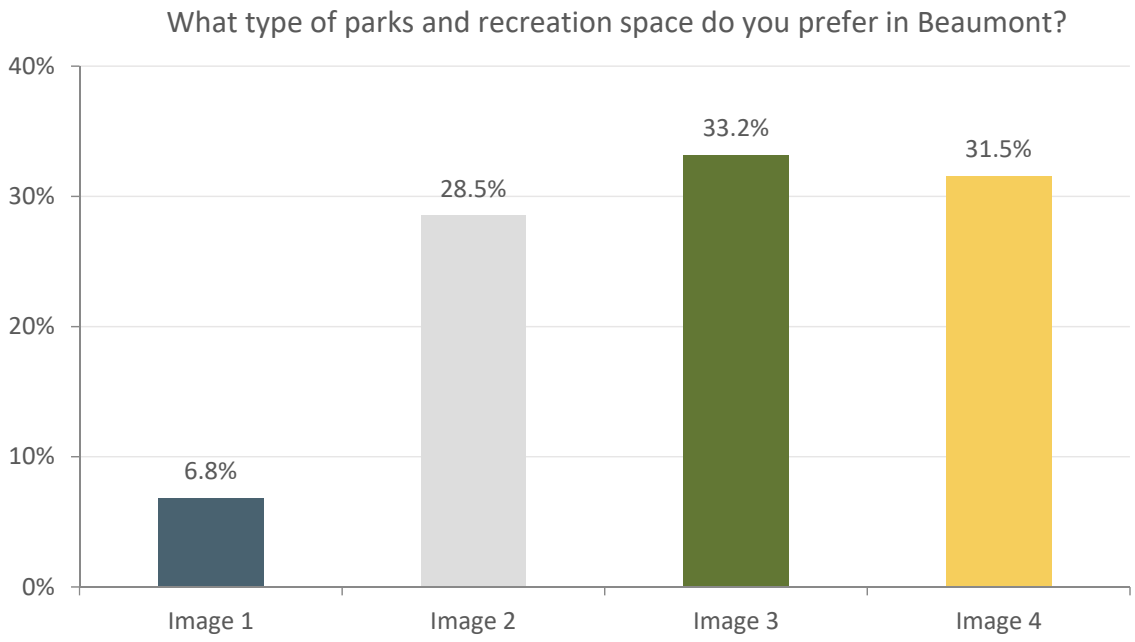
Table 1: Thoughts and comments related to open space
• I used to live in a rural area called Chino Hills, moved here 4 years ago because of rapid growth and it lost its small town charm. Please keep the atmosphere of small town USA. • Leave some empty space! All there is is houses everywhere it's crazy! • I prefer an open space not depicted: one that includes healthy natural vegetation communities, including oak woodlands and savannahs, riparian woodland corridors consisting of native species and no non-natives, chaparral, coastal sage scrub, and grasslands. I like having access to these areas not only because they are visually appealing, but because I can view native wildlife species in these areas. • Keep the aesthetics of the city as is...a small town feel with less constructed homes. We are becoming too much of a congested mini LA. The prime reason that residents of this city moved to this area is because of its small town feel. We aren't trying to keep up with the jones... • The city of Redlands has worked hard to ensure they have many open spaces. We should look at their Emerald Necklace plans. We moved here because we love the open spaces. • The more open the better I like • Preserve open space • Leave room for rural homes and ranches • Nothing can compare to open spaces. • Keep the land off Highland Springs open!! • We are on the very edge of the Inland Empire. Just about all space that can be developed, has been developed from the the Pacific Ocean to Yucaipa. Please don't feel pressured into following suit by either building or putting in manicured open spaces. Let us have a little nature before getting to the desert. • Rural, mountain, and rustic **Other comments** • Should be very low maintenance to keep on going cost low. • Close banning jail so we don't have to deal with released inmates • When you pull off the fwy it's this little hidden gem • Too many hikers out here don't have beautiful holes out here all we have is desert • Affordable housing for people who can't afford to buy a house!! • Less congestion with more emphasis on nature. • Thinking future, I see safe areas where children can play, okay with ranch/rural area but clean wide and well maintained roads to drive/walk/ride around • none • Na

PARKS AND RECREATION SPACE

The second series of photographs asked respondents about the type of parks and recreation space they would prefer to see in Beaumont.

Figure 2: Image Options Related to Parks and Recreation Space

There were 793 responses to this question. While respondents generally preferred Image 3 (33.2%), they indicated similar levels of preference for Image 3, Image 4 (31.5%), and Image 2 (28.5%). Only 6.8% of respondents preferred Image 1.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 2: Thoughts and comments related to parks and recreation
(Response Count=129)

Comments related to specific images or combinations of images

- Blend of #1 and #2
- My preference is a combination of Image 1,2,3, & 4
- I don't see why we can't have a some of all of these type of throughout our community
  We have a diversified group of peoples here
- I like #4 as well, but we have some parks throughout the city...it would be nice if paths cross nine Ted some. But we only have one public pool area.
- All of the above are needed.
- They are all lovely
- Image 3 is my second choice.
- 3 with the option of 2
- All of the above, please.
- A combination of all these images is truly ideal
- Combination of all?
- Number 2 AND 3. We need an area with splash pads at a minimum, but preferably like the Domegoni water park in Hemet with achildrens slide area. We need an outdoor promenade of shopping. A smaller scale like Mountain Grove in Redlands.
- The City currently has two locations with #1. Work to combine the concepts and 2 and 3 together. The west side of town has 2 golf courses, so #4 should not be pursued any further.
- Not even sure what 3 us supposed to be. We ant shops in Beaumont, but those aren't "parks"
- Two and three are awesome choices
- I also like the look of 2 and 3 but also really like that Beaumont is now a sports town right now promoting outdoor activities
- Images 1,2 and 4 are all desired
- I would love to see image 1&2 or 2&3 combined
- Images 2 & 3 are equally desirable to me
- And 4
- I like a combination of 2, 3 & 4
- I feel Beaumont represents image 1 and 4 but I would like to incorporate image 2 while maintaining all 3 types of parks.
- I like both 3 and 4
- All 4 images great. Noble creek is good for #1 but adding #2,3,4 would be lovely and make the town more desirable and increase our property values.
- I think a combination of 2 and 3 is needed.
- all of the but especially 1, 3 & 4
- Why not have all four types?
- We should have enough space for all 4!
- Image 3 would also be nice. We already have plenty of areas similar to images 1 and 4.
- We already have some of images 1,2 and 4, I feel we need to bring more of what image 3 shows
- Actually like them all and prefer a variety
- All of the above!
- Improve downtown area to look lke a shopping mall such as area 3
- I would have picked #2 about 7-10 years ago, but my kids are older now.
- I like 2,3 and 4 and would like something like this combined, and be something where the general public can use rather than have basketball, baseball and soccer used strictly for school or city teams.

Table 2: Thoughts and comments related to parks and recreation

- I actually like 1 and 2 because children/youth need positive things to do.
- Each of the 4 parks would offer something for all residents. It would be nice if our city had a variety of parks.

Comments related to parks, open space, green space, and recreation facilities

- I would also love to see an all-abilities park, so that special needs children can have a place to go for fun as well.
- 1, 2, and 4 are all great. You might also consider an accessibility park like Thunder Junction in St. George, Utah (http://utahsadventurefamily.com/thunder-junction-st-george/), where children of all abilities can play.
- Would like to see and "all abilities" type of park. Thunder Junction is an example of this type of park (I visited it last weekend).
- An "All Abilities" Park such as Thunder Junction located in St. Georg, Utah. As a parent of a child with special needs, I would like to see our city take strides toward more integrative activities and facilities. I think many local families would benefit from this type of design.
- More walkable space where I can take my wife in her wheelchair would be fantastic.
- My kids spend a lot of time at the Beaumont Sports Park. I would love to see more parks with playing fields incorporated. I also think it would be great to have a fun park in town that is intentionally accessible to people of varied abilities.
- Walkability and traffic orientated development would be nice.
- Safe open spaces
- Street trees in center divider from Highland Springs to Beaumont Ave.
- Open park space with cooling fountains for kids.
- Love to have open spaces around us.
- Plenty of green space
- Open space for the young and old alike
- Large open spaces can be multi functional for hosting community events or private events such as family reunions at a park.
- Wide open spaces
- Even Image 4 is too groomed. My ideal area to visit in Beaumont is Bogart Park...and not the open grass areas. I enjoy the chaparral and single wide walking trails. There are enough places to have picnics around the city and neighboring cities. Please preserve the last of the wild Southern California that is quickly disappearing.
- Multi use places for kids
- Our kids need stuff to do please!
- Places for the kids to play and be outside. Older folks would benefit from the same
- Nice areas to gather for picnics would be nice. We have 1 Pavillion in town, would be nice to see more structures like that. Wildflower does have a cover, and those would suffice if the city doesn't want to do rentals. A nice water area like the picture would be fun, maybe only operational certain times? And then the water used could drain back into the ssystem if we ever get reclaimed operating.
- One that will give kids as well adults a place to hang out, enjoy the area and have some fun.
- A mix of use spaces for recreational use is best
- If there is a way to incorporate play area with paseos like in Image 3, that would be preferable.
- We need a splash pad!!!! I love #4 the most though. The more shade created for this town the better.
- Add a splash pad too but do not take away the reasons why people came to live in Beaumont. The nature. The green TREES, cows and horses in fields.
- Splash park
- A splash pad would also be amazing!
- I would like a splash pad but love having athletic fields as well
- This (mini water park) could easily be added to one of the existing parks, maybe the large park on Beaumont avenue and Brookside

Table 2: Thoughts and comments related to parks and recreation

- Water area is also a nice idea
- I think we already have a lot of green parks for sports. Would be nice to have the water activities as well.
- Need a lake
- Water park, skating ring, batting cages, playgrounds with permanent chess /checkers boards seats made of concrete . Make a bigger pavilion /open air to accommodate population growth. Bring park n recreation back to this park . Offer line dancing, kareoke, ping pong tournaments. Cç
- Water sports would be great too!
- Perhaps a large new public pool with adult hours
- Olympic size swimming pool.
- Rec
- Pickleball courts
- More large playground with swings
- Jogging paths linked together with several circuit training stations.
- Places that provide walking trails with points of interest
- Need one good track with a surface other than concrete for running. The concrete at the sports park is the worst surface for running.
- How about a courtyard with walking paths surrounded by beautiful flowers and shrubs with a splash pad in the center.
- Physical fitness station along walking paths
- More shaded parks with bathrooms
- Another dog park would be great.
- Shaded picnic tables; small-dog park.
- I like maintained parks that provide a gradation of nearby wildland areas to more maintained areas where recreation would be concentrated (e.g., picnic tables/ bbq areas, dog walking areas, playground equipment). This gradation would include the use of native trees (e.g., western sycamore, coast live oak) inside the park, with a maintained lawn. Griffith Park in Los Angeles has parkland areas featuring western sycamores that are gorgeous. There are other parkland parks throughout Southern California that provide trail heads into wildland areas, and I'd like to see parks like that in Beaumont.
- Clean, maintained, with grass, with child attractions, and with space to play games
- There seems to be plenty of sports activities and it's nice that we have some of festivals up at Highland Springs. An equestrian type Community would bring lots of Revenue to the city.

Comments related to retail, amenities, and other facilities

- Clean up old town and make it a charming old town with unique shops and eateries for all ages.
- There are no nice places to stroll, hangout or eat outside.
- Same as before. Desperately need sores, restaurants and theaters.
- Walks with outdoor venders.
- a Victoria Gardens type place would be great, so would a splash pad
- We need Costco and some nice restaurants. Better shopping.
- Costco
- This would be awesome. Chini Hill's The Shops and Rancho Cucamonga's Victoria Grades has these. Is it possible we will have an open shopping, entertainment, concession area we could incorperate a splash pad for summer into?
- Complete First Street project, but also need better traffic flow.
- Spread out shopping,,all in one area is way too congested
- Farmer Markets, area's where seniors can walk safely.
- Theatre, bowling alley,
- Redland built such a nice shopping center recently. Can't you do that instead of houses. Wait you need the high CFD tax instead.
- More retail stores pharmacys, gas stations are needed in area

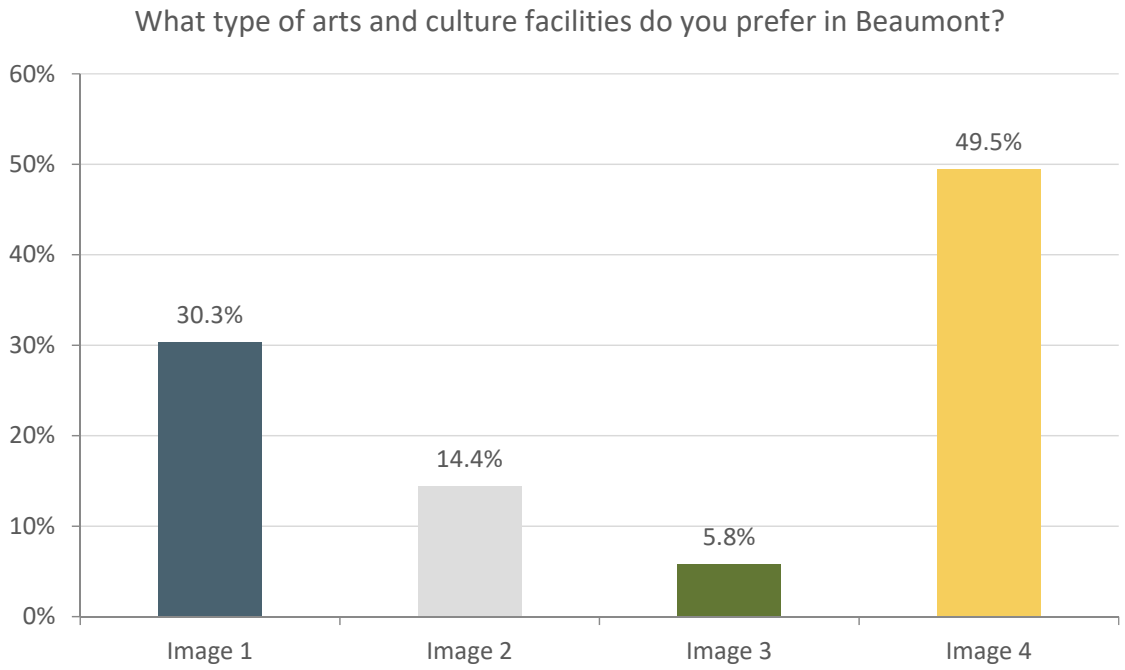
Table 2: Thoughts and comments related to parks and recreation
• We have enough open area grassland parks. What Beaumont needs is more urban amenities. Take note from Banning's old town strip. • Areas for kids to play while the parents are shopping. Some areas just geared to seniors.Beautiful mosaics and museums. • I like them all, but there is a lack of shopping in this town. Creating a facade like this in the existing downtown area (similar to Downtown Redlands) would draw in costumers AND tenants. • More restaurnts • Build a gun range • Beaumont has plenty of open space, thankfully. To my knowledge we are not lacking in sports park facilities, but we are very deficit in things to do for entertainment and shopping!!! This should be our focus. Image 3 & 2 are needed here. • If the city added a shopping and main court yard with entertainment that would bring in more revenue. • Open air market place as well. We need places where kids can go and have fun in a positive way. Movie theater maybe there is nothing for teenagers to do in the area • Movie theater • Open air shopping, restaurants with parks and fountains and splash pads . Small version of Victoria gardens and some areas in Redlands. Where families can go to dine, shop, socialize and relax in a friendly, safe, healthy environment. • Areas of entertainment & shops. Would love to see more healthy choices for food. Trader Joe's, Whole Foods, Sprouts • Shopping • Some kind of indoor fun center for children to have fun and learn during the hot summer days • More places to eat !!!!! Shop!!!!! So I can put my hard earned money back in my city and not surrounding ones • Shopping • There are plenty of kid activity areas. Think about adults (who have income). If you don't have nice areas to go to, you will drive to other towns and spend for food, entertainment and other retail items. • something needs to be done about a downtown area. **Other comments** • Weed abatement would help a lot. • NO MORE PARKS, MALLS, SPORTS FIELDS. WE HAVE ENOUGH ALREADY • No more houses. No more people. No more reason for outsiders to invade. • Beautify Old downtown area. • Very little green scape, no up keep, very little water... • No warehouses • Stop building so many track homes • No more houses • Anything that the city will actually maintain would be nice. It would also be nice if the city would maintain the current parks. • It gets realky hot in the summer • none

ARTS AND CULTURE FACILITIES

The third series of photographs asked respondents about the type of arts and culture facilities they would prefer to see in Beaumont.

Figure 3: Image Options Related to Arts and Culture Facilities

There were 778 responses to this question. Approximately half of all respondents preferred Image 4 (49.5%). The second most preferred option was Image 1 (30.3%), followed by Image 2 (14.4%). Only 5.8% of respondents preferred Image 3.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 3: Thoughts and comments related to arts and culture facilities
(Response Count=75)

Comments related to a specific image or combination of images

- I think 1 will bring more revenue to the city
- 2 and 4 are ideal, public murals tend to look like grafetti, and bring the image of the city down.
- A combination of 1 and 4 will be ideal
- Image 2 is also nice, but image 4 is my first choice.
- Actually #3, but I fear gangs would gratiffity over it.
- And #2.
- 2 would also be great, but we really don't have anywhere nice to put any large artworks. Everything can't go in front of city hall
- A nice mix of all four would be great.
- Have a variety of art/culture facilities.
- a combination of family cultural events and access to performance venues and art
- I think a combination of all the above would benefit the community.

Comments related to preferences for arts and culture facilities and activities

- Art museums.
- Art Museums, aaaaand CostCo and Target
- Art museums food truck exhibits
- How about art shows showcasing local talent?
- I like the idea of art and a theater sounds appealing too
- Am not sure what this is...but an outside arena thing might be nice
- Outside theater
- I would like for Beaumont to have an outdoor amphitheater, perhaps one associated with a neighboring parkland area. I like the one in Redlands, and it would be great to see live music concerts regularly at such a facility.
- More concerts, plays, music.
- We need an area for concerts as well as equestrian events it could be combined or sectioned off. Think of the casino in Las Vegas called Southpoint where it has shows rodeos Casino events and hotel amenities.
- Get some shows at number four so that it's worth while to have number four
- It would be great to have a theatre where we can enjoy the arts without driving to LA or Palm Springs.
- Beaumont needs a theater. Many residents leave the area and spend their dollars in other towns. It should have more seating than Beaumont High School theater.
- A community theater of some sort would also be nice for a variety of live performances.
- A Theatre company, city band, local youth and adult dance company, local choir that would perform at holidays, etc. would be so nice and elevate our town.
- A community art center wwould be great!
- A cultural center that allows for mix use, theater, music, & other
- Free and low cost cultural events build a sense of community across socio-economic and ethnic boundaries.
- A center to host performing arts as well as community meetings and gatherings is needed
- Functional. My daughter performs with Dance Spectrum, and we have to drive to either Redlands or Rancho Mirage to house the performances.
- Beaumont needs to upscale in many areas or it will be destined to just a place you reside but go elsewhere for nice activities, stores and food.
- We need more museums and cool cultural centers with unique architecture

Table 3: Thoughts and comments related to arts and culture facilities
• We need a place like the Redlands Bowl! But with shade! For live music and other activities • Spaces that include art that represents the area history and future is also good • Monuments are always a good idea. Landmarks seem to grow attached to a community depending on it's age. • We need a big library. One that has everything, not just what they who run it choose to have. • It would be amazing to have a theater here. • We could really use a nice movie theater for our children. • Movie theaters or Palm Springs Riverwalk theme • Movie theater. • Movie theater • Amc • How about a movie theater? • We need to encourage a movie complex to move into our area. Why spend Beaumont money in Redlands? We could also use a multi purpose theater and bring acts in from outside of us as well as use local artists. • Beaumont could really benefit from a movie theatre • We need a multiplex movie theater in Beaumont. • Intermixed with shops and dining. A small town walkable space with street markets on weekends • An organized regular and recurring market night • Something for families to do • A children's museum and any indoor gathering places would be great such as coffee shops with live music. It is so hot here and we have no space to go and meet a friend for coffee or socializing indoors. A social downtown with indoor seating as well is what we need. Like the city of Claremont. • Family involvement is good. • More family oriented • We need our children to be able to enjoy our city and experience Art and Culture with hands on activities. • Definitely the family activities. **Other comments** • Honestly, this is not very important to me as Los Angeles and its beautiful museums are near here. • None • none • None I can go to Redlands for it. • none of the above. You should do more with the local parks, bring some culture arts to this town. A play, orchestra, a classic movie all in the park. It doesn't always have to be about kids entertainment. • Don't build anything • No more houses • Too many gangs to have a good street faire. How about reducing your fees for renting a city facility for a day. They are outrageous then there is insurance and security rental for $40 per hour. To teach in your facilities your rules demand a fingerprinting and insurance from the citizen. I was recently fingerprinted at the police station to meet the requirements for Foster Homing a child, but your facility will not take them. I have to pay an addition $40+ fee plus provide my own insurance. Yet kids and adults can come and go playing on your property and in the gym. This seems very unfair! • None!! We moved here for peace and quiet and there are enough things to do for families. Why doesn't the City redo the City pool...damn it needs it! That's were the money should go and also to the City Library! What happened to the plans of expanding the City Library? • Beaumont is more of "hobbyland". I feel that most of the population needs an education about art and culture. I don't ever think of the possibility of a museum of art like Palm Springs has... • movable, rotational, only semi-permanent

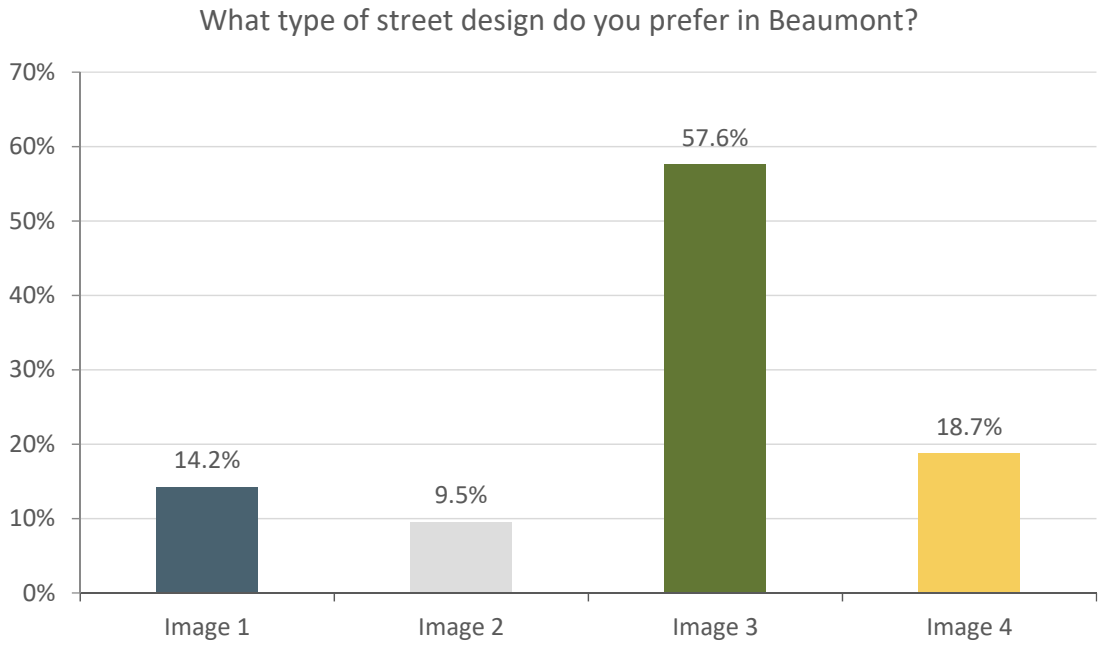
Table 3: Thoughts and comments related to arts and culture facilities
• If we are going to commit to share with all groups we need have places to share together as one community • Many different groups could use this type of facility. • Open air with plenty of shade. • open space • more bike and golf cart paths • City of Riverside has done well in revitalizing their city. • We really enjoyed Banning's Got Talent night. • Need a lake • Indoors seem more practical for our local winds and heat.

STREET DESIGN

The fourth series of photographs asked respondents about the type of street design they would prefer to see in Beaumont.

Figure 4: Image Options Related to Street Design

There were 780 responses to this question. The most preferred option was Image 3 (57.6%). Among the other options, the next most preferred was Image 4 (18.7%), followed by Image 1 (14.2%) and Image 2 (9.5%).



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 4: Thoughts and comments related to street design
(Response Count=74)

Comments related to a specific image or combination of images

- 1 or 2 with a separate bike path or wide sidewalks
- Images 3 and 4 are both appealing.
- 3 with downtown looking like 4
- Image 2 would be good if Beaumont's topography were better suited for bicyclists. As it stands though, better lighting on some of the streets would be great, so 4.
- 3 or 4, something low maintenance, the people choosing the plants for parks are picking the wrong ones, they tend to be messy, wrong climate and require tons of man hours from the maintenance dept.
- I love 3 with all the trees, also like 4 for the evening lighting look
- And 4. We need more businesses.
- Image 3 is how I remember Beaumont growing up. Everything looks so dirty now.
- 1&3 are great for residential areas.
  2&4 are beautiful for business districts.
- Image 4 for a downtown area but maybe three for residential. The question is, what does Beaumont want to as a community.
- Again, variety is important.
- Again, a mix of all four would be nice
- Each of the examples are nice
- all of the above. Get rid of the Dog Awful "billboard" at Highland Springs and Hwy 10!!!!!!!!!!!!!!!
- Combination of 3&2

Comments related to trees, green space, and open space

- Tree lined streets are nice and visually appealing.
- Lots of shade trees on both sides of the streets.
- A lot of residential streets, like Beaumont Ave, look really junky because front yards aren't maintained. More trees would probably help appearance and reduce climate change effects.
- Parks that are for families to enjoy on the weekend.. that we can actually park and play . Not drive around looking for a parking because there's another baseball tournament that seems to be every weekend
- As long as maintenance is accounted for in regards to roots care, tree lined streets with sidewalks is idyllic.
- Green. Green. Green.
- I would prefer to see large and mature native California trees used along streets and parkways, including western sycamore, coast live oak, and Engelmann oak. I'd prefer to see better maintained landscaping along city streets, with less use of non-native and invasive species, and with more effective control of invasive weed species.
- Sidewalks and trees
- The more shade the better.
- Tree lined, small town feel.
- The tree lined street adds a nature vibe and makes it feel calming, but it'd be awesome to have a bike path along the side as well.
- Boulevards and round-abouts provide opportunity for floral and tree presentations adding to a calming and eco environment
- We need large trees to cool the heat in the summer! Would love to see a downtown area like Redlands. Shops, restaurants, shaded walkways.
- I think that green grass and shade trees draw people in year round and give streets a cleaner and more inviting feel.

Table 4: Thoughts and comments related to street design
• Leave the trees on Beaumont ave • Desert scape with lots of trees for shade • Keep it natural • Keep natural landscape but incorporate large sidewalks such as Oak Valley • Natural habitat **Comments related to bicycling and pedestrian paths** • I would love to see bike trails completely separate from city streets and roads. It's a safety issue. One of my favorite places to bike is in Yosemite Valley for this very reason. Well, that and the breathtaking scenery. :) • I also likedesignated bike and walking lanes. • More creative bike paths and walkways are needed to encourage outdoor recreation in the city. • Wide roads with bike lines/walking trails • Bike and walking paths encourage physical activity. Use natural cooridor to allow separation from vehicle traffic. • I would love to see more sidewalks (desert lawn, by golf course, as well as cross walks near the antique stores on 6th. Would like that area to be fixed up like state st. in Redlands, or upper Yucaipa Blvd. • With bike lanes • Anything would be better than bike lanes • we are NOT a walking/biking/running community. We do need sidewalks but not promenades, a cohesive commercial downtown would be the ideal but not practical here. • As a bike rider, I'm biased. I just want wide sidewalks where small, and a sidewalk of any kind where lacking. Pedestrian traffic is small enough to disregard #2. • Wide sidewalks for people to ride bikes, walk a dog, or walk holding hands. Benches would also be nice to take a quick break or for students who rides a bus to school. • There are few places where it feels safe to bike to stores. • Need better walking and bike paths separating walkers and riders from cars. I fear for the local kids that walk to school having to walk along the street with no real sidewalks. I don't have kids and it still freaks me out to see. Can't imagine how parents feel. • We definitely need a nice walkable downtown area. I would love to see more bike trails as well and tree lined streets are beautiful. **Comments related to improvements** • So many streets in "old Beaumont" need to be repaved. What cities have mobile homes on lots surrounded by stick built houses. Sad... • Need to do more to improve the roads we do have. Not just patch the holes, the roads are terrible in this town. • The street behind Starbucks shopping center is disgusting. The property owner needs to clean it up. • Streets without potholes • It really doesn't matter the choice of the city doesn't have the funds for the upkeep. I.e. Potrero St. Landscape has suffered. Look at Pennsylvania and other streets. Tree trimming is not being done. • Of any city I have lived in, condition of Beaumont streets is the worse. Fix what we have. • Beaumont needs to step it up, clean up the city making it a welcoming "old town" much like Pasadena with shops and good restaurants. • More traffic circulation and street repair/replacement is needed. • We need sidewalks without blighted curb plantings. **Comments related to retail and amenities** • Downtown area to include daytime as well as evening pathways. • Shops and restaurants with outdoor setting and umbrellas. • New business attractive communities

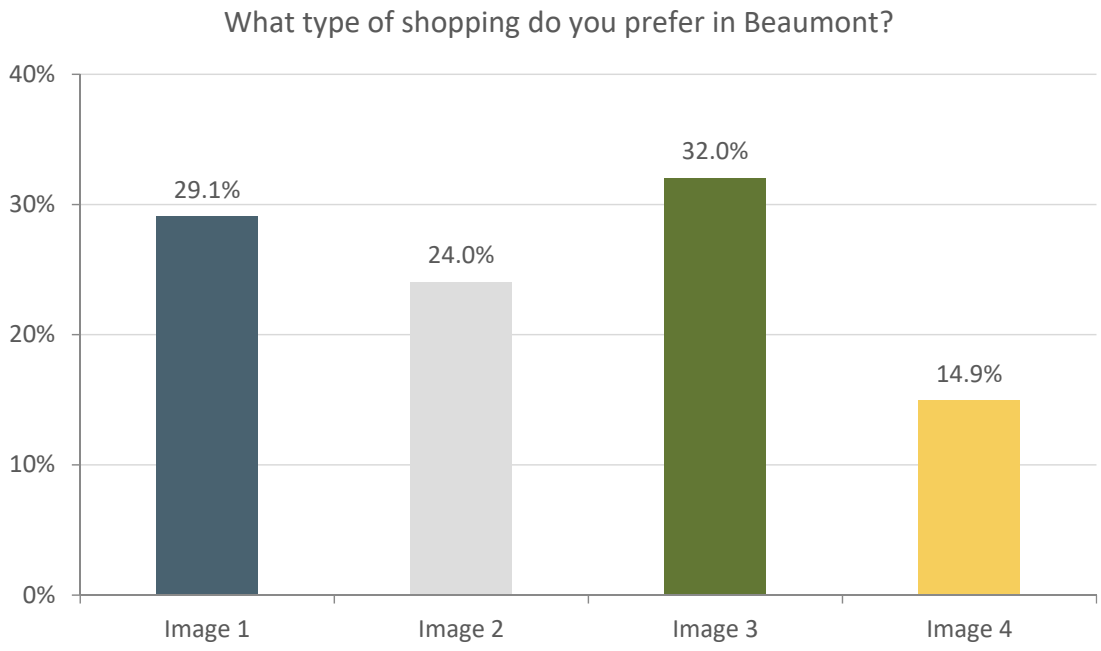
Table 4: Thoughts and comments related to street design
• Updated with an atmosphere! Able to enjoy the surroundings by hanging out & eating inside or out with nice lighting (that is kept working, unlike Oak Valley/San Timoteo) and music piped onto the streets. Also, live bands performing from time to time. • A welcoming evening and daytime downtown would greatly improve our town. There is currently no theme and a bit run down. • Ice cream parlors and candy stores. **Other comments** • Narrower streets elicit a more small town feel. • Like the original western feel of Beaumont • Always nice to have beautiful areas but it's the people and the friendliness that makes it a good community • No more houses • Rural with a small town city feel. Think of Denver or Durango Colo. • Keep it simple • None of these pictures are what Beaumont is or will be. • Like State street in Redlands • Need a lake • none

SHOPPING TYPES

The fifth series of photographs asked respondents about the type of shopping types they would prefer to see in Beaumont.

Figure 5: Image Options Related to Shopping Types

There were 778 responses to this question. Respondents generally expressed a preference for Image 3 (32.0%). The second most preferred option was Image 1 (29.1%), closely followed by Image 2 (24.0%). The least preferred option was Image 4 (14.9%).



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 5: Thoughts and comments related to shopping types
(Response Count=102)

Comments related to a specific image or combination of images

- And #1.
- #1 would lead to more pedestrian traffic which would be fun.
- 3 or 4; big box stores with hometown, specialty shops
- Choosing #one however again, all four could have great potential and pitfalls. Example number two is generally run by people outside of our community...not so good
- Mix use again 1 and 2 are the same concept
- Image 4 shows authenticity. We just need to clean up the look of the older buildings. A fund to assist small business owners in this clean up would be nice.
- Like all the images
- #2 is the idea. Between 1st & 2nd you could put a mix of nice stores,large & small/cafes with indoor/outdoor seating;parking areas
- Three followed by 1. Both models would be attractive in areas and both are needed
- A mix of 1 and 2 is perfect, kinda like Santa Monica with Third Street Promenade
- 2& 3 I think are good styles in Beaumont
- 1 will be a perfect combination of big city life style
- 2 with big brand names like number 3. Number 4 is hideous and run down.
- Two and four play into the small town feel that we have here in Beaumont. An open air shopping center would be nice closer to the 60/10 freeways. Organized farmers markets and a planned downtown area with restaurants and small shops that reflect an older western look as an homage to our history

Comments related to larger businesses and retailers

- Keep spending my money elsewhere. We need more and better stores in our area besides a movie complex. Clark's, Trader Joes, Eureka Burger, Target
- Bring in Costco, Winco, Vons Market, Target and Home Goods.
- We need to have a Target, a Barnes and Noble and a Ralph's supermarket.
- Costco, Target would be nice.
- We need store like Trader Joes, Target and Costco
- We need more major retailers here! Less mom and pop places. My family usually leaves town and spends money. I'd rather spend it here but we don't have enough choices.
- Love to have a Costco/Sam's Club.
- Costco
- Costco Target Barns and Noble
- Nordstroms rack!
- I love quaint shops, but I would also love to see something similar to Victoria Gardens here in Beaumont. We need more retail and restaurants in general to accommodate our booming population growth, not warehouses.
- Name brand stores will plenty of parking is a necessity.
- Victoria Gardens. CostCo and Target
- Target, Trader Joes and Costco please!!!

Table 5: Thoughts and comments related to shopping types

- Costco and Trader Joe's with Target!
- Costco and target
- We need a Costco and sams club!!
- Big box stores are convenient and more cost effective.
- The small big box stores, unfortunately mom and pop stores are too expensive or don't carry a variety. A public gathering like 2, will result in trash, look at market night, trash from public and vendors.
- Victors gardens mall
- Outdoor mall or retail strip. Like a Victoria Garden feel. Having a Target would be awesome!
- Victoria gardens style shops
- A new shopping center with a movie theatre would be a great addition to the city near the 10 freeway and oak valley
- Victoria gardens type mall
- We need more big name stores

Comments related to smaller businesses and retailers

- I love small businesses. There is room for growth and beautification of 6th st. I would love for Beaumont to have the feel of Claremont.
- Lots of small ma and pa type stores with a variety of items, from gifts, to antiques.
- Mom and pop shops all the way
- Small local businesses all the way. Let's keep it cute over here.
- Also like small mom and pop stores with street parking similar to downtown Redlands.
- Mixed-use, small-town, locally owned shops and restaurants with affordable, clean apartments above would be a lovely way to keep younger adults in the area!
- More local home grown food stores and businesses
- Small businesses are great too
- While I'd prefer to eventually get to a point where we can have some sort of downtown shopping, I believe that making it easier for small businesses to open here is more important. If we could create a downtown atmosphere with small businesses, then maybe we can build up from there and attract bigger businesses.
- NO MORE BIG BOX STORES, MINI MALLS, ETC.
- No huge big stores like redlands .. take a look at downtown Livermore ca . That's what we need
- We need to be more small business friendly.
- Preserve mom and pop style
- Small town shopping
- My family and I purposefully patronize small businesses and locally owned shops/restaurants.

Comments related to downtown development

- encourage major tenants in downtown area
- Redevelopment in the downtown area would be nice and continue development of the area by Walmart./Kohl's
- A viable, identifiable downtown
- Walkable "Downtown"
- Downtown facelift.
- Walking and eating outdoor would be nice. We have nothing like that in our city nor any cities around us. Redlands State Street doesn't count. Zone some spots and try to entice some businesses who will have outdoor eating between shops and some sort of nightlife

Table 5: Thoughts and comments related to shopping types

- It would be nice to have our local business more visually pleasant and revitalized...something like an "Old Town" feel such as San Diego or Temecula so people would shop and keep our tax money local.
- I would prefer to see a rejuvenated downtown area, with businesses and a layout that attracts tourists for shopping opportunities.

Comments related to general shopping design preferences

- I also like walking malls, free of cars.
- I honestly can say that I feel Beaumont will do well with big box stores and our local shops. I just think they should be intertwined more rather than split on either side of the freeway. Discourages window shopping and expanding upon a civilians broadening of shopping possibilities.
- make landscaping appealing
- a height restriction on shopping buildings
- also outdoor markets.
- Beautiful store fronts
- Something other than on highland springs where you can't get to anyways
- A decent sandwich/hamburger joint would be nice.
- We could always use another street market. The only other choice for me, would be a plaza, but there's no option for that here.
- Additional grocery store near Tourament Hills and Oak Valley Parkway
- Fishing ponds. Dance clubs for adults and teens.
- Outdoor mall with splash pads
- Farmers Market on 6th Street, either a week night or weekend.
- An indoor outdoor plaza like the brand off americana in glendale
- Need shaded walkways and restaurants with patio seating.
- Walkable shops with pleasant outdoor space would be amazing.
- Nice to have the little stores with the wide sidewalks. Looks walking friendly for the families or kids hanging out with their friends. Looks community oriented as well.
- We have enough strip plazas/shopping centers but they are only basics. We could use a section with nicer retail stores and restaurants. Has anyone counted the number of fast food places we have.
- I moved here 5 yrs ago from San Diego beach town which was busy, family friendly and invited walking, eating, shopping. Beaumont is a drive to business, pick up and leave and go back home town. I never go out at night here unless a well lit strip mall like Ross, Stater Bros., etc.
- More spaces outdoors to be able to enjoy shopping and walking around.
- No large malls.
- Having better shopping options will create more jobs
- Hard to tell much about some of the pictures but outdoor shopping area with LOTS of options, movie theater, dining, music. Think Redlands, Chino Hills/Chino Spectrum, Rancho Cucamonga, Corona, Glendora's new shopping area, Upland off the 210 fwy, Cabazon without the luxury stores, etc. Nice lighting. A welcoming atmosphere with plenty to do.
- Love what The city of Redlands has Movies,shopping ,Restaurantso all in the same space
- Redlands has been able to accomplish a great downtown feeling of shops on State St plus and outlet type mall where Target and Kohls is located. Is that even possible here? It was hard to choose since I like image 1,2 &3.
- We need stores and shopping that will keep us from spending our tax dollars in Moreno Valley or Redlands. There are very few places to shop in Beaumont, and I find myself driving to Redlands all the time. We need to stop building so many houses, and catch up on our shopping and dining needs. I am not a huge Walmart fan, I would prefer some where else to shop.

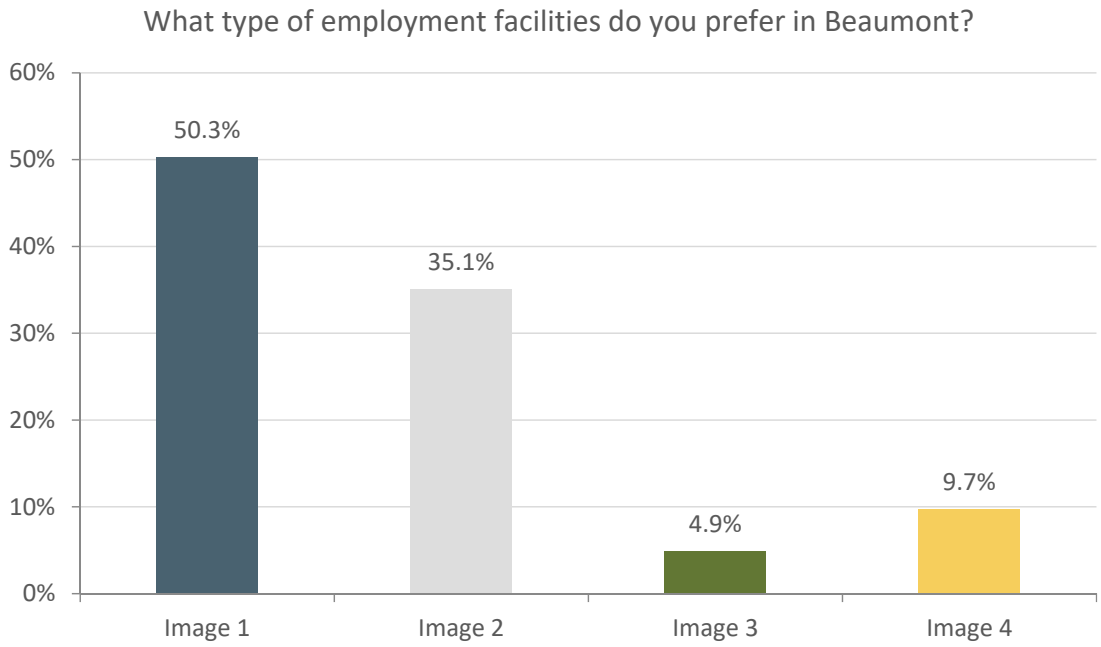
Table 5: Thoughts and comments related to shopping types
• Reduce the big box look, create attractive shopping, dining, & entertainment spaces • State street Redlands theme where no vehicles can enter parking on outskirts • More stores, more traffic. Not what Beaumont is about. **Other comments** • Need to attract small manufacturing business/tech schools to provide training for young adults. • All shopping and other should have a cohesive plan, like Redlands, Rancho Cucamonga and other well planned cities. • Very hard to see and decipher what these photos really represent. • We NEED more shopping and restaurants! • Can you bulldoze both sides of 6th street? The freeway out to Applebee's should do it. • Na • none • Stop building so many track homes • Need a lake • No more houses • Hands down!

EMPLOYMENT FACILITIES

The sixth series of photographs asked respondents about the type of employment facilities they would prefer to see in Beaumont.

Figure 6: Image Options Related to Employment Facilities

There were 761 responses to this question. Approximately half of respondents (50.3%) selected Image 1 as their preferred option. In addition, just over one-third of respondents (35.1%) preferred Image 2. Among the remaining respondents, 9.7% preferred Image 4 and only 4.9% preferred Image 3.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 6: Thoughts and comments related to employment facilities
(Response Count=86)

Comments related to a specific image or combination of images

- Absolutely no #3s, #2s would be a 2nd choise
- Limit the Image 3 type of facilities to a designated area in the city.
- image 4 or 1 but no Big Warehouses
- 1 or 3; large warehouse distribution centers coupled with professional offices
- Again all have potential. Depends on if these jobs will serve our community or mostly commuters, causing far more traffic without benefit to us
- What are these buildings? Retail and restaurants can employ many people. Also schools at all levels, utilities, City, real estate offices, variety of small businesses, and medical offices offer a wide range of employment to people with varying levels of skills.
- Number three would absolutely kill the area,,be smart about what you allow,,put distribution along the sixty with the rest of it make Beaumont, Cherry Valley a place where people want to come shopping as well as a nicer place for the residents,,do not by any means need more housing and all the traffic that brings along with the crazy amount of crime since all the houses have been built,,,put in nice shopping, maybe condos , open spaces,
- Really - all the above.
- Never number 3, NO 18 wheelers or I'll move
- I think a variety would be best. With our tracks though warehouse seems rather practical.
- I'm not opposed to 3
- Again, number 2 and number 1 are both desirable and appeal to different styles of busniness entities
- Definitely NOT 3
- Another questionable set of pictures. Leaning toward image 1 followed by image two with some limited image 3 located away from homes/subdivisions (like on 79 going toward Lambs Canyon). NOT in areas where the need for shopping & other services is deficit (on the west side.)
- All 1,2,3 are good.

Comments related to employment facilities that respondents would not prefer

- NO WAREHOUSES!!!
- No factories!
- I do not feel that an increase of large truck terminal buildings is good for our area. It will decrease the our home value, increase our auto insurance, because of the increase in trucks on the highway. Beaumont is a collection of retirement subdivisions, with 55+ inhabitants. We want a quite relaxing life style NOT noise, the smell of truck exhaust, congested streets and highways.
  Consider the residents in your decision.
- Anything with less truck traffic. Move here 3 years ago and considering leaving due to warehouse takeover and traffic.
- No more warehouses
- No warehouses.
- No more warehouses
- None. They all look like a bunch of warehouses. We need commercial not industrial. Huge empty warehouses do nothing for us.
- Retired now, but I did office work. We definitely do not need more warehouses. So many came to Redlands area it made traffic and air quality very bad.
- I don't like any of these images! These are all corporate/industrial buildings without pedestrian-friendly streets, green-spaces, or community-interaction!

Table 6: Thoughts and comments related to employment facilities
• Small business owner. Why did you ONLY put pictures of INDUSTRIAL businesses? That is NOT what represents Beaumont! • Small manufacturing businesses - NOT MEGA WAREHOUSES that bring trucks/pollution /added wear & tear on highways already overloaded by such traffic. • No more warehouses • No to warehousing on Cherry Valley Pkwy. • No warehouses near homes • No large warehouses, factories, or distribution centers • No big buildings. • Warehouses tend to offer mainly temp jobs and many of the jobs are becoming automated. While I see the benefits to warehouses in the short term, I feel as though we could do better to offer quality employment around here and shouldn't settle for solutions that only patch the problem instead of help fix it. • Not an industrial look. • No warehouses!! • I hate all of these ew • But not near homes. • Please no giant warehouses, office buildings or any other of those items. We live in Beaumont to get away from that. • No truck hubs or wide rise warehouses • NO Warehouse districts. Smaller business complexes suitable for small businesses • Do not want to see more warehouses and trucks polluting our environment as well as increasing traffic in our area. • NO WAREHOUSES, NO INDUSTRIAL CENTERS. • None .. we already have built a massive warehouse .. I came here to leave all that hustle and bustle behind and enjoy my city .. • No big warehouses, the south side of town is zoned for industrial and this town needs to keep it that way. • No big warehouses, just additional big box stores. • NO warehouses or industrial complexes! NO increased air pollution and traffic! • We could use more professional facilities targeted to our residents' needs, not warehouses. • No large warehouses bringing in truck traffic. Need more medical facilities. • Strip commercial buildings provide both centralized facilities, and also limits businesses that are too large. Our streets and on-ramps cannot handle large trucks always coming and going. **Comments related to employment facilities that respondents would prefer** • More white collar, better paying jobs. • Professional office spaces would be a welcome addition to Beaumont. We certainly have practitioners (e.g., law, medicine, health, administrative) that could use the space, which would free up some of the historic downtown Beaumont area to be developed for shopping. There are examples of many communities throughout Southern California that feature professional offices adjacent to a historic downtown shopping area. I'd like to see that developed in Beaumont. • Build some places that would bring in lots of jobs, good paying jobs! Something that would attract educated people and hard workers. • Neat and clean exteriors are great! • inexpensive real estate and low traffic should attract regional office employers • Retail will grow as a city grows. We have a lot of educated people here in Beaumont. It would be in our better interest to invite and incorperate technologically, management, and industrial careers that would keep our community closer. Closer mom and dad's equals less free roaming juveniles as well. • Small business, no more large eyesores

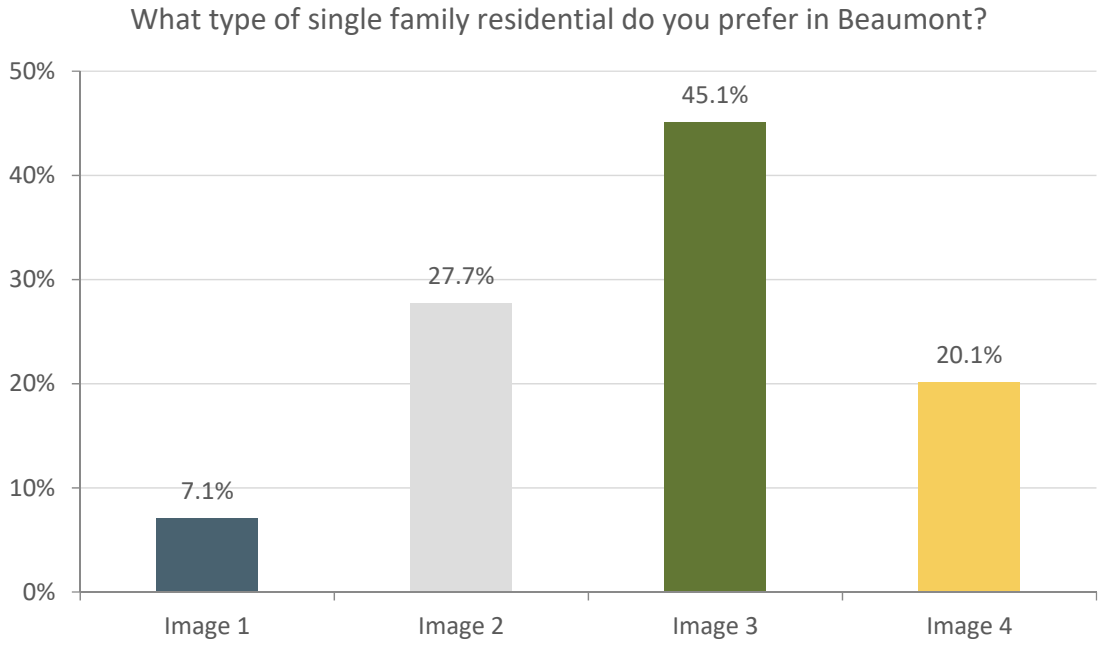
Table 6: Thoughts and comments related to employment facilities
• I've said in the past, bring in Costco, Amazon, Vons Market, Trader Joe's and a Target That will give the City plenty of tax revenue. Also new car dealerships would be good, NOT used cars! NO warehouses that have truckers coming in and out of our City! • More restaurant choices such as healthy food options ex: pita jungle, poke bowls, vegan restaurant • You need office warehouse and ag support. To attract call centers and office lease customers you must first upgrade all the schools and shops. We have a heavy plus 55 community. The natural job path would be medical support. Quality of life companies. • We need more commercial jobs, no more industrial warehouses. • The better choice is the one out of the limits. Office space is cheesy, garage industry is quick to degrade. A warehouse is the best option. • Offers contrast if we can green up the city. Sleek looking buildings, uniform, makes it look as we are one not a bunch of rag tag stores or buildings. • Hospitals medical plazas • Ugh. These all look horrible. I want small businesses, nit warehouses • Again, try and keep the small town feel. • We like the small business shops and the high tech corp building however the small business won because it brings more start up businesses to our community members. The landscape also adds a nice touch. • Clean industry.....without adding hundreds more trucks to our roads and freeways which contributes to air issues • newer office bldgs would be nice. Too many here look old, decrepit, representing old ideas and thoughts. Too bad... • Shpuld be multiple employment types. • Any employment except option three if good. Forget giving up that much land in the city to only employ one person per 20,000 square feet of space. • Multi use and business parks for professional offices, small entrepreneurs, or light industrial uses. • We need people to wNt to be here. More businesses, which offers more employment. • We so need tech businesses in our area. Businesses that bring good wages to support shopping & entertainment. • Any business that generates revenue for the city. • Professional buildings bring more higher salary jobs to the town. There are too many warehouses and trucking businesses. The future doesn't need old farm building faces. • Again small business friendly. • Any that are within proper zoning and supply jobs to the local people • Not sure what is what here I think I see warehouses? some is okay but Beaumont is not a very large city we need to keep warehouses minimum, creating shops and restaurants will bring jobs, the better paying jobs are out of the City • Industrial tilt up buildings gives versatility to the types of businesses that will occupy the space. (Commercial businesses, dance and exercise studios, local businesses)
Other comments
• The city of Beaumont city hall seems to only hire white people it is extremely evident we need to be an equal opportunity community and city this is southern California and the beauty of that is diversity it makes our city seem racist and that's bad for business • I retired early from large corporation and either traveled or worked from home. Employment buildings are not something I am passionate about. • none • Na • No more houses • I have no preference other than better zoning. • These are all warehouses!

SINGLE-FAMILY RESIDENTIAL HOMES

The seventh series of photographs asked respondents about the type of single-family residential homes they would prefer to see in Beaumont.

Figure 7: Image Options Related to Single-Family Residential Homes

There were 761 responses to this question. The most preferred option among respondents was Image 4 (45.1%). The second most preferred option was Image 2 (27.7%), followed by Image 4 (20.1%). Only 7.1% of respondents preferred Image 1.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 7: Thoughts and comments related to single-family residential homes
(Response Count=85)

Comments related to a specific image or combination of images

- All are good.
- And Image 4.
- We need a mixture - the single famiky homes goung in now (2) are all the same.
- Need all types of housing with a plan. Do not put all apartments in one area. Mix together single family, apartments, condos etc!
- Need mix of SFH, condos, townhouses and apartments. Ranch Cucamonga is good example
- I like all of these. I prefer variety over just tract homes.
- I also like image 3. I prefer craftsman houses or those that incorporate classic California craftsman style in their design.
- I like Image 2 as well. In image 3, the house can be modern but look older with front porches. Nice touch to have porches.
- a mix, all of the above
- All are fine. Even Sundance. But those houses are incredibly cramped. Less cramped is my preference. I like that this area has mixed old, new, farm-like, ranch, cottage...etc. Character.
- There needs to be a wide variety of housing available to residents, from low-income apartments and condos to larger family homes near schools, shopping and public transportation. Many older homes in this area need refurbishing and access to public transportation.
- Pictures 2-4 pretty much look the same to me. Nice neighborhoods with sidewalks would be preferred
- All images okay. Rural areas need different types of housing due to people and animal needs. I personally like more of a traditional housing person.
- But we all know it is already #2
- I like all 1, 2,3&4.
- #2 is common here as I live in gated Tournament Hills. #3 would be a nice change.
- Two definitely compliments what we already have here but three is equally beautiful. Maybe three could have its own section in beaumont somewhere.
- 2,3 & 4 look good. With a lot of land here, why do houses have to be built on top of each other? Almost anything new would look good.
- Actually, I prefer a variety of styles
- a variety of residential areas provides a more pleasing, "small town" vibe.
- No preference here.
- 4 is also nice
- 1 is better suited for Cherry Valley, and I believe that if we can get a better grip on our residential areas in Beaumont then Cherry Valley could stand a better chance at being rural. That said, instead of going with housing developers who encourage HOA's and the like we should focus on building within the community and grow that instead of create more micro-communities. As things are, if we're building within the normal bounds I'd say 4. but if we start talking about the more underdeveloped parts I think we could possibly look at houses more like 3 for higher income people who want to live in a quiet area, similar to the south/south east area in Redlands.
- Also image 3 for those that can afford them.
- Variety is best. Not particularly fond of apartments but variety works best for everyone.
- All of the above
- All are good. One and three are best
- We have lots of cookie cutter houses with little space between. I almost picked #4, but it is too uniform with 2 stories. #3 has character.

Table 7: Thoughts and comments related to single-family residential homes
Comments related to features of single-family housing that respondents prefer • Keep it simple, the rustic look as was before. • Neighborhood friendly homes, with HOA control over common grounds, to keep everything in pristine shape. • Modern houses but with old-timey references. • Try to keep houses from being too close to each other. • lots of room for families with an eye toward solar and green living • My only real preference is to be clean and friendly • Single level, gated communities that provide active senior living at an affordable price. Property TAXES are too high and the mello roos bond should go away! If a mello roos bond is necessary, the builder should pay for it, but the builder could make it up in his home pricing. Yes, i live in Four Seasons and the property tax is killing me and with in a few years i may have to sell. • We need walkable neighborhoods with community spaces for interaction and town activities. • New communities suvh as Sundance and oak valley greens are a big step for Beaumont. However, our older neighborhoods need a facelift. • More code enforcement needs to be done to assure resident's homes are keep presentable • Affordable housing for all demographics - college studens, young families and 55+ retirees in safe communiies. • Houses need more land; houses placed way too close to each other. • small lot single family and duplex • on more single floor plans so neighbors can't look down into my yard • It is too hot here for 2 story housing, we need more one story options with large lots. • A rural housing feel kind of like what Norco is doing but a upscale homes such as their phases in 2003 and up. • As long as we see an end to the cookie cutter monstrosity that is Sundance, I'm good. We all know that will never happen. • Affordable housing for people who can't afford this 500,000 homes. • Bike riding areas like Palm Ave. • With at least .5 or 1 acre lots • Might need to cut down on some of the building, start making homes people can afford to stay in and pay taxes year after year instead of asking the city to reduce taxes or being a commutter city, would be nice to have some jobs for the younger crowd, make it more of a cimmunity then a bed. • Beaumont will continue to develop single family communities. There should be more development of new apartment, town home and other housing options that don't take so much land and resources • More spacing between homes; homes with different configurations on outside;multi use parks • I like rehabbed older buildings or homes. We have history in Beaumont. • This is a housing stock that is different from what has been built. A variety in residential architecture to break up the homogeneity of the newer housing stock. • we need to keep the wide open land in town. Look at all the new housing going up on highland springs road. Nobody is thinking maybe we should widen the road, make it 2 lanes in each direction. You keep adding houses but nobody improves the roads. We just keep adding damn stop signs. • We have far too many housing developments with 2-story homes so darn close to each other and the occasional single story sandwiched tightly in between on ridiculously small lot sizes. I would like to see far more single story homes going up than there are currently and much larger lot sizes with better spacing between the homes. It would be nice to have some semblance of privacy from our neighbors. • But with single story or 1 level home too. • New homes need to come with a front porch area to encourage meeting your neighbors and creating a tight knit neighborhood. The calls for code enforcement and police services would go down because

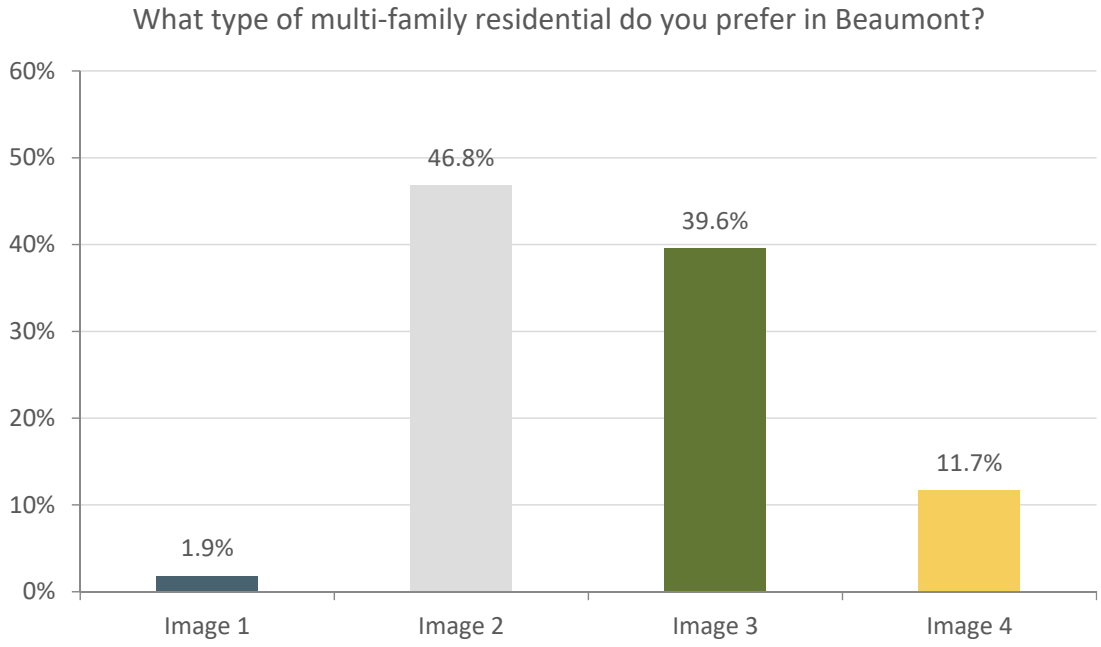
Table 7: Thoughts and comments related to single-family residential homes
the neighborhoods start to create a neighborhood watch community and communicate with each other as well as watch out for one another. • Custom homes that are able to attract responsible home-owners without creating a cookie-cutter community. • We need more condos, tow houses, apartments too **Comments related to features of single-family housing that respondents do not prefer** • NO MOER COOKIE CUTTER HOUSES. • Stop with the concrete boxes and get some neighborhoods with character. • I think we are already saturated with the residential market. No new plans should be made until proper services are in place for those already brought here. There are over a thousand households that have to drive 5 miles or more for any shopping or services. Those residences already planned would hopefully fall into image 2 or 3. • Stop allowing builders to build homes so close together. • Please stop with the high density housing. Why not estates? Or houses on 1/4 acre or more? • We have enough residential units in Beaumont. Time for the infastructure and shopping and dining needs to catch up. • No large condo developments. • None of the above. I would prefer single level senior housing. • Enough with the crowded, tan stucco. I'd love some affordable options that look older, have character. • We don't need any more houses at this point. Revitalizing the older parts of Beaumont would be nice. • No more tract homes • None,,,there is enough • Stop building so many track homes • I'm tired of seeing houses like in picture number 2. Change it up. Be different • No more houses • None! Too many already • No more houses! • No more houses • No additional housing would be preferred as it is felt we have far more than our small infastructure can handle as is. • Track homes are overrated and too cookie cutter. Sure, they are nice on the inside and practically low maintenance... but why continue building when, we can barely sell the inventory currently on the market. Let's make this town, beautiful but with the open small town look. Natural to nature, not plastic to status quo. **Other comments** • Really 900 +homes on san timeteo rd. Hope there building another elementary school and high school .. where are all these kids suppose to go to school ??? • No vacant land anywhere, huh? • The builders should pay to help our cramped roads such as Highland Springs and Oak Valley. We do not need any more housing until our traffic needs are met. • Where do you get these pictures????? • none • Na

MULTIFAMILY RESIDENTIAL HOMES

The eighth and final series of photographs asked respondents about the type of multifamily residential homes they would prefer to see in Beaumont.

Figure 8: Image Options Related to Multifamily Residential Homes

There were 752 responses to this question. Respondents generally expressed preference for Image 2 (46.8%), closely followed by Image 3 (39.6%). The third most preferred option was Image 4 (11.7%). Only 1.9% of respondents preferred Image 1.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 8: Thoughts and comments related to multifamily residential homes
(Response Count=68)

Comments related to a specific image or combination of images

- Three or two
- My personal preference is 4, but 1 is more realistic. 2 and 3 seem good, but 1 could help change the feel of Beaumont to something more upgraded.
- Photos 1and 2 did not show up
- 4 is beautiful but doesn't fit our city
- All of the above
- Definitely the second one with the open areas number three has.
- These look nice!
- 2,3&4 I like.
- 2 and 4 are my favs
- 2 or 3 would be nice. We have no upper end condo/townhouse type living units! No everyone wants to take care of a yard.
- All are good so long as builders pay for streets and schools
- Image 4 just seems too close. Other images okay.

Comments related to features of multifamily housing that respondents prefer

- Townhomes, not low income apartments
- Please put in Trader Joe's and Costco or Sam's Club. The people in Beaumont are spending their money outside their community. Also we need restaurants. Thanks for listening.
- More affordable housing but with HOAs so grounds and codes can be enforced. Maybe with more xeriscaping so we don't have dead, unmoved lawns.
- Condos instead of apartments. Not more than 2 stories high.
- Rather than multiple fast food eateries would prefer larger sit-down restaurants like Mimi's Cafe, Outback, etc. We need variety! Also it is getting very difficult to enter freeway on Highland Springs - need more freeway entrances to access the 10 fwy. Thank you.
- Style and architecture needs to be the goal. No more stucco jungles
- Let's build *UP* instead of using our last few empty spaces. Condos and apts. And I mean nice apartments.
- Again preference is clean and friendly. Preferred nothing cold-stark modern as in image # one
- Good quality homes for low-income people are needed.
- With shopping and open spaces mixed in
- Couldn't we discourage palm trees? All of Southern California (AZ, and NM too!) are full of palm trees! Let's have deciduous trees, and enjoy the seasonal changes we have here in Beaumont!
- NEED MORE OPEN SPACE!
- classy multi-family units with some open space
- I prefer smaller apartment complexes that mitigate the amount or degree of density and congestion. Smaller apartment home complexes that blend with the style and feeling of the remainder of the neighborhood is essential.
- We have a big need for NICE apartment complexes/condos. No more low income places.
- I like the court yard green areas in multi-family residences
- Are we kidding ourselves? The best option is the cheapest option. Other cities can take care of the higher end consumers.
- Affordable housing
- Community parks and street fairs.
- Affordable housing for young people

Table 8: Thoughts and comments related to multifamily residential homes
• Definitely need affordable housing. Condos, tiny houses ,apartments • Maintain the small town feel. No massive developments • We need nicer/ luxury apartments. • Apartments are not good, brings in low income. I would prefer condos if necessary for low income. • Condos with group areas would be a useful alternative from single family. The other images don't have the group space pictured. • Mixed use should be brought into Beaumont since getting to shopping & services is such an issue here. It can look like image 2 or 4 regarding the character. • Green space/plants/trees added to multi-family neighborhoods enhances the immediate area as well as the surrounding areas, better for residents. • I don't really care for any of the above but like a park like setting in lieu of high rises. • Less of multi-family housing such as Apartments. **Comments related to features of multifamily housing that respondents do not prefer** • I don't! There is enough multi family homes in Beaumont and we don't need any more. Keep the community owner single family and that will help keep Beaumont clean and safe where as if you went to non-owner multi family renters, that brings in the riff-raff and crime! Unless if it is senior housing... there is a major need for senior housing! • No more mobile home parks • No more houses • None • I actually prefer no multi-family residential, but I know that's not realistic. However, when it comes to renters specifically, I would like to see a cap in the city as a whole but also in individual housing communities. • Not a big fan of multi family homes as no yards and too close together. • None. Single level senior housing. • none • NONE • None • None! • None • None. Only single family residences • Limited to certain areas not near Sundance please • Prefer no multifamily housing. If necessary, it should be higher end to attract young prefessionals. Don't want or need low cost apartments or section 8 housing! Attracts lower class people, more transient, not invested in community, more crime, drives our schools down. • Please don't do subsidized housing. • No apartments • Multi-family housing does not help the quality of life for the area. A good example would be to look at San Bernardino. **Other comments** • Nothing wrong with diversified demographics, but we as a city should be promoting growth out of low income into a better situation. • Gives more of a southern CA feel. • More homes .. more traffic .. and still high property taxes .. great job • This is ridiculous ... • None of these are affordable to residents in this area of the IE. • Na

COMMUNITY SURVEY #3 – PREFERRED ALTERNATIVE

PREFERRED LAND USE ALTERNATIVE SURVEY RESULTS

OVERVIEW

The Beaumont Community Survey was created to provide community members who live and work in the City (who are 18 years or older) an opportunity to share thoughts and ideas on their community. The purpose of the survey was to collect data to inform the General Plan update. The survey was made available in an online format. The survey was publicized through the Elevate Beaumont website, the City of Beaumont's website, and social media outlets. The survey was open from January 12-28, 2018.

The survey included 28 questions, including demographic questions, open response, and multiple-choice questions around. A total of 733 respondents participated in the survey. However, not all participants answered every question. While the 733 respondents provide the City with valuable insights and ideas, we do want readers to interpret this data as "representative" of the city. Nationally, community survey respondents are more likely to be female, older, and have higher educational attainment levels than the general population. As such, the results of the questions, including open-ended comments, will be used to inform and support other community input collected as part of the General Plan update.

BEAUMONT SURVEY DESIGN

This report contains topical sections that correspond to 5 areas of land use change in the City + Sphere of Influence:

- Downtown
- 6th Street Extension
- Urban Village South
- Traditional Neighborhoods
- Rural Residential (South of Potrero)

DEMOGRAPHICS

WHERE DO YOU LIVE OR WORK?

Respondents that identified living in the City of Beaumont (93.42%) had the highest participation in the survey. Participants were allowed to select more than one response.

Answer Options	Response Percent	Response Count
I live in the City of Beaumont	93.42%	681
I work in the City of Beaumont	10.97%	80
I live/work in the County (Sphere of Influence)	7.27%	53
I do not live/work in the City or the County (Sphere of Influence)	2.47%	18
answered question		729
skipped question		7

IF YOU LIVE IN THE CITY, WHERE DO YOU LIVE?

Respondents were asked to review an area map of the City + Sphere of Influence. Those respondents that identified living in Downtown (.56%) had the lowest response rate to the survey.

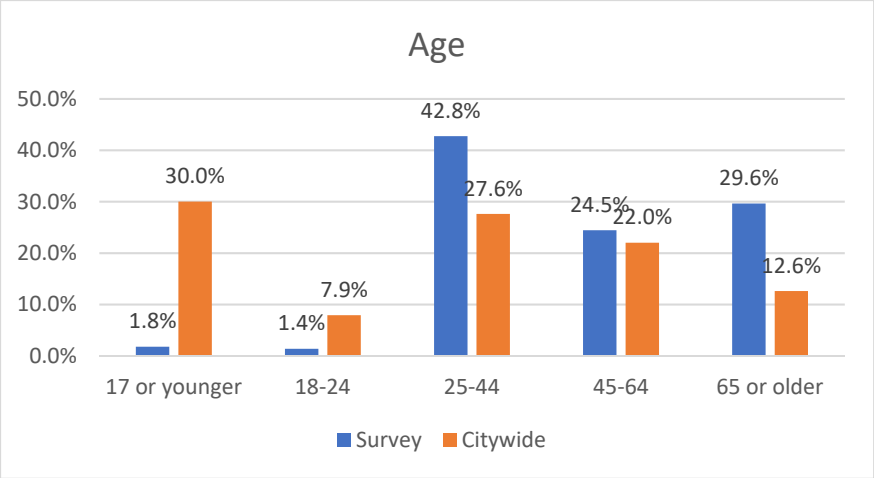
Answer Options	Response Percent	Response Count
Downtown	0.56%	4
Northeast	26.23%	187
Northwest	33.8%	241
Southeast	27.49%	196
Southwest	8.13%	58
County (Sphere of Influence)	3.79%	27
answered question		713
skipped question		23

HOW OLD ARE YOU?

The following age groups had the highest participation rate in the survey: 25-44 (42.76%), 45-64 (24.45%), and 65 or older (29.64%).

Answer Options	Response Percent	Response Count
17 or younger	1.78%	13
18-24	1.37%	10
25-44	42.76%	313
45-64	24.45%	179
65 or older	29.64%	217
answered question		732
skipped question		4

Based on data from the 2012-2016 American Community Survey, respondents in the following age groups were overrepresented in the survey results: 25-44 (15.2%), 45-64 (2.5%), and 65 or older (17%).



WHAT IS YOUR RACE OR ETHNICITY?

Respondents that identified as White (67.78%) and Hispanic/Latino (19.31%) had the highest response rate to the survey.

Answer Options	Response Percent	Response Count
American Indian or Alaskan Native	0.56%	4
Asian	1.81%	13
Black or African American	41.67%	30
Hispanic or Latino	19.31%	139
Middle Eastern	0.56%	4
Native Hawaiian or Pacific Islander	0.97%	7
White	67.78%	488
Other	4.86%	35
	answered question	720
	skipped question	16

WHAT IS YOUR GENDER IDENTIFICATION?

Survey respondents identified as male (40.3%), female (59.4%), and non-binary (.28%).

Answer Options	Response Percent	Response Count
Male	40.33%	294
Female	59.4%	433
Non-binary	0.27%	2
	answered question	729
	skipped question	7

DOWNTOWN

DO YOU WISH TO ANSWER QUESTIONS ABOUT DOWNTOWN?

A majority of respondents (93.38%) chose to answer questions about Downtown.

Answer Options	Response Percent	Response Count
Yes	**93.38%**	**677**
No	6.62%	48
	answered question	725
	skipped question	7

WHAT TYPE OF DOWNTOWN TO YOU PREFER? (CHOOSE 1)

Most respondents (66.04%) identified preferring a mix of 1 and 2 story buildings in Downtown.

Answer Options	Response Percent	Response Count
1 story building	21.38%	136
2 story building	12.58%	80
Mix of 1 and 2 story	**66.04%**	**420**
	answered question	636
	skipped question	100

WHAT TYPE OF DOWNTOWN PARKING WOULD YOU LIKE TO SEE? (CHOOSE 1)

The majority of respondents identified preferring angled parking (62.05%) in Downtown.

Answer Options	Response Percent	Response Count
Angled parking	**62.05%**	**394**
Median parking/flexible event space	25.98%	165
Parallel parking	11.97%	76
	answered question	635
	skipped question	101

WHAT TYPE OF FEATURES WOULD MAKE DOWNTOWN FEEL SAFER? (RATE YOUR TOP 3)

The top three features that survey respondents identified as making Downtown safer were: public spaces (55.26%), wide sidewalks (51.08%), and slower car traffic (41.64%).

Answer Options	Response Percent	Response Count
Bicycle lanes	143	22.14%
Public spaces (i.e. plaza, park, etc.)	**357**	**55.26%**
Wide sidewalks (15 feet or more)	**330**	**51.08%**
Flashing crosswalks	235	36.38%
Slower car traffic	**269**	**41.64%**
Pedestrian scale lighting	225	34.83%
Wayfinding/signage	103	15.94%
On-street parking	184	28.48%
	answered question	646
	skipped question	90

OTHER COMMENTS

	Additional Thoughts or comments on quality of life in Beaumont *(Response Count=47)*
1	We need more trees for a better outdoor look no one likes to look at nothing
2	http://beaconfoodforest.org/
3	i Would like to see the building design follow historical preservation or models to keep with our ties as an older small towb
4	Crosswalks should be wide and painted with wide horizontal lines the entire length of the crosswalk instead of only a line on each side with open space in the middle. Crosswalks should have traffic signals activated by pedesteians pushing a signal button in order to keep the flow of traffic moving or else the street traffic has to stop every second a pedestrian steps off the curb and no one will want to drive down the main street. (Think of the situation of pedestrians constantly crossing in the stater bros parking lot, there is no system for crossing and it is frustrating for pedestrians and motorists)
5	Would like to see more community events/concerts/farmer's markets. Also would like to see a bowling alley, maybe a rink, or a theater. Nothing to do in Beaumont.
6	My wife is in a wheelchair and the uneven pavement makes it somewhat difficult to navigate. Also, there are utility poles which utilize a significant portion of the sidewalk, and force us onto the road in certain sections of Beaumont Avenue.
7	I would love to see a Trader Joe's put in the new shopping center.
8	You need to drive the old town residential streets. They are an absolute roller coaster. Beaumont has the worst streets for a city I have ever lived in. I trust someone cares about the taxpaying people who own property I describe. Lefts undone to long.
9	Clean up the homeless situation should be number one it is not on the list!
10	would like an old time feel but with modern shopping and gathering coffee shops
11	I do not want really small downtown dwellings i.e. extra small apartments.
12	What a completely biased survey! Every question is pre-set to leave the false impression of choice and the 'small town feel' rhetoric comes in handy. Have you considered abandoning all zoning, planning for shrinkage, rather than growth, unincorporating, . . . ? Of course not ! You and all others

	of your ilk are only capable of planning, that is controlling others to mold the world into your own horrible image.
13	The downtown should be pedestrian friendly. Foot traffic is essential for small shops, restaurants, and other small businesses.
14	I like the idea of proactively improving Beaumont's downtown area very much, many cities in the area have done that, and when a city's government has a conscious plan it makes a huge difference (even Yucaipa has a far superior downtown to Beaumont currently). Historically, Beaumont has been very reactive at best or passive at worst, and having a more interesting/welcoming downtown would mean a lot for the city, not only to residents but to the city's reputation throughout the Inland Empire, actually. Also, our location in the pass (on the way to Palm Springs/Coachella, etc. from LA and Orange County) makes Beaumont a natural place for people to stop and spend some time, if we choose to create a downtown worth stopping in.
15	Nice restaurant, nice movie theatre, good places to sit and eat local food benches and cute seating with nice light, lights like palm springs overhead, mexican food, ice rink, med shop
16	Many more important things needed, but it's a start
17	More street lamps and well lighted bus stops would make downtown feel safer.
18	Overall, I think we need to add more parking to downtown and clean it up a lot. It reflects negatively on our town as a whole if we keep the main downtown dirty and fail to fix up the older buildings.
19	A new big local gym would be great so we don't have to drive 20 miles 1 way sometimes just to go to a gym. Maybe some other specialty stores and dinning as well.
20	There should be housing for senior citizens in this area who cannot drive and be close to shopping areas
21	Even thought Beaumont wants to retain "Slow Town Feel", it should not stand in the way of future development that is well thought.
22	No one goes downtown, their are not to my interest. Don't spend any of my tax dollars their
23	Beaumont needs more businesses such as retail shopping like Target and better/quality restaurants. Beaumont should consider Rancho Cucamonga's developments.
24	Coffee shops, bakery, median to upscale jewelry store, median to upscale antique store - No tattoo shops, no liquor stores, no tire stores or auto repair shops
25	Downtown Beaumont should model itself after Downtown Redlands with great restaurants and parks and shopping.
26	Wide sidewalks could be 10 ft, if that fits the street layout better along with good lighting. You can't simply randomly pick a factor without considering the overall impact. Right now it's the unkempt look with barred windows that makes it look and feel unsafe.
27	none at this time
28	It would be better to have traffic speeds reduced, so that vehicles could travel at the same speeds along the same roads/streets.
29	Downtown looks junky
30	Mixed use would be nice. We need to give a greater selection of shops to pedestrian traffic. A safe place to park is another issue. A parking garage perhaps. On street parking should be monitored -- no more than two hours. Beautification is always nice.
31	I love the idea of median parking to create an atmosphere for events, as long as there is a definite alternate plan for parking when events take place. If parking is going to be a disorganized mess at each event, then it won't be worth it because it will take away from the event. Riverside has nearby parking structures to help accommodate events. If we can do that, it would be worth it. If not, my second choice would be angled parking.
32	Would love a thriving downtown with shopping center and splashpad like in downtown Summerlin.
33	I'm not sure what all these terms above mean---pedestrian "scale" lighting or wayfinding--a picture example would be nice.
34	My biggest safety concern is the growing homeless population downtown. Right now I always do my best to never stop in that area because of safety concerns.
35	consistent, GREEN, clean areas...NO WEEDS including on ramps and off-ramps
36	Wide side walks are very important specially for new families with babies and strollers it can be challenging when there's big crowds trying to walk by a stroller and other children.

37	We need less thrift shops and transient hang outs. There are already too many vacant buildings and overgrown sidewalks to count.
38	Victoria gardens or Redlands citrus plaza
39	Too many homeless people in this area. It does not feel safe None of these are priorities as far as safety.
40	
41	The growing homeless people in old down town has become a public nuisance. Patrons visting business in the downtown are often opproached by homeless for money. Alcohol and syringe needles found near buildings.
42	Unfortunately, the actual downtown area is located on two very busy intersections (Beaumont Avenue and 6th Street)-- so something would have to be done about that before it would be more walkable and pedestrian friendly. Perhaps moving the center up around 7-8th streets would be a better idea. Definitely the parking on 6th street needs to be changed back to parallel -- the "head in" type is very dangerous. Maybe our "downtown" is just not conducive to some of those ideas you presented.
43	Bicycle lanes only take from the safe movement of vehicle traffic and bike riders don't seem to like riding in their lanes so I think they are a waste. Bicycle riders also ride through stop signs. They should stop just like cars.
44	All areas well lit at night.
45	I am flexible about 1 or 2 story, but it needs to be high quality architecture...
46	My actual first feature would be street renewal and water/flooding prevention most of all effected street specially in Philadelphia R/R under the overhead bridge.
47	We need a Target on the north side of the freeway. It takes forever to get to the south side on Saturdays!!!

6TH STREET EXTENSION

DO YOU WISH TO ANSWER QUESTIONS ABOUT THE 6TH STREET EXTENSION?

A majority of respondents (90.06%) chose to answer questions about Downtown.

Answer Options	Response Percent	Response Count
Yes	**90.06%**	**616**
No	9.94%	68
answered question		684
skipped question		52

WHAT TYPES OF NEIGHBORHOOD RETAIL WOULD YOU LIKE TO SEE? (CHOOSE 1)

The top rate types of neighborhood retail survey respondents identified wanting to see were 1 story corner buildings (44.96%).

Answer Options	Response Percent	Response Count
1 story corner buildings	**44.96%**	**272**
2 story corner buildings	36.2%	219
3 story corner buildings	18.84%	114
	answered question	605
	skipped question	131

WHAT TYPES OF HOUSING WOULD YOU LIKE TO SEE? (CHOOSE 1)

Survey respondents were split over the type of housing they'd like to see, but most preferred housing behind retail (45.96%).

Answer Options	Response Percent	Response Count
Live-work	31.15%	181
Multi-family housing	23.06%	134
Housing behind retail	**45.96%**	**267**
	answered question	581
	skipped question	154

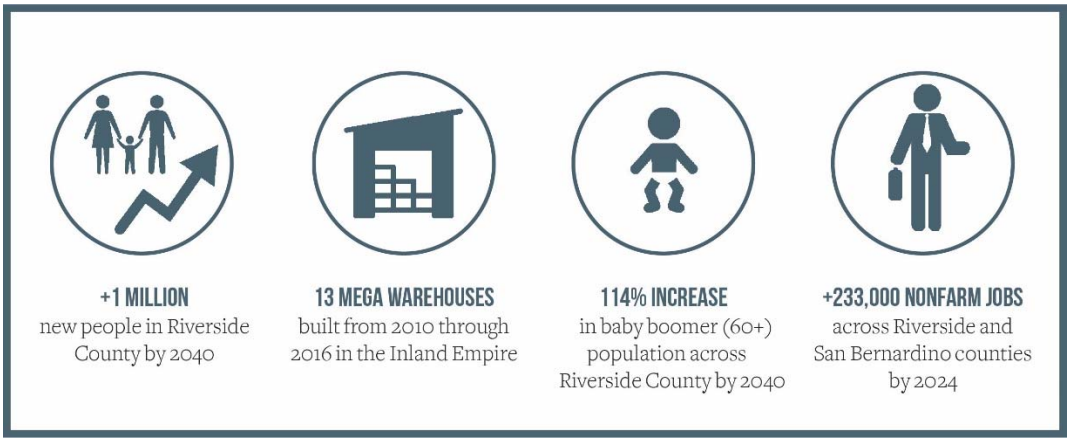
OTHER COMMENTS

Additional Thoughts or comments on quality of life in Beaumont *(Response Count=32)*	
1	http://beaconfoodforest.org/
2	none of these really, would cause WAY more home traffic
3	NONE. TOO MUCH TRAFFIC AS IT IS IN THAT AREA AND ALL IT WOULD END UP BEING IS LOW-INCOME PROJECTS! WHAT'S WRONG WITH YOU PEOPLE!!!!
4	We are currently reaching the point of overpopulation ..
5	condos with stores on the 1first floor are a very modern feel with keeping with a traditional architecture
6	None of the choices above are meeting the goal of keeping Beaumont a rural community.
7	again stay with larger dwellings away from downtown.
8	Not sure what live-work means. Is mix housing and business?
9	I believe it is VERY important not to have multifamily housing right on a main corridor (6th avenue). In order to improve property values, this extension of the main street of Beaumont should be distinctive, with upscale, but small restaurants, book stores, antique stores, specialty shopping. If ANY multifamily use is permitted it should be signed in an upscale fashion (NOT like the very ugly and low class Beaumont freeway sign that is being used to sell cheap advertising instead of interesting things about Beaumont. I hate that sign. The likelihood of it being removed is very small, so it should AT LEAST be used only for minimal "Welcome to Beaumont: items that tell that Beaumont is a beautiful and interesting place to visit and live, e.g. Cherry Festival, Lavendar festival, antiques, etc.. Again, multi use properties this close to the freeway should be GATED, all around the property with upscale signs, amenities, and landscaping, adequate parking to NOT

	encourage or allow street parking. It must be upscale in order to reverse the perception that Beaumont is low income, high crime area. Affordable multifamily properties must be set farther back from the main arteries. ^6th and 8th streets
10	We need more retail spaces for all the homes already being built
11	These options are all similar
12	None of them. I prefer property owners to do as they see fit with the land and buildings they own, so long as they do not impinge on the health and welfare of others.
13	The type of housing that Beaumont lacks most (compared to other cities) is multi-family housing. Cities such as Redlands, Loma Linda or Palm Springs have quality rental properties, and even Moreno Valley has much more choice for apartments or condos. For single professionals, it doesn't always make sense to buy a house, so many people choose to rent in a nearby city rather than in Beaumont, so some higher quality rental properties would be definitely useful.
14	A nice bookstore and a local coffee shop such as cafe agape would be a wonderful addition to downtown Beaumont.
15	No more housing!!! There are too many people and not enough shopping areas already.
16	No more housing. We have enough housing.
17	Our town is so traditional that I would hate to see modern housing. Beaumont is known for its antique style, and I think it should stay that way.
18	Housing behind retail would be a close second choice
19	Very in favor of multi-use buildings.
20	None of these options
21	Dont like any of them really.
22	We need a movie theatre and more restaurant space
23	Having lived in a neighborhood in Bend, OR that successfully utilized 2 to 3 story retail with office space above and also on the 1st floor spots, I'm wondering if that option was considered. With that option, residential is located on the blocks behind and adjacent, but not attached to retail/office bldgs.
24	why mix the two?
25	I don't know if any further information will be provided on the transportation stop mentioned for South of the 10 fwy but I would like to make sure we think about secured parking if cars are to be left there to commute with public transportation. Right now, we already have out of control problems with cars being vandalized in our city--especially on the North West side. Please take precautions when planning for cars to be left out in our city! Again, a structure or security would be ideal.
26	None ..!!!! No more
27	N/a
28	I would like to see no new development
29	I don't think multifamily housing is a good idea. This is not a large city and its not necessary. What is the benefit to kids of growing up with stores and high traffic areas in the front yard?
30	The multi-family housing should be affordable for those folks who have lived here for years, not just for high income people moving in.
31	Flexible about 1 or 2 story, as long as its quality architecture...
32	We have enough housing! Let Banning build apartments.

GIVEN THESE TRENDS ACROSS THE REGION, SHOULD OUR CITY PLAN FOR THAT CHANGE?

Survey respondents were provided with a graphic identifying four key trends across the region and asked whether the City should plan for future change. The majority of respondents (93.02%) identified wanting the City to plan for future change.



Answer Options	Response Percent	Response Count
Yes	**93.02%**	**626**
No	6.98%	47
	answered question	673
	skipped question	47

URBAN VILLAGE SOUTH

DO YOU WISH TO ANSWER QUESTIONS ABOUT THE URBAN VILLAGE SOUTH?

Most survey respondents (89.44%) chose to answer questions about the Urban Village South.

Answer Options	Response Percent	Response Count
Yes	**89.44%**	**593**
No	10.71%	71
	answered question	663
	skipped question	72

WHAT TYPE OF AMENITIES WOULD YOU LIKE TO SEE IN THE URBAN VILLAGE SOUTH? (CHOOSE 3)

The top-rated amenities identified by survey respondents for Urban Village South were: restaurants (81.99%), movie theatre (62.44%), open air shopping (60.21%), entertainment (40.82%), and walking paths (34.48%).

Answer Options	Response Percent	Response Count
Open air shopping	**60.21%**	**351**
Restaurants	**81.99%**	**478**
Entertainment	**40.82%**	**238**
Library	14.41%	84
Movie theater	**62.44%**	**364**
Cultural/community center	17.67%	103
Park	27.1%	158
Plaza	21.78%	127
Walking paths	**34.48%**	**201**
Bike lanes	14.07%	82
Other (please specify)	6.17%	36
	answered question	583
	skipped question	153

Other Responses *(Response Count =36)*	
1	Recreational activities and new restaurants like Black Angus, Red Lobster and Olive Garden
2	Food Forest http://beaconfoodforest.org/
3	Shopping for basic food goods is needed. Groceries are purchased most often by every household. Don't create a food desert.
4	gym
5	Address the homeless/soliciting for money/etc..
6	Dog park
7	They need enough amenities so they don't come to Highland Springs area, they need to stay in their own area.
8	Does
9	Costco & Target
10	Bowling ??
11	not sure, my browser wouldn't let me return to the map to understand better exactly where this is, so my responses are general
12	I would not like to see an 'Urban Village South' (horrors)
13	A bookstore would be nice, Beaumont is much too large a city to have zero bookstores.
14	Leave it as open space
15	Stop building
16	NO BASKETBALL AND OTHER LOUD ACTIVITIES
17	Nice place to walk, shop, have lunch or dinner, and hear running water. Something more upscale to enjoy.
18	Gym
19	Costco
20	gym

21	Don't plan it, there is way to much traffic now. Hard to get on the freeway as it is, and then jammed all the way to work., on the I10-West
22	Splash area for kids
23	Office Space
24	Target
25	Hook ups to our sewer system fees should dramatically increase
26	no more development
27	B
28	Schools
29	fire station
30	Ranches
31	Gym
32	I would like to see this left undeveloped.
33	Elementary school, middle school, high scho
34	make this area a quality restaurant entertainment are no busisness.
35	Providing for a relaxing area to utilize as a meeting area for citizens
36	Costco

WHAT TYPE OF DESTINATIONS WOULD YOU LIKE TO HAVE ACCESS TO IN THIS AREA? (PICK YOUR TOP CHOICE)

Survey respondents identified the top rated destinations to have access to in the Urban Village South as retail (52.52%) and transportation hub (20.17%).

Answer Options	Response Percent	Response Count
Transportation hub (e.g., for potential rail)	**20.17%**	**116**
Retail	**52.52%**	**302**
Education	6.09%	35
Affordable housing	4.35%	25
Health services	6.78%	39
Jobs	7.13%	41
Other (please specify)	2.96%	17
	answered question	575
	skipped question	161

Other Responses *(Response Count =26)*	
1	CVS and Target
2	Food Forest http://beaconfoodforest.org/
3	Parks
4	L
5	again, not sure, see above. Transportation hubs make me nervous

6	Golf course
7	A biker bar would be nice for balance
8	I think what our city lacks the most (more than affordable rental housing even) is non-chain retail. Beaumont should have a coffee shop other than starbucks, a book store, etc.
9	Leave it as is
10	Access to Public transportation and bike routes.
11	Nothing
12	We should try to get a new University hospital, Kaiser
13	Keep it rural! No more houses!
14	no development
15	O
16	E3
17	Restaurant
18	No more houses !!!!!
19	Ranching
20	Elementary school
21	Elementary School
22	Gym
23	None
24	open air type of retail to match the theme of the rural residential
25	school for the southeast area, I hate going into the northside of the R/R Track.
26	See above

WHAT RESIDENTIAL TYPE AND CHARACTER DO YOU SUPPORT IN THE CITY'S MULTIFAMILY NEIGHBORHOODS?

Most survey respondents supported 2 (67.95%) over 3 story (26.19% multi-family housing.

Answer Options	Response Percent	Response Count
Multi-family housing (2 story)	**67.95%**	**371**
Multi-family housing (3 story)	26.19%	143
Multi-family housing (4 story)	5.86%	32
	answered question	546
	skipped question	190

Other Responses *(Response count = 39)*	
1	Need to address the traffic issues, i.e., back-ups on Highland Springs around the freeway entrance and exit and the growing congestion, before adding new housing
2	http://beaconfoodforest.org/
3	WE NEED BETTER ACCESS TO HWYS....

4	CITY CAN'T MANAGE THE WAY THINGS ARE NOW, I DOUBT THEY WILL BE ABLE TO MANAGE THIS PLAN!
5	This new community needs to have their own shopping, medical etc. we are too over crowed in the Highland Springs area. Highland Springs cannot handle anymore traffic .. it's a mess right now. It was poorly planned with lights backed to back .. Keep the new community in their own environment. PLEASE
	To answer the above question... NONE!! We have enough new home developments in this community!
6	I came to Beaumont because it was one of the last small town rural communities and coming from LA, I needed that with peace and quiet!
7	Does everything have to be in browns, oranges and browns? Let's get other colors on the buildings besides the same boring browns and always Spanish influence.
8	My concern is multi density housing above 2 story may increase crime within our community. As it is our police department will need to expand.
	Something MUST be done about the traffic mess under Interstate 10 at Highland Springs. We encounter impossible exits at the eastbound offramp (people trying to get on the WB fwy blocking the through lanes as far back as the prior stoplight on NB Highland Springs, also blocking people trying to get off the fwy, and the westbound offramp stalled because the through lanes are stalled, resulting in having to wait 2-3 lights to get off.
9	Additional on/offramps need to be put in before development on the South side takes up the space...it's the development on the south side that is causing the problems, and the development you're proposing will just make a terrible traffic plan worse. There should be at least 2 more onramps to the 10 built with easy access from the south side.
10	It won't let me pick health services
11	I do not support rabbit hutch housing
12	I think if Beaumont builds a large new area, for retail or housing, they should try to include some fairly distinctive landmark along with it. Maybe a park, or a small lake or a stream, or a walking area, something like that. Dos Lagos in Corona or The River in Rancho Mirage are examples of unique developments with a memorable aspect, and if Beaumont is going to make a large, permanent addition to the city, it would be worth considering some similar unique themed location that sets it apart from generic retail locations.
13	Need to plan for the excess traffic, there is not enough infrastructure to sustain the growth.
14	None of the above. If you don't build it they can't come.
15	None
16	No more housing!
17	Please try and keep this a small town feel, not like large city living. Appartments styled with architecture not straight up cold walls with no style.
18	Dont even mess with this area. Very large open area that welcomes a lot of people to our town. It is essential to maintaining the small town feel. Of all places in the city, just leave this area as is.
19	As housing increases in the city, transportation becomes overwhelming. Highland Springs, Pennsylvania and Beaumont access from either side of I 10 is always backed up now. A monstrous problem.
20	None dont like this type od housing.
21	Keep it rural! No more houses!
	I don't wish appts
22	Single family homes preferred
23	There should NOT be anymore housing built without the builder providing for infrastructure. We can't handle the amount of traffic we have now.
24	i do not like multifami!y housing.

25	Consider studying the neighborhood of NW Crossing in Bend, OR as well as other city neighborhoods having small retail/office mixed in for walkability. Bend went from a small town in 1990 suffering from dwindling jobs to currently over 90,000 population, and the overall appearance of the city changed dramatically, in my opinion for the better. Parks and education were not neglected, but enhance the overall attractiveness.
26	since there is so much open land in this area, sticking to one story seems adequate I always thought that this type of shopping village would be ideal on the other side of town where the 10 & 60 meet, since you brought in thousands of homes on this side with nowhere close by to spend our money in Beaumont. Also, we really feel like the city pulled a bait & switch to get people to buy the homes, then never followed through on any of the promises for schools, shopping & entertainment. Most of us on this end currently shop in Calimesa, Yucaipa, Redlands & Moreno Valley. You are really out of tune with financial planning for the city if you continue ignore the shopping & entertainment needs of the North West end of town (thousands of households going elsewhere yo spend their money....) The new households here have the potential of really providing a lot of future revenue for the city if you plan accordingly. Please do not be short sighted in your planning and not maximize the additional revenue that can generated for our city from this new housing. There is only so much land left to do this and to also plan for the educational needs of all these new families. I always thought this area you are referring to for the Urban Village would be a great site for a 2nd high school on the east side of the city. Again, since you have planned for so many new families to come to the city, you cannot neglect the needs to designate specific areas for school expansion. Where have you designated space for a new high school so that students don't have to travel across town just to get to the only high school in the city? Of course, there is a need for elementary & middle school expansion as well but the largest site will need to be set aside for a 2nd high school. The city & school district already dropped the ball on the North West side of town by not ensuring that the lot gifted to the city/school district designated for a new elementary school was sufficient in size. From what I have researched, these new laws went into place in 2000!! Isn't it the job of our planning & building department to check into these plans to ensure they meet codes? I really hope the era of developers having our city employees in their back pockets is gone because that was ridiculous! We are watching! And then you approve MORE HOUSES to further exacerbate the problem (more families, more kids, still no school!) Someone who is really working for our city's future benefit (as you are paid to do) would have kicked it back to the developer and said thank you for the gift... but we need you to modify the plan to accommodate California school regulations. A few less houses would have done the job and the developers would still make a killing... especially since they agreed to burden the homeowners with costs typically taken on by the developers. PLEASE do your job. From now on, a designated school site needs to meet size & location (and all other) regulations and should be required (including parks) in EVERY major home development in the city. That's part of the negotiation that takes place between the city & the developer. Don't build any more new homes if you can't do this because you are creating an imbalance in the city infrastructure. In fact, it's already here, congratulations! Now please fix it before it's too late. I've seen this happen in other cities and then when the infrastructure is in need of repair, there is insufficient revenue to make the necessary repairs because the city never planned for adequate income sources from sources other than homes. Now that you have brought in thousands of new families, plan for and actually follow through with building the education, shopping & entertainment needs to accommodate these families so that we have a great balance between homes & retail, entertainment, warehousing...and don't forget he schools & parks! Use Rancho Cucamonga or current Redlands as your guide. Don't mindlessly piecemeal like you've been doing. That is what the unsuccessful cities have done. And bring in a variety of shopping experiences...NOT 10 more Stater Bros. We don't need ANY more Stater Bros in The Pass! I don't have anything against the company but any monopoly shouldn't be allowed. They don't have enough variety and don't accommodate the specialty wishes of the community that you brought here. Again, that is why you are missing out on our shopping dollars because we only have discount stores. What about a Vons, Ralph's, Trader Joe's, Sprouts, Costco, Winco, etc. Plan for
27	a variety to accommodate all our citizens. That about a Target with a grocery inside? If you just

	would listen to the community on the Neighborhood app you would be so much more in tuned with what the needs & wishes are for this community.
28	None
29	Please no apartments
30	No housing.
31	We do not need this type of housing in Beaumont. Please stop ruining our town.
32	No multi-family housing in this area!
33	Single family resident home
34	I would prefer vertical if it keeps more open space. Not to make room for more warehouses and trucks. I am very concerned about a transit center. Look at Yucaipa's transit center. It's full of homeless. Not heart of gold tv movie homeless, but heroin addict car burglar homeless. I do not want that in Beaumont.
35	My main complaint over the years has been that all of the alternatives to pick from have been what big cities have chosen. Look around this area -- anything that obscures the views and affects the air quality should not even be considered. Just because there is open land doesn't mean that there has to be something huge built on it. Once you start clogging the openness with structures 3-4 stories tall -- there goes the views and the small town atmosphere that you've indicated is so important. Aren't there going to be any "small towns" anymore? Why does every square inch of ground have to be developed is a good question to ask.
36	flexible about 2 or 3 story. Depends on the views and the quality of the architecture...
37	none I hate all of it you already have a bunch of housing in the northside I don't want it in the southeast side. This kind of homes bring bad mocho to any city, because it can turn to low income housing at anytime base on the times.
38	Increased water supplies, sewage, water recycling and fire stations will be sorely needed. City needs alternative financing for this. Mello Roos have been a criminal disaster! I am already paying for all these things on my Mello Roos bond and have nothing to show for it. No increased water, no sewage plant, not water recycling and no fire station.
39	Apartments will be needed somewhere in Beaumont eventually. I think the preferred location for this would be heading south on Beaumont Avenue to the right just as you pass First street.

TRADITIONAL NEIGHBORHOOD

DO YOU WISH TO ANSWER QUESTIONS ABOUT TRADITIONAL NEIGHBORHOOD (WEST OF 79)?

The majority of respondents (85.56%) chose to answer questions about a traditional neighborhood west of 79.

Answer Options	Response Percent	Response Count
Yes	**85.56%**	**545**
No	14.76%	94
	answered question	637
	skipped question	97

SHOULD THERE BE A CONSISTENT ARCHITECTURAL STYLE IN A TRADITIONAL NEIGHBORHOOD?

When asked about consistency of architectural style, survey respondents preferred a variety of housing styles (76.18%) over all homes looking the same (23.82%).

Answer Options	Response Percent	Response Count
Yes, I prefer all homes to look the same	23.82%	126
No, I prefer a variety of housing styles	**76.18%**	**403**
answered question		529
skipped question		207

ARE THERE FEATURES THAT YOU'D LIKE TO HAVE IN A TRADITIONAL NEIGHBORHOOD? (RATE YOUR TOP 3)

Survey respondent's identified neighborhood serving retail (79.15%), multi-use trails (60.89%), a mix of uses (56.46%), and parks for recreation and gathering (56.27%) as top-rated features in a traditional neighborhood.

Answer Options	Response Percent	Response Count
Connected network of bike lanes	35.42%	192
Multi-use trails (e.g., walking, biking, etc.)	**60.89%**	**330**
Continuous network of sidewalks	46.13%	250
Neighborhood serving retail (e.g., grocery store, coffee shop, dry cleaners, etc.)	**79.15%**	**429**
Walkable blocks to improve pedestrian safety and access	48.15%	261
Housing to accommodate people of all ages and income levels	38.38%	208
Parks for recreation and gathering	**56.27%**	**305**
Innovative companies and flexible work spaces	35.24%	191
A mix of uses (e.g., jobs, housing, retail, and public spaces)	**56.46%**	**306**
Access to public transit (e.g., potential rail, bus, etc.)	41.33%	224
answered question		542
skipped question		194

Other Responses *(Response Count = 22)*	
1	All are important, difficult to rate top 3
2	and a Free Food Forest http://beaconfoodforest.org/ WE NEED TO CREATE A " LITTLE VILLAGE " THAT WOULD HAVE HOUSING, RETAIL
3	AND PARKS-OPEN AREAS....
4	Make it walkable so people don't use cars for short errands.
5	Safety and consistency in maintaining these areas.
6	None of that should be planned. As needs and interests arise, let builders / owners provide what people will actually use and pay for
7	enough is enough, no more housing in Beaumont!

8	Public safety is very important. All should be safe taking a walk, biking no matter what age
9	Keep it rural! No more houses!
10	You need all of these things...
11	Building appts. In my opinion bring gangs and undesirable people. Single family homes mean stability and people with good earnings.
12	There's no feeling of a city centre. It would be great to build a mixed use hub somewhere similar to Victoria Gardens in Rancho Cucamonga.
13	Insure that developers are required to cover the entire cost of improving freeway on/offramps and impacts to surrounding surface streets. They build thousands of homes and are not required to cover the costs of their development's impact.
14	Access to transportation is also important. Don't forget to plan for schools too. Real concrete planning... not arbitrary. This will be a designated school site for elementary, middle & high school that meets all regulations & codes. Don't build anymore new homes unless there are concrete plans for education, shopping, entertainment, parks & transportation, etc. We are already at an imbalance citywide.
15	Access to public transportation will increase crime and homelessness in Beaumont. Train stations in major cities have huge homeless problems and crime associated with that population.
16	We need a bridge for the kids to cross on desert lawn ..across the golf course .. kids have only 2 ft to ride there bikes while cars speed from champions all the way to oak valley
17	Stop building these horrible track houses. This is not Moreno Valley!
18	I think all of the above are important and should be included.
19	Building anything along Hwy 79 is going to be problematic. There is already a huge amount of traffic on that highway. The dotted line indicating "Proposed Potrero" is in a very poor location -- adding more and more traffic right into the heart of one of the busiest intersections in Beaumont (Hwy 79 and First Street) A more logical approach to a "Bypass" which Potrero was supposed to be, would be to angle it further south and to come into Hwy 79 at a place that would not increase the problems of additional traffic at an already over-extended intersection. And besides that -- the solid line that connects Potrero east to Highland Springs would add truck traffic to neighborhoods on the south of First Street which is basically what got the previous administration into trouble when they proposed doing that! Again -- why does every square inch of ground have to be covered with housing and other types of buildings? What about regional parks or other play areas? Here's one suggestion -- every developer MUST put in large parks accessible to everyone not just the residents and before they leave that development there will be a neighborhood shopping center up and running. The city of Beaumont has been way too accommodating to developers -- pretty much letting them decide what they will build or not build. Since they want the land that's available -- make them build what will work best for Beaumont and its residents. And here's a novel idea -- don't change the General Plan just to suit a developer. Make them adjust their ideas and plans to fit what has already been decided.
20	Definitely access to wildlands...
21	See my previous comment.
22	We need more "sit-down" restaurants in Beaumont.

SOUTH OF POTRERO

DO YOU WISH TO ANSWER QUESTIONS ABOUT RURAL HOMES SOUTH OF POTRERO?

The majority of respondents chose to answer questions about rural homes south of Potrero (81.77%).

Answer Options	Response Percent	Response Count
Yes	**81.77%**	**507**
No	18.23%	113
	answered question	620
	skipped question	116

ARE THERE FEATURES THAT YOU WOULD LIKE TO PRESERVE?

Survey respondents identified panoramic views (86.68%) as the top rated feature to preserve, followed by sensitive habitat (44.93%) and natural vegetation (41.55%).

Answer Options	Response Percent	Response Count
Topography	39.76%	200
Panoramic views	**86.68%**	**436**
Ridgelines	38.37%	193
Natural vegetation	**41.55%**	**209**
Sensitive habitat	**44.93%**	**226**
Rural-urban buffer zones	39.36%	198
Other (please specify)	1.19%	6
	answered question	503
	skipped question	233

Other Responses *(Response Count = 6)*	
1	all of the above
2	Places to shoot
3	If the city could create and maintain a few trails in this area, it might contribute to Beaumont developing a reputation as a place for residents to be active and enjoy nature.
4	Ranches
5	All of it! Don't build here
6	build around the surrounding habitat

ARE THERE OTHER FEATURES THAT YOU WOULD LIKE TO INCORPORATE? (CHOOSE TOP 3)

Survey respondents identified the top features to incorporate as: access to open space (57.06%), conservation development (46.32%), limits on scale of homes (43.14%), scenic roads (42.54%), and scenic vistas (42.35%).

Answer Options	Response Percent	Response Count
Scenic roads	**42.54%**	**214**
Dark sky lighting	34.99%	176
Access to open space (e.g., hiking trails, multi-use trails, etc.)	**57.06%**	**287**
Environmentally sensitive design	34.39%	173
Limits on scale of homes	**43.14%**	**217**
Scenic vistas	**42.35%**	**213**
Conservation development (e.g., minimum of 50% of total development dedicated to open space)	**46.32%**	**233**
Other (please specify)	1.79%	9
	answered question	503
	skipped question	233

Other Responses *(Response Count = 9)*	
1	Free Food Forest http://beaconfoodforest.org/
2	We need closer schools
3	Places to drink and neck
4	Keep it rural! No more houses!
5	No more building!
6	No more Homes
7	More street lights
8	Zero development
9	None. Just leave it the hell alone

ALBERT A. WEBB ASSOCIATES

Draft Program Environmental Impact Report

Beaumont General Plan

SCH No. 2018031022

BEAUMONT CALIFORNIA

September 8, 2020

Draft Program Environmental Impact Report

Beaumont General Plan Update (Beaumont 2040 Plan)

and

Revisions to the Zoning Ordinance and Zoning Map

Beaumont, California

SCH No. 2018031022

Project Applicant and Lead Agency:

City of Beaumont
Community Development
550 6th Street
Perris, CA 92223
Christina Taylor, Community Development Director
(951) 572-3212

Prepared By:

ALBERT A. WEBB ASSOCIATES
3788 McCray Street
Riverside, CA 92506
(951) 686-1070

With Contributions From:

Rincon Consulting and Raimi + Associates

September 8, 2020

TABLE OF CONTENTS

The Table of Contents for the Draft PEIR including the list of tables, figures, and appendices is presented below.

1. EXECUTIVE SUMMARY 1-1

1.1. Project Location 1-1
1.2. Project Description 1-1
1.3. Project Objectives 1-9
1.4. Discretionary Actions and Approvals 1-10
1.5. Potential Areas of Controversy and Issues to be Resolved 1-11
1.6. Environmental Analysis 1-12
1.7. Summary of Project Alternatives 1-29

2. INTRODUCTION 2-1

2.1. Purpose and Scope 2-1
2.2. Background 2-2
2.3. Scope of the PEIR 2-7
2.4. Format of the PEIR Document 2-8

3. PROJECT DESCRIPTION 3-1

3.1. Local and Regional Setting 3-1
3.2. Background 3-7
3.3. Proposed Project 3-8
3.4. Project Objectives 3-69
3.5. Discretionary Actions and Approvals 3-71

4. ENVIRONMENTAL SETTING 4-1

4.1. Regional Setting 4-1
4.2. Notice of Preparation and Baseline 4-1
4.3. Local Setting 4-1

5. ENVIRONMENTAL IMPACT ANALYSIS 5-1

5.1. Aesthetics 5.1-1

5.1.1. Setting 5.1-1
5.1.2. Related Regulations 5.1-11
5.1.3. Beaumont 2040 Plan 5.1-15
5.1.4. Thresholds of Significance 5.1-18

5.1.5. Environmental Impacts before Mitigation 5.1-18
5.1.6. Proposed Mitigation Measures 5.1-22
5.1.7. Level of Significance after Mitigation 5.1-22
5.1.8. References 5.1-22
5.2. Agricultural and Forestry 5.2-1
5.2.1. Setting 5.2-1
5.2.2. Related Regulations 5.2-11
5.2.3. Beaumont 2040 Plan 5.2-15
5.2.4. Thresholds of Significance 5.2-17
5.2.5. Environmental Impacts before Mitigation 5.2-17
5.2.6. Proposed Mitigation Measures 5.2-20
5.2.7. Level of Significance after Mitigation 5.2-20
5.2.8. References 5.2-21
5.3. Air Quality 5.3-1
5.3.1. Setting 5.3-1
5.3.2. Related Regulations 5.3-8
5.3.3. Beaumont 2040 Plan 5.3-14
5.3.4. Thresholds of Significance 5.3-17
5.3.5. Environmental Impacts before Mitigation 5.3-17
5.3.6. Proposed Mitigation Measures 5.3-23
5.3.7. Level of Significance after Mitigation 5.3-23
5.3.8. References 5.3-23
5.4. Biological Resources 5.4-1
5.4.1. Setting 5.4-1
5.4.2. Related Regulations 5.4-31
5.4.3. Beaumont 2040 Plan 5.4-42
5.4.4. Thresholds of Significance 5.4-44
5.4.5. Environmental Impacts before Mitigation 5.4-45
5.4.6. Proposed Mitigation Measures 5.4-63
5.4.7. Level of Significance after Mitigation 5.4-64
5.4.8. References 5.4-65
5.5. Cultural Resources 5.5-1
5.5.1. Setting 5.5-1

5.5.2. Related Regulations 5.5-18
5.5.3. Beaumont 2040 Plan and Revised Zoning Ordinance 5.5-24
5.5.4. Thresholds of Significance 5.5-25
5.5.5. Environmental Impacts before Mitigation 5.5-25
5.5.6. Proposed Mitigation Measures 5.5-31
5.5.7. Levels of Significance after Mitigation 5.5-32
5.5.8. References 5.5-32
5.6. Geology and Soils 5.6-1
5.6.1. Setting 5.6-1
5.6.2. Related Regulations 5.6-34
5.6.3. Beaumont 2040 Plan 5.6-39
5.6.4. Thresholds of Significance 5.6-41
5.6.5. Environmental Impacts before Mitigation 5.6-42
5.6.6. Proposed Mitigation Measures 5.6-47
5.6.7. Levels of Significance after Mitigation 5.6-48
5.6.8. References 5.6-48
5.7. Greenhouse Gas Emissions 5.7-1
5.7.1. Setting 5.7-1
5.7.2. Related Regulations 5.7-4
5.7.3. Beaumont 2040 Plan and Revised Zoning Ordinance 5.7-11
5.7.4. Thresholds of Significance 5.7-22
5.7.5. Environmental Impacts before Mitigation 5.7-22
5.7.6. Proposed Mitigation Measures 5.7-29
5.7.7. Level of Significance after Mitigation 5.7-30
5.7.8. References 5.7-30
5.8. Hazards and Hazardous Material 5.8-
5.8.1. Setting 5.8-1
5.8.2. Related Regulations 5.8-7
5.8.3. Beaumont 2040 Plan 5.8-22
5.8.4. Thresholds of Significance 5.8-22
5.8.5. Environmental Impacts before Mitigation 5.8-23
5.8.6. Proposed Mitigation Measures 5.8-31
5.8.7. Level of Significance after Mitigation 5.8-31

5.8.8. References 5.8-32
5.9. Hydrology and Water Quality 5.9-1
5.9.1. Setting 5.9-1
5.9.2. Related Regulations 5.9-15
5.9.3. Beaumont 2040 Plan 5.9-24
5.9.4. Thresholds of Significance 5.9-29
5.9.5. Environmental Impacts before Mitigation 5.9-30
5.9.6. Proposed Mitigation Measures 5.9-37
5.9.7. Levels of Significance after Mitigation 5.9-37
5.9.8. References 5.9-38
5.10. Land Use and Planning 5.10-1
5.10.1. Setting 5.10-1
5.10.2. Related Regulations 5.10-11
5.10.3. Beaumont 2040 Plan 5.10-13
5.10.4. Thresholds of Significance 5.10-19
5.10.5. Environmental Impacts before Mitigation 5.10-19
5.10.6. Proposed Mitigation Measures 5.10-21
5.10.7. Levels of Significance after Mitigation 5.10-22
5.10.8. References 5.10-22
5.11. Mineral Resources 5.11-1
5.11.1. Setting 5.11-1
5.11.2. Related Regulations 5.11-5
5.11.3. Beaumont 2040 Plan and Revised Zoning Ordinances and Revised Zoning Map 5.11-6
5.11.4. Thresholds of Significance 5.11-6
5.11.5. Environmental Impacts before Mitigation 5.11-6
5.11.6. Proposed Mitigation Measures 5.11-7
5.11.7. Levels of Significance after Mitigation 5.11-7
5.11.8. References 5.11-7
5.12. Noise 5.12-1
5.12.1. Setting 5.12-1
5.12.2. Related Regulations 5.12-15
5.12.3. Beaumont 2040 Plan 5.12-18

5.12.4. Thresholds of Significance 5.12-21
5.12.5. Environmental Impacts before Mitigation 5.12-22
5.12.6. Proposed Mitigation Measures 5.12-36
5.12.7. Level of Significance after Mitigation 5.12-36
5.12.8. References 5.12-37
5.13. Population and Housing 5.13-1
5.13.1. Setting 5.13-1
5.13.2. Related Regulations 5.13-5
5.13.3. Beaumont 2040 Plan 5.13-7
5.13.4. Thresholds of Significance 5.3-9
5.13.5. Environmental Impacts before Mitigation 5.13-9
5.13.6. Proposed Mitigation Measures 5.13-15
5.13.7. Levels of Significance after Mitigation 5.13-15
5.13.8. References 5.13-15
5.14. Public Services 5.14-1
5.14.1. Setting 5.14-1
5.14.2. Related Regulations 5.14-15
5.14.3. Beaumont 2040 Plan 5.14-17
5.14.4. Thresholds of Significance 5.14-20
5.14.5. Environmental Impacts before Mitigation 5.14-20
5.14.6. Proposed Mitigation Measures 5.14-24
5.14.7. Level of Significance after Mitigation 5.14-24
5.14.8. References 5.14-24
5.15. Recreation 5.15-1
5.15.1. Setting 5.15-1
5.15.2. Related Regulations 5.15-11
5.15.3. Beaumont 2040 Plan and Revised Zoning Ordinance 5.15-12
5.15.4. Thresholds of Significance 5.15-16
5.15.5. Environmental Impacts before Mitigation 5.15-17
5.15.6. Proposed Mitigation Measures 5.15-23
5.15.7. Levels of Significance after Mitigation 5.15-23
5.15.8. References 5.15-23
5.16. Transportation and Traffic 5.16-1
5.16.1. Setting 5.16-1

5.16.2. Related Regulations 5.16-19
5.16.3. Beaumont 2040 Plan and revised Zoning Ordinance 5.16-22
5.16.4. Thresholds of Significance 5.16-30
5.16.5. Environmental Impacts before Mitigation 5.16-30
5.16.6. Proposed Mitigation Measures 5.16-65
5.16.7. Level of Significance after Mitigation 5.16-66
5.16.8. References 5.16-66
5.17. Tribal Cultural Resources 5.17-1
5.17.1. Setting 5.17-1
5.17.2. Related Regulations 5.17-1
5.17.3. Beaumont 2040 Plan 5.17-7
5.17.4. Thresholds of Significance 5.17-8
5.17.5. Environmental Impacts before Mitigation 5.17-8
5.17.6. Proposed Mitigation Measures 5.17-9
5.17.7. Level of Significance after Mitigation 5.17-9
5.17.8. References 5.17-10
5.18. Utilities and Service Systems 5.18-1
5.18.1. Setting 5.18-1
5.18.2. Related Regulations 5.18-19
5.18.3. Beaumont 2040 Plan 5.18-25
5.18.4. Thresholds of Significance 5.18-32
5.18.5. Environmental Impacts before Mitigation 5.18-33
5.18.6. Proposed Mitigation Measures 5.18-38
5.18.7. Level of Significance after Mitigation 5.18-38
5.18.8. References 5.18-38
5.19. Energy 5.19-1
5.19.1. Setting 5.19-1
5.19.2. Related Regulations 5.19-4
5.19.3. Beaumont 2040 Plan and Revised Zoning Ordinance 5.19-9
5.19.4. Thresholds of Significance 5.19-20
5.19.5. Environmental Impacts before Mitigation 5.19-21
5.19.6. Proposed Mitigation Measures 5.19-24
5.19.7. Level of Significance after Mitigation 5.19-25

5.19.8. References 5.19-25
5.20. Wildfire 5.20-1
5.20.1. Setting 5.20-1
5.20.2. Related Regulations 5.20-3
5.20.3. Beaumont 2040 Plan 5.20-10
5.20.4. Thresholds of Significance 5.20-15
5.20.5. Environmental Impacts before Mitigation 5.20-15
5.20.6. Proposed Mitigation Measures 5.20-20
5.20.7. Levels of Significance after Mitigation 5.20-20
5.20.8. References 5.20-20
6. CONSISTENCY WITH REGIONAL PLANS 6-1
6.1. Setting 6-1
6.2. Related Regulations 6-2
6.3. Consistency Analysis 6-3
6.4. References 6-10
7. OTHER CEQA TOPICS 7-1
7.1. Cumulative Impact Analysis 7-16
7.2. Significant and Irreversible Changes 7-16
7.3. References 7-15
8. ALTERNATIVES TO THE PROPOSED PROJECT 8-1
8.1. Project Objectives 8-1
8.2. Significant Impacts from Project 8-1
8.3. Alternatives Rejected from Consideration 8-1
8.4. Description of Alternatives 8-2
8.5. Comparison of Alternatives 8-9
8.6. Environmentally Superior Alternative 8-11
9. REFERENCES 9-1

List of Figures

Figure 1-1 – Regional Map 1-3
Figure 1-2 – Vicinity Map 1-5

Figure 3-1 – Regional Map 3-3
Figure 3-2 – Project Vicinity 3-5
Figure 3-3 – Beaumont Subareas 3-14
Figure 3-4 – Land Use Plan 3-16
Figure 3-5 – Roadway Classification 3-29
Figure 3-6 – Downtown Area and Boundary 3-33
Figure 3-7– Downtown Area Plan Land Use 3-39
Figure 3-8 – Zoning Map 3-43
Figure 3-9 – Downtown Area Zoning 3-44

Figure 5.1-1 – Natural Scenic Resources 5.1-3
Figure 5.1-2 – Built Environment Resources 5.1-7
Figure 5.1-3 – Mount Palomar Nighttime Lighting Policy Area 5.1-9
Figure 5.1-4 – Scenic Highways and Roadways 5.1-13

Figure 5.2-1 – Designated Farmland 5.2-5
Figure 5.2-2 – Agricultural Zoning Designations 5.2-9
Figure 5.2-3 – Williamson Act Contracts 5.2-13

Figure 5.4-1 – MSHCP Criteria Cells 5.4-3
Figure 5.4-2 – Vegetation and Land Cover 5.4-7
Figure 5.4-3 – Biological Resources within Five Miles of the Planning Area 5.4-9
Figure 5.4-4 – MSHCP Cores and Linkages 5.4-29
Figure 5.4-5 – MSHCP Narrow Endemic Species Survey Areas 5.4-39
Figure 5.4-6 – MSHCP Criteria Area Species Survey Areas 5.4-57
Figure 5.4-7 – MSHCP Burrowing Owl, Mammal and Amphibian Survey Areas 5.4-59

Figure 5.5-1 – Archaeological Sensitivity 5.5-29

Figure 5.6-1 – Geologic Features 5.6-3
Figure 5.6-2 – Drainage Courses 5.6-5
Figure 5.6-3 – Soil Series 5.6-11
Figure 5.6-4 – Faults and Fault Zones 5.6-15
Figure 5.6-5 – Steep Slopes 5.6-19
Figure 5.6-6 – Liquefaction Potential 5.6-23
Figure 5.6-7 – Subsidence Potential 5.6-25
Figure 5.6-8 – Geologic Units. 5.6-27
Figure 5.6-9 – Paleontological Sensitivity 5.6-31

Figure 5.8-1 – Fire Hazard Zone Severity Map 5.8-5
Figure 5.8-2 – Pipelines 5.8-9
Figure 5.8-3 – Evacuation Routes 5.8-29

Figure 5.9-1 – Drainage Courses 5.9-5
Figure 5.9–2 – Flood Control Facilities 5.9-7
Figure 5.9-3 – Flood Hazard Zones 5.9-11
Figure 5.9-4 – Groundwater Basins 5.9-13

Figure 5.10-1 – Existing Land Uses within the Planning Area 5.10-5
Figure 5.10-2 – Existing Specific Plans 5.10-9

Figure 5.11-1 – Mineral Resource Zones 5.11-3

Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors 5.12-5
Figure 5.12-2 – Existing Noise Contours 5.12-13
Figure 5.12-3 – Future Noise Contours – 2040 ..... 5.12-25

Figure 5.14-1 – Existing Fire and Police Stations 5.14-3
Figure 5.14-2 – Existing Schools and Library Facilities 5.14-13

Figure 5.15-1 – Park, Recreational, and HOA Facility Inventory 5.15-5
Figure 5.15-2 – State and Regional Parks 5.15-9

Figure 5.15-3 – Open Space Categories 5.15-21

Figure 5.16-1 – Existing Bicycle Facilities 5.16-5
Figure 5.16-2 – Existing Golf Cart Transportation Plan 5.16-9
Figure 5.16-3 – Existing Transit Facilities 5.16-13
Figure 5.16-4 – Existing Sidewalk Facilities 5.16-17
Figure 5.16-5 – Priority Transit Network 5.16-35
Figure 5.16-6 – Proposed Roadway Connections 5.16-37
Figure 5.16-7 – Roadway Classification 5.16-39
Figure 5.16-8 – Roadway Cross Sections - Expressway 5.16-41
Figure 5.16-9 – Roadway Cross Sections- Arterial Highway 5.16-43
Figure 5.16-10 – Roadway Cross Sections - Secondary Streets 5.16-45
Figure 5.16-11 – Roadway Cross Sections - Collector Streets. 5.16-47
Figure 5.16-12 – Roadway Cross Sections - Downtown Streets:
Beaumont Avenue 5.16-49
Figure 5.16-13 – Roadway Cross Sections - Downtown Streets:
Sixth Street 5.16-51
Figure 5.16-14 – Bicycle and Pedestrian Priority Network 5.16-55

Figure 5.18-1 Water District Service Area 5.18-5
Figure 5.18-2 – Groundwater Basins 5.18-7
Figure 5.18-3 – Flood Control Facilities 5.18-13

Figure 5.20-1 – Fire Hazard Severity Zones 5.20-5
Figure 5.20-2 Evacuation Routes 5.20-17

Figure 8-1 Existing 2007 General Plan Land Use 8-5
Figure 8-2 – Alternative 2-Increased Recreation 8-7

List of Tables

Table 1-A – Draft PEIR Impact Summary Matrix, ... 1-13

Table 1-B – Comparison of Alternatives Matrix 1-31

Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation 2-3

Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations, ... 3-11

Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area City and SOI) 3-21

Table 3-C – Proposed Beaumont 2040 Plan Land Use Summary within the City Limits 3-23

Table 3-D – Proposed Beaumont 2040 Plan Land Use Summary for the City's SOI 3-25

Table 3-F – Proposed Zoning Districts for the Downtown Area Plan 3-35

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zone, and Proposed Zoning Ordinance Updates 3-47

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones 3-58

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown 3-662

Table 5.2-A – Farmland in the Beaumont Planning Area 5.2-2

Table 5.2-B –City Permitted Agricultural Uses for Base Zone Districts 5.2-7

Table 5.2-C – Proposed Zoning Ordinance Revisions Regarding Permitted Agricultural Uses in Base Zone Districts 5.2-16

Table 5.3-A – Primary Sources and Effects of Criteria Pollutants 5.3-6

Table 5.3-B – Air Quality Monitoring Summary – 2017-2019 (SRA 29) 5.3-7

Table 5.3-C – Peak Daily Operation Emissions 5.3-20

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area 5.4-15

Table 5.4-B – Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area 5.4-19

Table 5.5-A – Historic Buildings 5.5-7

Table 5.5-B – Local California Points of Historical Interest 5.5-7
Table 5.5-C – Cultural Resources in the Planning Area 5.5-8

Table 5.6-A – Soil Series in the Beaumont Planning Area 5.6-7
Table 5.6-B – Vertebrate Localities within the Planning Area 5.6-33

Table 5.7-A – Beaumont 2012 GHG Community Emissions Inventory 5.7-4
Table 5.7-B – Beaumont 2040 Plan Demographic Projections 5.7-24
Table 5.7-C – GHG Emissions by Section 2018-2040 ($MTCO_2e$) 5.7-24

Table 5.7-D – GHG Thresholds in $MTCO_2e$ 5.7-25
Table 5.9-A – Beneficial Uses and Impairments of Receiving Waters 5.9-17
Table 5.9-B – Numeric Objectives for Receiving Waters 5.9-19
Table 5.7-E – Beaumont 2040 Plan GHG Emissions 5.9-26
Table 5.7-F – Potential GHG Mitigation Strategies by Sector 5.7-27

Table 5.10-A – Existing Specific Plans 5.10-2
Table 5.10-B – Existing Specific Plans 5.10-7

Table 5.12-A – Human Response to Different Levels of Groundborne Vibration 5.12-3
Table 5.12-B – Project Vicinity Noise Monitoring Results 5.12-7
Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways 5.12-9
Table 5.12-D – Beaumont Municipal Code Maximum Exterior Residential Noise Levels 5.12-17
Table 5.12-E – Beaumont Municipal Code Interior Base Ambient Noise Levels 5.12-17
Table 5.12-F – Beaumont Municipal Code Maximum Interior Noise Levels for Residences, Schools, and Hospitals 5.12-17
Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure 5.12-21
Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways 5.12-29
Table 5.12-I – Typical Noise Levels Generated by Construction Equipment 5.12-34
Table 5.12-K – Vibration Source Levels for Construction Equipment 5.12-35

Table 5.13-A – Existing 2007 General Plan Buildout Projections 5.13-2
Table 5.13-B – SCAG Growth Forecasts 5.13-3
Table 5.13-C – Existing Housing Supply (2020) 5.13-3
Table 5.13-D – Income Limits for 3-Person Household 5.13-4
Table 5.13-E – RHNA Allocation 5.13-6
Table 5.13-F – Land Uses Designations Allowing for Housing 5.13-9
Table 5.13-G – Proposed Dwelling Units 5.13-10
Table 5.13-H – Buildout Projection Comparisons 5.13-10
Table 5.13-I – General Plan Buildout Comparisons 5.13-11
Table 5.13-J – City Limits Only vs. SCAG 5.13-11
Table 5.13-K – Employment Forecasts 5.13-13
Table 5.13-L – Employment/Housing Ratio 5.13-14

Table 5.14-A – Police Staffing Units and Support 5.14-7
Table 5.14-B – Violent Crime Statistics for City of Beaumont 5.14-11
Table 5.14-C – Property Crime Statistics for City of Beaumont 5.14-11
Table 5.14-D – BUSD Existing Schools 5.14-12
Table 5.14-E – Existing BUSD School Capacity and Enrollment 5.14-15

Table 5.15-A – Park, Recreational, and HOA Facility Inventory 5.15-2
Table 5.15-B – Open Space Categories 5.15-18

Table 5.16-A – VMT per Service Population Analysis 5.16-58
Table 5.16-B – Future Year VMT Service Population Comparisons 5.16-59
Table 5.16-C – Beaumont 2040 Plan Summary 5.16-61
Table 5.16-D – VMT Comparison: Future Year 5.16-63

Table 5.18-A – BCVWD Growth Rate for Water Demands 5.18-3
Table 5.18-B – BCVWD Service Area Water Demand and Supply 5.18-9
Table 5.18-C – Active Riverside County Landfills 5.18-16
Table 5.18-D – SCE Supply Sources (2017) 5.18-17

Table 5.19-A – SCE Electricity Consumption in 2018 (GWh) 5.19-2

Table 5.19-B – Natural Gas Consumption in SCG Service Area in 2018 ..... 5.19-3
Table 5.19-C – 2040 Forecast Energy Consumption 5.19-22
Table 5.19-D – 2040 Forecast Fuel Consumption 5.19-23

Table 6-A – SCAG-City of Beaumont Growth Forecasts 6-1
Table 6-B – General Plan Buildout Comparison 6-4
Table 6-C – Consistency with 2016 RTP/SCS Goals 6-4

Table 8-A – Comparison of Alternative 1 to Proposed Project Land Uses 8-3
Table 8-B – Comparison of Alternatives Matrix 8-9

Appendices

Appendix A – Notice of Preparation and Comment Letters
Appendix B – City of Beaumont Existing Conditions Report
Appendix C – CalEEMod (Specific Land Use Inputs and Mobile Source Assumptions)
Appendix D.1 – Cultural Resources Assessment
Appendix D.2 – Paleontological Resources Technical Memo
Appendix E – GHG Analysis Findings Memo
Appendix F.1 – Transportation Impact Analysis
Appendix F.2 – Roadway Network Assessment Memo

1.0 EXECUTIVE SUMMARY

1.1 Project Location

The City and City's Sphere of Influence (SOI), collectively referred to as the "Planning Area," is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The Planning Area encompasses approximately 41.51 square miles (26,566 acres). Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (see **Figure 1-1 – Regional Map).**

The Planning Area includes land within the existing City limits (approximately 19,381 acres) and within the City's SOI which includes unincorporated areas outside the current City limits (approximately 7,185 acres) **(Figure 1-2 Vicinity Map**).

Existing land uses within the Planning Area may include a combination of undeveloped, developing, and developed properties. At this time, the City is not seeking annexation of land within the SOI into its current jurisdiction. However, new development within the SOI is being contemplated as a part of the Beaumont 2040 Plan as the SOI represents the City's ultimate future boundary and service area.

1.2 Project Description

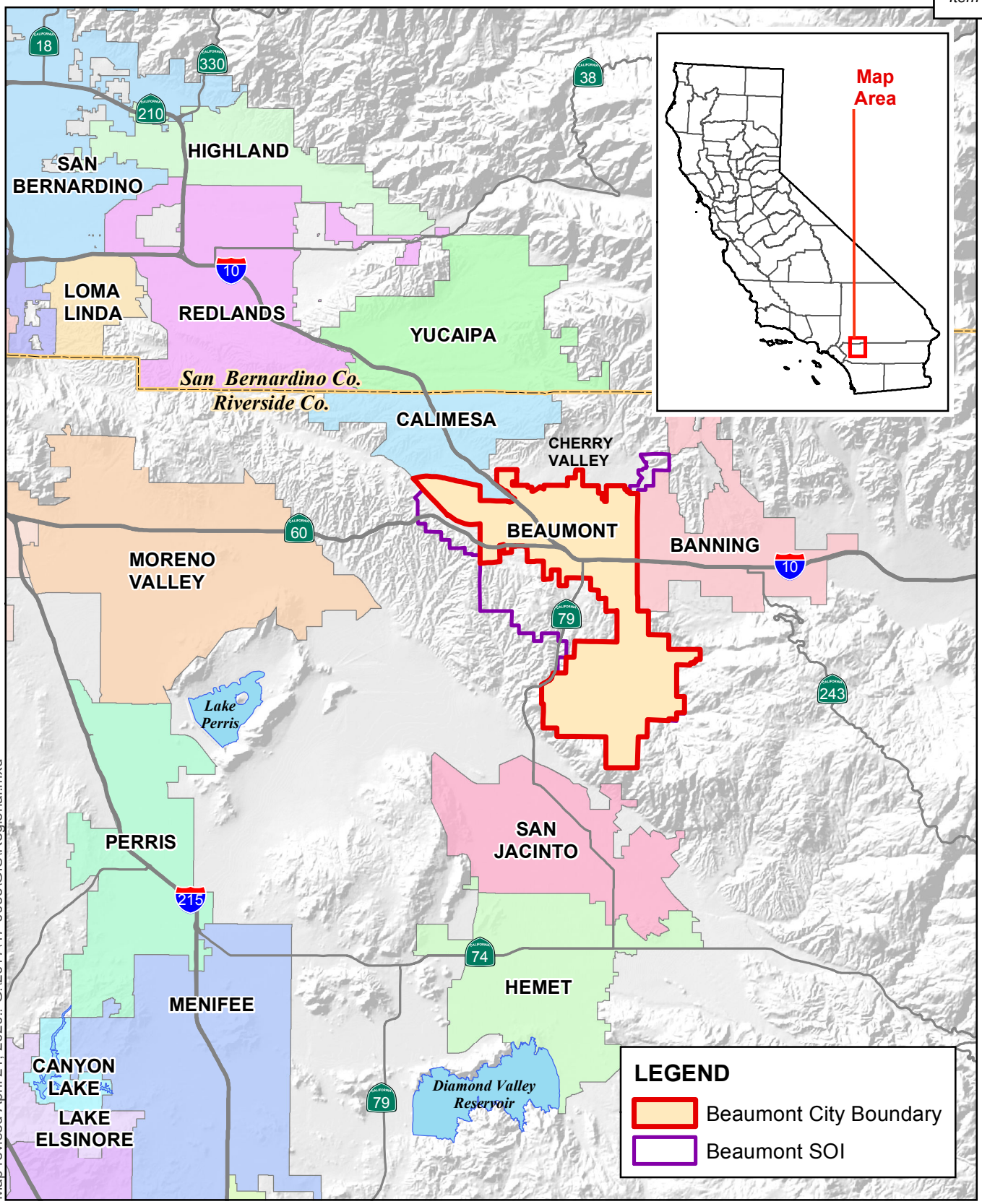
The proposed Project consists of two different components, which are collectively referred to as the Project:

1. Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2. Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

General Plan Update

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement General Plans. The General Plan is a comprehensive and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that in the city's or county's judgement, bears relation to its planning. The General Plan is required to address the following mandatory elements: land use, circulation, housing, conservation, open space, noise, air quality, safety, and environmental justice. Jurisdictions may include any other topic that is relevant to planning its future. As previously noted, the City has an adopted Housing Element (2013-2021) that is not a part of this General Plan Update (Beaumont 2040 Plan) process. The Beaumont 2040 Plan will include the rest of the required topics plus economic development, community/urban design, infrastructure and community facilities, resource management, sustainability, and governance.

Page intentionally left blank



Map revised April 21, 2020.. G:\2017\17-0033\GIS\Regional.mxd

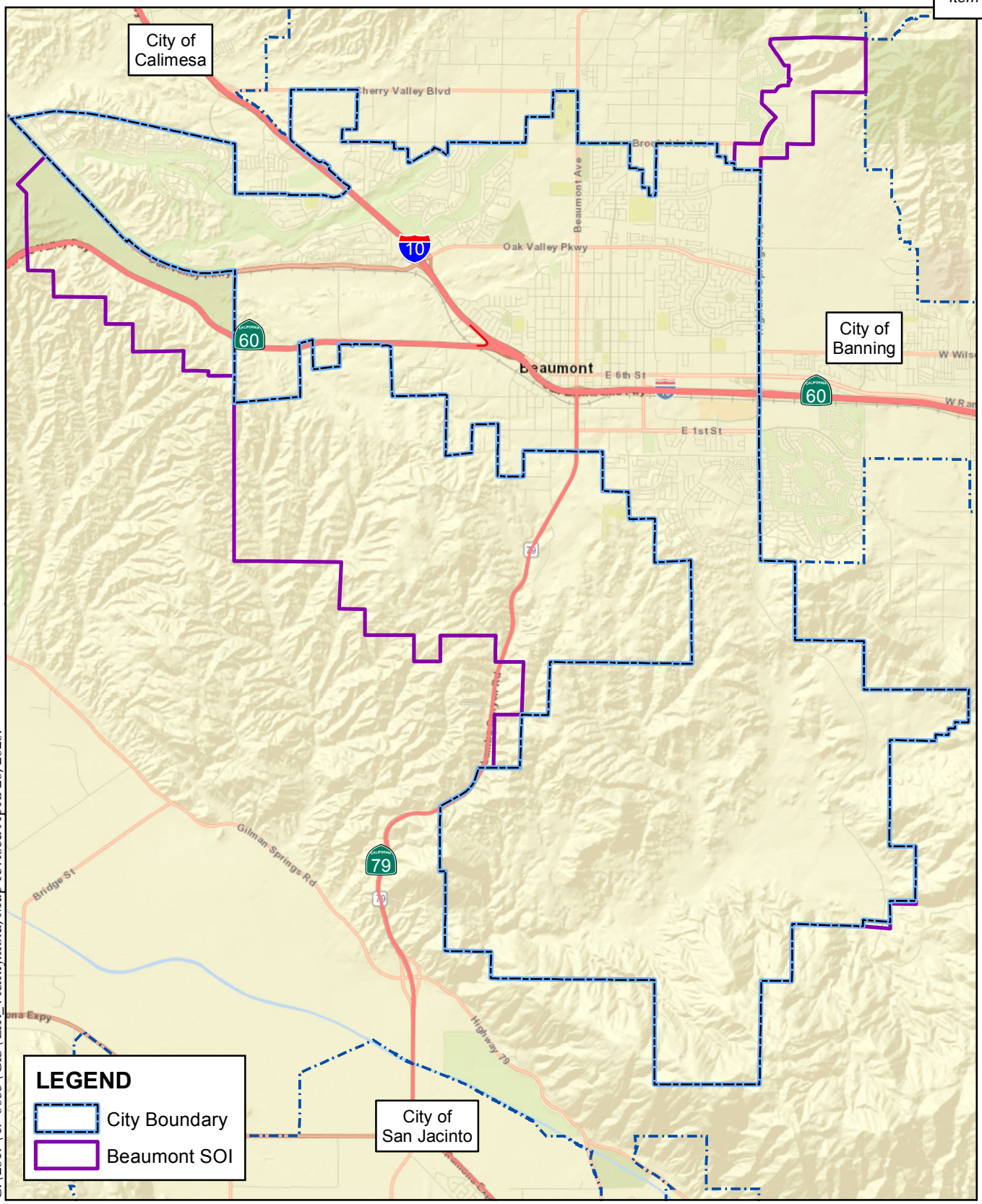
Sources: Raimi+ Assoc. 2019;
Riverside Co. GIS, 2020.

0 2 4 6 Miles

Figure 1-1 - Regional Map

City of Beaumont General Plan Update

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Vicinity.mxd; Map revised April 20, 2020.

Sources: Raimi + Assoc, 2019; Riverside Co. GIS, 2020; ESRI.

0 1 2 3 Miles

Figure 1-2 - Vicinity Map

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

The Beaumont 2040 Plan functions as a guide to the type of community that Beaumont citizens desire, and provides the means by which that desired future can be achieved. The Beaumont 2040 Plan addresses a range of immediate, mid-, and long-term issues with which the community is concerned. The Beaumont 2040 Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes resource limitations and the fragility of the community's natural environment. Under State law, the General Plan must serve as the foundation upon which all land use decisions are to be based, and must also be comprehensive, internally consistent, and have a long-term perspective. State law further mandates that the Beaumont 2040 Plan:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area (i.e., the City's sphere of influence) as they relate to future growth and development;
- Provide a basis for local government decision-making, including decisions on development approvals and exactions;
- Provide citizens the opportunity to participate in the planning and decision-making process of their communities; and
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

Beaumont is a community that values its small-town feel, community heritage, and natural setting. The City is committed to encouraging economically sustainable, balanced growth that respects its long history, while meeting infrastructure needs and protecting the environment. Beaumont's community pride and rural mountain setting sets the City apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation. Beaumont 2040 Plan's vision for the future focuses on the following guiding values and priorities:

- **Transparent, honest government:** The citizens of Beaumont desire and value a customer-oriented government that adapts to digital technology, improves effectiveness, embraces innovation, and encourages everyone to participate in City government. Local leaders and public employees are accountable to the citizens.
- **Responsible, measured growth:** Beaumont values a good balance of homes, jobs, and retail with access to local urban amenities. Beaumont promotes expanded and enhanced opportunities for employment in the City, while ensuring that population growth does not outpace existing infrastructure capacity.
- **Fiscal responsibility:** Beaumont encourages fiscal transparency, responsible growth and effective management of fiscal revenues. Beaumont promotes policies that create a strong environment for job creation, build a strong tax base, and improve the fiscal performance of City.
- **Small-town atmosphere:** Beaumont values its small-town atmosphere with distinct neighborhoods, historic downtown and connection to the natural environment. Beaumont is an inviting place to live and visit, and a desirable place for families. The citizens have a sense of pride and belonging in their City and close ties with their neighbors. Downtown Beaumont is a vibrant, diverse, active and walkable place in the heart of the City with civic, commercial, entertainment and residential opportunities for all residents in with high-quality streetscape design, community gathering spaces, and buildings that support pedestrian comfort and safety.

- **Quality of life provided by efficient infrastructure:** Beaumont has vibrant neighborhoods that provide retail, entertainment and recreational opportunities within close proximity. Beaumont encourages policies that create a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets. New pedestrian and bicycle connections and programs will make it easier, more comfortable, and safer for residents, workers, and visitors to meet their daily needs and access regional destinations, and adjacent communities. Beaumont supports the improvement of infrastructure systems that keep pace with development.
- **Health and safety:** Beaumont endorses access to a healthy lifestyle for people of all ages by developing a complete city with a wide range of open space and recreation opportunities and walkable environments that are clean, safe, and kid friendly. Beaumont fosters safe neighborhoods through good community and environmental design policies that promote a mix of uses and active streets.
- **Beautiful environment of the Pass Area:**[1] The citizens of Beaumont value the natural environment of the City and its surroundings. Beaumont promotes policies that encourage access to these resources for all citizens, enhances opportunities for tourism, and stewards these natural resources and habitat areas. A diverse and extensive open space network with parks and trails within the City and to the surrounding Pass Area enhances access for residents and visitors alike.

The Beaumont 2040 Plan identifies major strategies and physical improvements for the City over the next approximately 20 years. These strategies include revitalizing Sixth Street into a “downtown” for the City, transforming Beaumont Avenue and Sixth Street into mixed use corridors, diversifying housing choices in the City with new affordable and market-rate single family homes and multi-family housing, expanding the jobs base, including development of an employment district and mixed uses along SR-79 in the southern portion of the City. Strategies will also support neighborhood enhancement, connectivity, and sustainable development practices on lands located immediately to the southwest of the City. Transit-oriented development is also contemplated in the area around the potential location of a Metrolink transit station at Pennsylvania Avenue and First Street. To achieve this direction, the City will also need to ensure balanced growth and preservation of the community’s history and identity, open space, and development of a multimodal transportation system.

Each element of the Beaumont 2040 Plan includes goals, policies, and implementation measures. The General Plan includes the following Elements:

- Land Use + Community Design Element
- Mobility Element
- Economic Development and Fiscal Element
- Health + Environmental Element

[1] The Pass Area refers to the area bounded by the San Jacinto Mountains to the south and the San Bernardino Mountains to the north. The unincorporated communities of Banning Bench (north of the City of Banning), Cherry Valley (north of the City’s SOI), Cabazon, east of the City of Banning), the Morongo Indian Reservation, and the incorporated cities of Banning, Beaumont, and Calimesa are located within the Pass Area.)

- Community Facilities + Infrastructure Element
- Conservation + Open Space Element
- Safety Element
- Noise Element

The General Plan also includes a chapter related to the Downtown Area Plan, because although Beaumont lacks a defined recognizable downtown area, it has great downtown potential. The proposed Downtown Area Plan (DAP) provides development regulations and design guidance for the development of Downtown Beaumont's three subareas: Sixth Street Corridor, Sixth Street Corridor Extended, and Beaumont Avenue.

Zoning Ordinance and Zoning Map Updates

Beaumont Municipal Code (BMC) Title 17 is known as the Zoning Ordinance of the City of Beaumont and consists of two main elements, the Zoning Ordinance and Zoning Map. To prevent incompatible land use relationships, the City's Zoning Ordinance and Zoning Map designates different areas or zones for different types of land uses and establishes standards for development. These standards may specify requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development standards. State law (AB 283) requires the City's Zoning designations to be consistent with those of the General Plan.

Because the City's Zoning Ordinance is the primary implementing tool for key portions of the Beaumont 2040 Plan, it must be amended to effectively achieve the City's vision reflected in the Beaumont 2040 Plan. In contrast to the long-term broad-based outlook of the Beaumont 2040 Plan, the Zoning Ordinance provides site-specific controls and guidance on the location, densities, and intensities of various land uses.

1.3 Project Objectives

A clear statement of Project objectives allows for the analysis of reasonable alternatives to the proposed Project, assists the City in making the findings required by CEQA, and informs the City's statement of overriding considerations. The City's objectives for each of the Project's major components are described below:

Beaumont 2040 Plan

- Create a vibrant downtown to reduce vacancies and promote mix of active uses and a variety of retail and housing. Develop downtown with human scale design that supports and improves the pedestrian experience, including multi-modal streets.
- Pursue an infill strategy to foster compact development patterns, create walkable communities and preserve the natural environment and critical environmental areas. Within the SOI, limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.
- Improve retail corridors, to enhance development and redevelopment in the City's retail corridors, diversify housing types, encourage mixed-use centers, and foster opportunities for economic growth.

- Expand housing choices to provide a diverse housing inventory to meet the changing needs of the Planning Area, which includes more affordable housing options.
- Protect the City's historic resources. to preserve and enhance the City's rich cultural and historic assets.
- Expand and enhance employment opportunities to diversify the City's job base, promote future growth and economic development in the SOI, and achieve a better balance between jobs and households in the Planning Area.
- Improve fiscal performance of the City to stabilize the City's fiscal health.
- Improve infrastructure and keep pace with development, to enhance the quality of life for the City's residents and the City's fiscal health by linking land use, transportation, and infrastructure development.
- Improve health outcomes, to improve the health of the community by supporting active transportation, access to healthy food, park, healthcare (including mental healthcare), preventative care and fitness, and economic opportunities.
- Create a diverse and extensive open space network to maintain the views of the mountains and provide connectivity between residential neighborhoods and open space resources that provide opportunities for active and passive recreation.
- Enhance opportunities for tourism to create a unique identity for tourism to transform Beaumont into a regional destination.
- Ensure high level of public safety to protect the personal safety and welfare of people who live, work, and visit Beaumont from crime, pollution, disasters, and other threats and emergencies.

Revised Zoning Ordinance and Zoning Map

- Update Zoning Ordinance text and Zoning map to reflect new land use policies contained in the Beaumont 2040 Plan

1.4 Discretionary Actions and Approvals

The following list specifies non-exhaustively and non-exclusively the approvals necessary for the proposed Project. The City Planning Commission and City Council (the City Council is the final approving authority) will review the Beaumont 2040 Plan and its Program Environmental Impact Report (PEIR) and supporting documents to consider whether or not to take the following actions:

- Certification of a PEIR.
- Approval of the PEIR Findings,
- Adoption of a Mitigation, Monitoring, and Reporting Program in conjunction with the PEIR,
- Adoption of the General Plan Update (Beaumont 2040 Plan), and
- Adoption of the revised Zoning Ordinance and Zoning Map.

Additionally, subsequent development projects may also require review and approval by various departments or agencies outside of the City, including but not limited to those listed below. It should be noted that the following actions are associated with the future development of the City as it builds out pursuant to the Beaumont 2040 Plan. That is, actions of the types listed here would occur whether or

not the proposed Project was approved. And, as such, these actions are listed as general items and are not directly associated with the Beaumont 2040 Plan.

- Future development affecting Waters of the U.S. or adjacent wetlands would need to fill out a permit from the U.S. Army Corps of Engineers issued pursuant to Section 404 of the Federal Clean Water Act (CWA).
- Prior to obtaining a CWA Section 404 permit, a future development may also need to obtain a water quality certification or waiver from the Regional Water Quality Control Board pursuant to Section 401 of the Federal CWA.
- Future development affecting native habitat within a streambed may need a Streambed/Bank Alteration Agreement issued by the California Department of Fish and Wildlife pursuant to Section 1600 et seq. of the California Fish and Game Code.
- Future development, as such industrial uses for example, may need air quality operating permits for boilers or other large combustion-based equipment from the Southern California Air Quality Management District (SCAQMD).
- Future development will be required to submit a fugitive dust control plan to the SCAQMD for approval prior to issuance of grading permits (SCAQMD Rule 403).
- Future development within or altering a 100-year floodplain or other FEMA-mapped flood hazard area would need to obtain a Letter of Map Revision (LOMR), Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision Based on Fill (CLOMR-F) that describes the effect that the proposed project or fill would have on the National Flood Insurance Program map.
- Future development, such as industrial or medical, for example may need hazardous material handling, use, storage, and/or disposal permit(s) from the appropriate local, regional, state, or federal agency.
- National Pollutant Discharge Elimination System (NPDES) Construction General Permits will be required for grading activities of 1 acre or larger. The developer must file a Notice of Intent with the Regional Water Quality Control Board (RWQCB) and obtain a General Construction Activity Stormwater Permit pursuant to the NPDES regulations established under the CWA. This permit requires preparation and implementation of a Stormwater Pullulation Prevention Plan, which is intended to prevent degradation of surface and groundwaters during the grading and construction process.

1.5 Potential Areas of Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency must be stated in the EIR summary. Issues of interest to the public and public agencies were identified during the 30-day public comment period of the Initial Study and Notice of Preparation (NOP), as well as comments received during the public scoping meeting that was held on March 13, 2018, for the proposed Project at the City of Beaumont.

An NOP for the Draft PEIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties via overnight mail or delivery on March 8, 2018. A notice advising of the availability of the NOP was also posted by the Riverside County Clerk on March 8, 2018. The objective of distributing an NOP is to solicit public comment in order to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the Draft PEIR. Comments received regarding

the NOP were used to help identify impacts that could result from implementation of the proposed Project.

The comment letters received in response to the NOP are included in Appendices A of this Draft PEIR. By the close of the 30-day public review period, twelve responses to the NOP had been received which will be addressed in the Draft PEIR. A summary of NOP comments has been included in Section 2, **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**

Section 15123(b)(3) of the State *CEQA Guidelines* requires that a DEIR identify issues to be resolved; this includes the choice among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved for the proposed Project include decisions by the City of Beaumon as to whether:

- this Draft PEIR adequately describes the potential environmental impacts of the proposed Project;
- the recommended mitigation measures should be adopted or modified;
- additional mitigation measures need to be applied;
- the Project should or should not be approved as proposed; or
- the Project should be modified based on the alternatives considered in this Draft PEIR.

1.6 Environmental Analysis

The following table, **Table 1-A – Draft PEIR Impact Summary Matrix**, provides a summary of impacts related to the proposed Project. The table identifies significant environmental impacts resulting from the Project along with applicable mitigation, pursuant to *CEQA Guidelines* Section 15123(b) (1).

Remainder of page intentionally left blank

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.1 Aesthetics		
Have a substantial adverse effect on a scenic vista?	No mitigation required	Less Than Significant Impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No mitigation required	Less Than Significant Impact
In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No mitigation required	Less Than Significant Impact
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No mitigation required	Less Than Significant Impact
5.2 Agriculture and Forestry Resources		
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	**MM AG-1:** Because the State revaluates and changes Farmland designations approximately every two years, to determine the specific impacts to designated Farmland sites shown on Figure 5.2-1 – Designated Farmland as having Prime Farmland or Unique Farmland, as part of any entitlement process for any future development proposal, the project applicant shall use the most current FMMP data available to determine the number of acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance that would be permanently converted to a non-agricultural use by the proposed future development. This	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	number shall be referred to as the "Acres of Converted Farmland." If the Acres of Converted Farmland for any future development project is greater than zero, the City shall require the project proponent to provide mitigation in the amount equivalent to the Acres of Converted Farmland. This mitigation may be provided by one or more of the following methods: (i) placement of an agricultural easement on property containing soils that meet the physical and chemical criteria for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, (ii) cancellation of a Notice of Non-renewal or an agreement not to file a Notice of Non-renewal for Williamson Act contracts on property (or properties), (iii) placement of a new Williamson Act contract on property or properties, or (iv) any combination of (i), (ii),or (iii). Other feasible measures to protect the soils and lands designated by the State FMMP program not listed here can be implemented as determined by the City. This mitigation shall be made a condition of project approval and evidence of mitigation shall be provided to the Beaumont Planning Department prior to the issuance of a grading permit.	
Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**MM AG-2**: In order to allow the operation of produce stands in the Industrial Zoning District as part of the revisions to the Beaumont Zoning Ordinance, Section 17.03.100 and Table 17.03-3 shall be revised to include Produce Stands as a permitted use in the Manufacturing (M) Zone.	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
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 mitigation required	No Impact
Result in the loss of forest land or conversion of forest land to non-forest use?	No mitigation required	No Impact
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No mitigation required	Less Than Significant Impact
5.3 Air Quality		
Conflict with or obstruct implementation of the applicable air quality plan?	No mitigation required	Less Than Significant Impact
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?	**MM AQ 1:** In order to reduce future impacts related to exceedance of air quality standards from criteria pollutants and from TACs impacting sensitive receptors, prior to discretionary approval for development projects subject to CEQA review, project applicants shall prepare and submit a technical analysis evaluating potential air quality impacts, including TAC's where appropriate, to the City of Beaumont for review and approval. The analysis shall be prepared in conformance with current South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts and TACs. Feasible mitigation measures	Significant and Unavoidable Impacts

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	for each future project shall be incorporated, if applicable.	
Expose sensitive receptors to substantial pollutant concentrations?	**MM AQ-1** *See Above*	Significant and Unavoidable Impacts
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No mitigation required	Less Than Significant Impact
5.4 Biological Resources		
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?	**MM BIO-1:** For impacts identified to Species Not Covered by the MSHCP, potential direct and indirect impacts to Federal Species of Concern, California Species of Special Concern, California Species Animals or plants on lists one through four of the California Native Plant Society (CNPS) Inventory will require habitat assessments prepared by a qualified biologist for future implementing projects. The habitat assessment report identifying potential impacts to the Not Covered MSHCP species shall be provided in a report and submitted to the City Planning Department prior to issuance of grading permits. The following determinations shall be made by the City based on the habitat assessment: • If the findings of the habitat assessment show no suitable habitat or sensitive species Not Covered by the MSHCP occur on site, then no additional surveys or mitigation measures are required. • If the potential for sensitive species exist or suitable habitat exists on site, focused	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	surveys shall be completed within one year of the submittal to the City for review. Focused surveys conducted in the appropriate season for each species, as identified in the habitat assessment report, shall be conducted to determine presence/absence status. • If no sensitive species are identified through focused surveys, then no additional surveys or mitigation measures are required. • If sensitive species Not Covered by the MSHCP are found on site and are not avoided by project design, coordination with the appropriate regulatory agencies (i.e. USFWS and/or CDFW) would be required to obtain necessary take permits and implement project-specific mitigation prior to any ground disturbing activities. **MM BIO-2:** If future implementing project activities are planned during the bird nesting (February 15 to August 31) season and there are trees or vegetation on site, nesting bird survey(s) consisting of up to three (3) site visits within 7 days prior to ground disturbance, clearing and/or demolition activities shall be conducted to ensure birds protected under the Migratory Bird Treaty Act (MBTA) are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional measures are required.	

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume.	
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 US Fish and Wildlife Service?	**MM BIO-3:** The City shall require the following for all future implementing projects in order to mitigate for impacts to riparian/riverine or sensitive habitats associated with waters of the US and State: • Preparation of a Jurisdictional Delineation of Waters of the U.S. and wetlands pursuant to the RCA as well as CWA and ACOE protocol where drainages are located on site. If avoidance of the drainages is infeasible, then applicants must obtain a CWA Section 404 permit from the ACOE prior to project grading. These permits must include measures or other equivalent requirements necessary to reduce impacts to riparian and wetlands	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	resources and ensure no net loss of wetlands. • Preparation of a Jurisdictional Delineation of streams and vegetation within drainages and native vegetation of use to wildlife pursuant to CDFW and California Fish and Game Code Sect 1600 *et seq*. Where necessary, applicants are required to obtain a Section 1601 or 1603 permit and a Streambed Alteration Agreement from CDFW. These permits must include measures or other equivalent requirements that reduce impacts to riparian and wetlands resources ensure no net loss of wetlands. • Riparian/Riverine evaluation pursuant to Section 6.1.2 of the MSHCP. Applicants must avoid impacts to riparian areas to preserve the function and value of such habitats. Avoided areas shall be protected in perpetuity through a legal instrument such as a conservation easement or deed restriction. Where avoidance is infeasible, a DBESP will be required to be reviewed and approved by the RCA and/or US Fish and Wildlife Services and California Department of Fish and Game.	
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?	**MM BIO-3** *See Above*	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
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?	**MM BIO-2** *See Above*	Less Than Significant Impact
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No mitigation required	Less Than Significant Impact
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**MM BIO-3** *See Above*	Less Than Significant Impact
5.5 Culutral Resources		
Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	No mitigation required	Less Than Significant Impact
Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	No mitigation required	Less Than Significant Impact
Disturb any human remains, including those interred outside of formal cemeteries?	No mitigation required	Less Than Significant Impact
5.6 Geology and Soils		
Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:		
Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	No mitigation required	Less Than Significant Impact
Strong seismic ground shaking?	No mitigation required	Less Than Significant Impact
Seismic-related ground failure, including liquefaction?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
Landslides?	No mitigation required	Less Than Significant Impact
Result in substantial soil erosion or the loss of topsoil?	No mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No mitigation required	Less Than Significant Impact
5.7 Greenhouse Gas Emissions		
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**MM GHG 1**: In order to address effects of GHG emissions from future development, the City of Beaumont shall evaluate the feasibility of the potential GHG reduction strategies in Table 5.7-F and update the Sustainable Beaumont Plan or similar document every five years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction targets and to require amendment if the plan is not achieving the specified level. The updates shall identify targets for years 2030, 2040, and 2050 and subsequent applicable	Significant and Unavoidable Impacts

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	statewide legislative targets that may be in effect at the time of the update.	
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No mitigation required	No Impact
5.8 Hazards and Hazardous Materials		
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No mitigation required	Less Than Significant Impact
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 mitigation required	Less Than Significant Impact
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No mitigation required	Less Than Significant Impact
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No mitigation required	Less Than Significant Impact
5.9 Hydrology and Water Quality		
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	No mitigation required	Less Than Significant Impact
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No mitigation required	Less Than Significant Impact
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;	No mitigation required	Less Than Significant Impact
Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No mitigation required	Less Than Significant Impact
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	No mitigation required	Less Than Significant Impact
Impede or redirect flood flows?	No mitigation required	Less Than Significant Impact
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No mitigation required	Less Than Significant Impact
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.10 Land Use and Planning		
Physically divide an established community?	No mitigation required	Less Than Significant Impact
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 mitigation required	Less Than Significant Impact
5.11 Mineral Resources		
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 mitigation required	Less Than Significant Impact
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 mitigation required	Less Than Significant Impact
5.12 Noise		
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?	No feasible mitigation at a programmatic level.	Significant and Unavoidable Impacts
Generation of excessive groundborne vibration or groundborne noise levels?	No mitigation required	Less Than Significant Impact
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 mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.13 Population and Housing		
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 mitigation required	Less Than Significant Impact
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No mitigation required	Less Than Significant Impact
5.14 Public Services		
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 following public services:		
Fire protection	No mitigation required	Less Than Significant Impact
Police protection	No mitigation required	Less Than Significant Impact
Schools	No mitigation required	Less Than Significant Impact
Parks	No mitigation required	Less Than Significant Impact
Other Public Facilities	No mitigation required	Less Than Significant Impact
5.15 Recreation		
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 mitigation required	Less Than Significant Impact
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 mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.16 Transportation		
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No mitigation required	Less Than Significant Impact
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No feasible mitigation at a programmatic level.	Significant and Unavoidable Impacts
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No mitigation required	Less Than Significant Impact
Result in inadequate emergency access?	No mitigation required	Less Than Significant Impact
5.17 Tribal Cultural Resources		
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)?	No mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact
5.18 Utilities and Service Systems		
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	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
relocation of which could cause significant environmental effects?		
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No mitigation required	Less Than Significant Impact
5.19 Energy		
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No mitigation required	Less Than Significant Impact
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No mitigation required	No Impact
5.20 Wildfire		
Substantially impair an adopted emergency response plan or emergency evacuation plan?	No mitigation required	Less Than Significant Impact
Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?		
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 mitigation required	Less Than Significant Impact
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?	No mitigation required	Less Than Significant Impact

Remainder of page intentionally left blank

1.7 Summary of Project Alternatives

CEQA Guidelines Section 15126.6 identifies the parameters within which consideration and discussion of alternatives to a proposed project should occur. As stated in this section of the guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of a project. Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, pursuant to Section 15126.6.

This Draft PEIR evaluates 1) a No Project/Existing 2007 General Plan and 2) Increased Recreation. Summaries of each alternative have been provided below. More detailed descriptions of each alternative and discussion of the environmentally superior alternative are provided in Section 8, Alternatives to the Proposed Project, of this Draft PEIR.

1.7.1 Alterantive 1– No Project/Existing 2007 General Plan

Under this Alterantive, the continued land uses and implementation of the City of Beaumont's March 2007 General Plan are assumed. The land uses in the 2007 General Plan are not much different than is being proposed by the Project, but there would be less industrial land uses and less higher density residential units under the existing 2007 General Plan compared to the proposed Project.

1.7.2 Alterantive 2 – Increased Recreation

Under this Alternative, there would be a new Land Use Designation for "Recreation" which would include: "Low-impact development, including camping and ATV uses. Caretaker residential units. Residential uses that meet the Rural Residential 40 designation are permitted." The area where this Recreational land use designation would occur is in the very western edge of the Planning Area and south of SR 60. Under Alternative 2, there would be approximately 547 acres of a Recreation designation, which would replace approximately 547 acres of Rural Residential as proposed by the Project. The area affected by this Alterantive is within the County of Riverside and located within the City's Sphere of Influence. The underlying County of Riverside Land Use Designation is Rural Residential.

Table 1-B – Comparison of Alternatives Matrix, gives a summary of all Project alternatives considered in detail in the Draft PEIR and identifies the areas of potential environmental effects per CEQA and ranks each alternative as having either less impacts, the same or greater impacts than the proposed Project with respect to each area.

Remainder of page intentionally left blank

Page intentionally left blank

Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Air Quality – Significant and Unavoidable	The Project would violate air quality standards or contribute substantially to an existing or projected air quality violation; would 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors); and potentially expose sensitive receptors to substantial pollutant concentrations;	**Greater** – Although potentially less development than the Project, under the Existing General Plan, there would still be land use to generate air quality impacts related to increased traffic and the potential for TAC's to be generated from non-residential projects in proximity to residential projects. Additionally, vehicle miles traveled (VMT) per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project which increases air emissions. Therefore, impacts would be greater than the Project. .	**Slightly Greater** – Air quality impacts would be slightly less than that of the proposed Project due to the change in land use and associated reductions in daily vehicle trips from Rural Residential to Recreation. However, the Recreational uses under this Alternative would also create vehicle trips that would generate air quality emissions from people traveling to use the area and from the off road vehicles that would be using the site. The off road vehicles that could use the Recreational areas could potentially have worse air quality impacts than regular vehicles associated with a residential land use because they typically have less air quality emission prevention technologies and pollute more emissions than regular cars. Under this Alternative, the impacts associated from future uses and TAC exposure would most likely be the same as those encountered by the Project. Under this Alternative, impacts are significant and snavoidable.

Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Greenhouse Gas (GHG) Emissions- Significant and Unavoidable	The Project would generate GHG emissions, either directly or indirectly, that significant impact on the environment; because GHG standards will be exceeded by future growth.	**Greater** –GHG emissions would increase but under the 2007 General Plan there would be less intensity and units than proposed by the Project, thereby resulting in less GHG emissions from new residential and nonresidential uses. However, VMT per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project, which would result in increased GHG emissions in comparison to the Project. Therefore, impacts would be greater than the Project.	**Same** – This Alternative would result in about the same GHG emissions since it would eliminate about 550 acres of Rural residential land uses, however, with this area being designated for Recreation, it would generatentrips from both inside the City and from other communities. Therefore, the overall GHG emissions most likely would not be much different from the proposed Project. Under this Alternative, impacts remain significant and unavoidable
Noise – Significant and Unavoidable	The Project would contribute to permanent increased noise levels from roadways due to increased traffic and exceed threshold for noise levels resulting in significant and unavoidable impacts after mitigation.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Under the current 2007 General Plan, these noise levels would be expected to result in the same conditions. Impacts would remain significant and unavoidable.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Even with changing the approximately 550 acres from Rural Residential to Recreation under this Alternative, these noise levels would be expected to result in the same conditions as the Project and would remain significant and unavoidable.

Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Transportation – Significant and Unavoidable	The Project would generate 29.7 VMT per service population in the Planning Area. There are no feasible mitigations available to mitigate impacts to less than significant levels. Therefore Project-related Impacts would be significant and unavoidable.	**Greater –** The TIA prepared for the PEIR included a VMT per service population calculation for the 2007 General Plan (see **Table 5.16-B**) and determined that the 2007 General Plan would generate 52.1 VMT per service population in the Planning Area. This is more than the Beaumont 2040 Plan, which would generate 29.7 VMT per service population in the Planning Area. Impacts would be greater and significant and unavoidable.	**Same**– This Alternative would reduce residential units in the Planning Area, hence reducing service population. The recreational uses proposed under this alternative would decrease the daily trips in this traffic analysis zone; however, because there are a number of off-road vehicle (ORV) parks that operate within unincorporated Riverside County, it is assumed that this Alternative would not substantially change VMT within the WRCOG area (see **Table 5.16-D**). Therefore, the VMT impacts would be expected to result in similar conditions as the Project and remain significant and unavoidable.
Environmentally Superior to Proposed Project?	***Not applicable***	**No –**Alternative 1 would have the same impacts as the Project related to noise. It would create more VMT and the resulting increases in air quality and GHG impacts than the proposed Project because the current 2007 General Plan does not include policies related to non-vehicular transportation priorities and has less dense land uses in the	**No –** Alternative 2 would not be considered Environmentally Superior to the Project because it will result in the same GHG, noise and transportation impacts as the Project. The reason why it is not environmentally superior is that it does slightly increase air quality impacts from the Project because it would introduce active recreational activities such as off-road vehicles which typically have less air quality

Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
		areas near commercial and office land uses. For this reason, the increase in VMT, this Alternative would not be environmentally superior to the Project.	emission prevention technologies and pollute more emissions than regular cars.
Meets Project Objectives?	**Yes**	**No** – This Alternative would not meet the project objectives as it is an outdated vision for the City on the types of development patterns and goals for the future planning.	**Yes** – Changing the approximately 500-acre area from Rural Residential would still result in most of the objectives for the rest of the General Plan to be met. This Alternative would solidly meet the Objective of providing a diverse network of open space.

2.0 INTRODUCTION

2.1 Purpose and Scope

The Draft Program Environmental Impact Report (PEIR) assess the potential environmental effects of the adoption and implementation of the General Plan Update (Beaumont 2040 Plan), the adoption and implementation of the revised Zoning Code and Zoning Map which are all proposed by the City of Beaumont (City) (herein collectively referred to as "Project" or "proposed Project").

This Program EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code (PRC), Section 21000 et seq.) and the *Guidelines for Implementation of CEQA Guidelines* published by the Public Resources Agency of the State of California (California Code of Regulations, Title 14, Section 15000 et seq.), and in accordance with the City's *CEQA Guidelines*.

The PEIR was prepared by professional environmental consultants under contract to the City. The City is the lead agency for the preparation of this EIR as defined by the *CEQA Guidelines* (PRC Section 21067 as amended), and the content of the document reflects the independent judgment of the City.

This PEIR is intended to provide information to public agencies, the general public, and decision makers regarding potential environmental impacts related to the three components of the proposed Project:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Code and Zoning Map, and

The purpose of an EIR, under the provisions of CEQA, is "to identify the significant effects on the environment of a project, to identify the alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." (PRC Section 21002.1[a].)

According to the *CEQA Guidelines* (Section 15168), a Program EIR may be prepared on a series of actions that can be characterized as one large project, are related geographically, and as logical parts in the chain of contemplated actions in connection with issuance of rules, regulations, or plans. The Program EIR allows for a more exhaustive consideration of effects and alternatives that would be practical in an EIR on separate individual actions, and ensures consideration of cumulative impacts that might be slighted on a case-by-case basis.

This Draft PEIR provides a first-tier analysis of the potential environmental effects of the proposed Project. Section 15152 of the *CEQA Guidelines* indicates that tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site specific EIR or negative declaration if additional analysis is necessary. Subsequent activities in accordance with the proposed Project examined in light of this Draft PEIR to determine whether an additional environmental document must be prepared. If a subsequent project or later activity would have effects that were not examined in this Draft PEIR, or not examined at an appropriate level of detail to be used for the later activity, an initial study would need to be prepared to determine the appropriate environmental document. If the City finds that pursuant to Section 15152 of the *CEQA Guidelines*, no new effects could occur or new mitigation measures would be required on a subsequent project, the City can approve the activity as being within the scope of the Project covered by this Draft PEIR, and no new environmental document would be required. In addition, the standards related to subsequent EIRs at *CEQA Guidelines* Section 15162 to 15164 and PRC Section 21166 are applicable to this Draft PEIR.

This Draft PEIR serves as an information document for use by public agencies, the general public, and decisions makers. This PEIR is not a City policy document; it does, however, discuss the impacts of development pursuant to the proposed Beaumont 2040 Plan and related components, and analyzes Project alternatives.

2.2 Background

The Draft PEIR serves as the basis for environmental review and impact mitigation for adoption and implementation of the Beaumont 2040 Plan, Zoning Code and Zoning Map Revisions, and the Downtown Specific Plan. The City will review subsequent projects for consistency with the Draft PEIR and prepare appropriate environmental documentation pursuant to CEQA provisions for Draft PEIRs and subsequent projects. Subsequent projects under the Draft PEIR may include but, are not necessarily limited to the following implementation activities:

- Rezoning of properties
- Approval of Specific Plans
- Approval of development plans, including tentative maps, variances, conditional use permits, and other land use permits
- Approval of development agreements
- Approval of facility and service master plans and financing plans
- Approval and funding of public improvement projects
- Approval of resource management plans
- Issuance of municipal bonds
- Issuance of permits and other approval necessary for implementation of the General Plan
- Acquisition of property by purchase or eminent domain
- Annexations into the City

To define the scope of the investigation of the Draft PEIR, the City distributed a Notice of Preparation (NOP) on March 9, 2018, to the State Clearinghouse, State agencies, Cities, and Riverside County; other public agencies; and interested private organizations and individuals, in accordance with the requirements of the California Code of Regulations, Title 14, Sections 15082(a), 15103, and 15375. Pursuant to Section 15082 of the *CEQA Guidelines*, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP. An initial study was not prepared with the NOP; *CEQA Guidelines* Section 15063(a) permits a lead agency to omit an initial study if it determines that an EIR is clearly required. The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed Project. **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation** provides a list of the comment letters received during the NOP public comment period, a brief summary of the issues raised, and reference to where the issues are discussed in the EIR. The NOP comment letters are included in Appendix A of this EIR.

Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
Native American Heritage Commission (NAHC) (March 14, 2018)	The NAHC's letter summarizes cultural and tribal cultural resources requirements, and compliance with Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). The NAHC requests that the Draft PEIR references California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist form". The NAHC recommends lead agencies consult with all California Native tribes that are affiliated with the geographic area of the proposed Project as early as possible, and consult legal counsel on complying with AB 52 and SB 18. The comment letter also summarizes some requirements of AB 52 and SB 18. NAHC makes specific recommendations for preparing cultural resources assessments, including the archaeological records search and final report, contacting NAHC for a Sacred Lands File search and Native American Tribal Consultation List, and mitigation monitoring and reporting program.	Section 5.5 – Cultural Resources, Section 5.17 – Tribal Cultural Resources, and Mitigation Monitoring and Reporting Program.
Agua Caliente Band of Cahuilla Indians (March 15, 2018)	The Agua Caliente Band of Cahuilla Indians note that the proposed Project is not located within the Tribe's Traditional Use Area, and thus they defer to other tribes in the area and conclude their tribal consultation.	Section 5.17 – Tribal Cultural Resources.

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
California Department of Transportation (Caltrans) (March 26, 2018)	Caltrans provided comments related to traffic and alternative modes of transportation, encouraging mixed-use projects near transit services, planning for mixed-density, mixed-income housing, senior housing, and student housing; consideration of 40 dwelling units per acre in the Downtown Mixed-Use (DMX) and Urban Village (UV) areas; addressing SB 1000; and provisions for noise mitigation measures along railroad tracks in residential neighborhoods. Caltrans requests to be kept informed of future developments that could potentially impact State Transportation Facilities.	Section 5.10 – Land Use and Planning, Section 5.12 – Noise, Section 5.13 – Population and Housing, Section 5.15 – Recreation, and Section 5.16 – Transportation/Traffic
Riverside County Department of Waste Resources (March 26, 2018)	Riverside County Department of Waste Resources makes recommendations on how to address the Project's potential impacts on solid waste facilities, provides information to assist in the analysis of solid waste impacts, notes that the Projects should consider land use compatibility issues and development constraints related to the Beaumont Landfill and Lamb Canyon Landfill, and recommends specific measures to reduce the Projects solid waste impacts. The commenter also requests a copy of the Draft PEIR on CD for review and comment when available.	Section 5.8 – Hazards and Hazardous Materials, Section 5.18 – Utilities and Service Systems., and Section 5.10 – Land Use and Planning
South Coast Air Quality Management District (SCAQMD) (April 4, 2018)	The SCAQMD makes recommendations regarding the analysis of potential air quality impacts from the proposed Project, mitigation measures, alternatives, permits, and data sources for the Draft PEIR. The SCAQMD also requests that a copy of the Draft PEIR be sent directly to SCAQMD upon its completion, with all appendices and technical documents related to air quality, health risk, and greenhouse gas analysis, including electronic versions of all emission calculations spreadsheets, modeling input and output files, air quality monitoring and health risk assessment files.	Section 5.3 – Air Quality, and Section 5.7 – Greenhouse Gas Emissions.

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
County of Riverside Transportation and Land Management Agency (TLMA) (April 5, 2018)	The TLMA requests that the City coordinate with them on changes to its Circulation Element to address inter-jurisdictional roadway connections and classification transitions, and to meet to resolve any inconsistencies between TLMA and the City's proposed Circulation Element prior to the General Plan Update's approval.	Section 5.16 – Transportation/Traffic
Morongo Band of Mission Indians (April 6, 2018)	The Morongo Band of Mission Indians provides recommendations on what to include in the scope and methods of the Cultural Resources (technical) Report (used for the Cultural Resources section of the Draft PEIR), and requests that the Cultural Resources Report scope and methods be made available to them in advance of the public commenting period of the Draft PEIR to help avoid and minimize impacts to tribal cultural resources. The commenter notes that the City should distinguish between compliance efforts for SB 18 versus AB 52, which have different requirements. The commenter notes that the City's Sphere of Influence includes areas with recorded and unrecorded tribal cultural resources that needs to be analyzed in the Cultural Report and Draft PEIR.	Section 5.5 – Cultural Resources and Section 5.17 – Tribal Cultural Resources
Ron Roy (April 9, 2018)	The commenter opposes the proposed Project because of impacts to scenic views from the proposed building heights and proposed location of commercial/retail land uses that would not protect open space and rural areas. The commenter proposes to eliminate certain land uses from the proposed Project, including the Urban Village overlay and employment district, concentrate new development in existing non-residential and mixed use land use designated areas, and revise the industrial zoning designations to require retail outlets for all warehouses. The commenter recommends a focus on active and	Section 5.1 – Aesthetics, Section 5.3 – Air Quality, Section 5.4 – Biological Resources, Section 5.7 – Greenhouse Gas Emissions, Section 5.10 – Land Use and Planning, Section 5.15 – Recreation, and Section 5.16 – Transportation/Traffic.

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
	multimodal transportation, including the inclusion of a transit center/transit hub, alternative energy refueling stations, and maps indicating the transit and bike paths throughout the City. The commenter states that the City has not adequately identified how it will mitigate or reduce greenhouse gas, climate change, and air quality impacts.	
California Department of Fish and Wildlife (CDFW) (April 9, 2018)	The CDFW identifies itself as a Trustee Agency for fish and wildlife resources and as a Responsible Agency regarding any discretionary actions. The CDFW provides recommendations for identifying and mitigating the Project's potential impacts on biological resources. The CDFW noted required compliance with the California Endangered Species Act, Western Riverside County Multiple Species Habitat Conservation Plan, and Lake and Streambed Alteration Program.	Section 5.4 – Biological Resources.
Southwest Regional Council of Carpenters (April 9, 2018)	The law firm of Wittwer Parkin LLP submitted this comment letter on behalf of the Southwest Regional Council of Carpenters. The commenter notes that the proposed Project may have significant impacts for the following environmental issues: Agriculture, Air Quality, Biological Resources, Greenhouse Gases, Hazards and Hazardous Materials, Parks and Recreation, Public Services, Transportation and Traffic, and Utilities. The commenter discusses the existing conditions of these environmental issues within the City (and/or the City's Sphere of Influence), and makes recommendations on what the Draft PEIR needs to incorporate to address potentially significant impacts in these areas.	Section 5.2 – Agricultural and Forestry Resources, Section 5.3 – Air Quality, Section 5.4 – Biological Resources, Section 5.7 – Greenhouse Gas Emissions, Section 5.8 – Hazards and Hazardous Materials, Section 5.14 – Public Services, Section 5.15 – Recreation, Section 5.16 – Transportation/Traffic, and Section 5.18 – Utilities and Service Systems.
Southern California Association of Governments (SCAG) (April 9, 2018)	SCAG describes how the goals included in SCAG's 2016 Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) can be used as guidance for	Section 6 – Consistency with Regional Plans

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
	considering the proposed Project within the context of regional goals and policies. In particular, SCAG suggests that RTP/SCS goals G1-G9 may be relevant. SCAG also describes strategies and mitigation to be used as guidance and includes the applicable regional growth forecasts for the region and the City. The SCAG requests that future environmental documentation be sent to them regarding this Project.	

A public scoping meeting was held on March 13, 2018 at the Beaumont Civic Center. No oral comments were made by the public. The City Planning Commissioners provided oral comments in regard to hazardous materials, water supply, fire hazards, light pollution, public services and facilities, wildlife corridor, recycling and waste diversion, and land use changes, all of which are addressed throughout the Draft PEIR (refer to Sections 5.1 through 5.20 of the Draft PEIR). Technical documents prepared for the proposed Project are also included in **Appendices B through F.2.** These documents were used as reference material in the analysis of the environmental impacts.

2.3 Scope of the PEIR

In accordance with PRC Section 21002.1, the purpose of this EIR is to address the potential environmental impacts resulting from the construction and operation of the proposed Project, proposed mitigation measures to reduce potentially significant environmental impacts, and identify and evaluate alternatives, which could reduce or avoid the significant effects of the proposed Project. Although most of the Project components involve “paper” projects, meaning that the Zoning Code, DSP, and Hillside Development Ordinance are really policy documents that do not have direct physical impacts to the land and are tools that will be used by the City to implement the General Plan, most of the analysis in this EIR will be addressing when applicable, the foreseeable physical impacts of implementing the General Plan, as this document creates the blueprint of future development in the City. The Zoning Map will be consistent with the change in land uses identified in the General Plan Update. The other aspects of the Project are analyzed as appropriate within each issue area. The EIR process provides an opportunity for the public to review and comment upon the potential environmental impacts of the proposed Project.

The City Planning Commission will make a recommendation on the proposed Project to the City Council which is the decision making body in the City with authority to take action on the Project. Both the Planning Commission and City Council will consider the information in this EIR as part of their evaluation of the proposed Project. The findings and conclusions presented in the EIR regarding environmental impacts do not control the City’s discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

As set forth in Section 15021 of the *CEQA Guidelines*, as lead agency, the City has the duty to avoid or minimize environmental damage where feasible. Furthermore, Section 15021(d) of the *CEQA Guidelines* states that, “CEQA recognizes that in determining whether and how a project should be approved, a

public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors, and in particular the goal of providing a decent home and satisfying living environment for every Californian." In accordance with CEQA, the City will be required to make findings for each environmental impact of the proposed Project that cannot be mitigated to below a level of significance. If the City determines that the benefits of the proposed Project outweigh unmitigated significant environmental effects, the City will be required to adopt a statement of overriding considerations stating the reasons supporting their action notwithstanding the proposed Project's significant environmental effects.

2.4 Format of the PEIR Document

This PEIR is organized into nine sections:

- **Table of Contents** to assist readers in locating the analysis of different subjects and issues as required by Section 15122 of the *CEQA Guidelines*. A list of acronyms used in the Draft PEIR is included in the table of contents.
- **Section 1.0 – Executive Summary** covers the summary requirements of CEQA as required by Section 15123 of the *CEQA Guidelines* and includes: Project location, a brief Project description, a matrix containing a summary of environmental impacts and mitigation measures, Project objectives, approvals related to the proposed Project, areas of controversy, and a brief description of the Project alternatives.
- **Section 2.0 – Introduction** describes the scope and purpose of the EIR document, identifies the lead agency, provides a brief summary of the CEQA process to date, and establishes the format of the document.
- **Section 3.0 – Project Description** contains the information required by Section 15124 of the *CEQA Guidelines* including: a detailed description of the proposed Project, the Project objectives, a general description of the Project's environmental setting, the approvals needed to implement the Project, and a list of agencies expected to use the Draft PEIR.
- **Section 4.0** – **Environmental Setting** satisfies requirements of Section 15125 of the *CEQA Guidelines* and provides a brief environmental setting discussion.
- **Section 5.0 – Environmental Impact Analysis** satisfies the requirements of Sections 15125, 15126, 15126.2, and 15126.4 of the *CEQA Guidelines* and analyzes Project impacts and identifies mitigation measures designed to reduce significant impacts by issue area. For each issue area analyzed, this section includes a discussion of the setting to which each issue area is analyzed against, defines the related regulations affecting the proposed Project, identifies the thresholds used to determine significance, describes any Project design features that would reduce impacts, analyzes the proposed Project's potential impacts, provides a description of the applicable mitigation measures used to reduce or lessen potential impacts, and discusses the Project's impacts after implementation of mitigation. The following environmental issue areas are discussed in the corresponding sections:
    - Section 5.1 – Aesthetics
    - Section 5.2 – Agricultural and Forestry Resources
    - Section 5.3 – Air Quality
    - Section 5.4 – Biological Resources
    - Section 5.5 – Cultural Resources

- Section 5.6 – Geology and Soils
- Section 5.7 – Greenhouse Gas Emissions
- Section 5.8 – Hazards and Hazardous Materials
- Section 5.9 – Hydrology and Water Quality
- Section 5.10 – Land Use and Planning
- Section 5.11 – Mineral Resources
- Section 5.12 – Noise
- Section 5.13 – Population and Housing
- Section 5.14 – Public Services
- Section 5.15 – Recreation
- Section 5.16 – Transportation and Traffic
- Section 5.17 – Tribal Cultural Resources
- Section 5.18 – Utilities and Service Systems
- Section 5.19 – Energy
- Section 5.20 - Wildfire

- **Section 6.0 – Consistency with Regional Plans** provides an analysis of the Project's consistency the regional and local growth forecasts prepared by the Southern California Association of Government's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*.
- **Section 7.0 – Other CEQA Topics** provides an analysis of cumulative impacts, growth inducing impacts, significant irreversible environmental impacts, and areas of no significant impact.
- **Section 8.0 – Alternatives** satisfies the requirements of Section 15126.6 of the *CEQA Guidelines* by identifying and discussing the No Project Alternative in addition to alternatives to the proposed Project that lessen the severity of significant impacts and identifying the environmentally superior alternative.
- **Section 9.0 – References** includes a listing of all reference materials, the organizations and persons contacted in preparing the Draft PEIR, and a list of preparers as required by Section 15129 of the *CEQA Guidelines.*

In compliance with PRC Section 21081.6, a mitigation monitoring and reporting program will be prepared that will be adopted in conjunction with certification of the Final PEIR and Project approval.

3.0 PROJECT DESCRIPTION

A "Project," as defined by the California Environmental Quality Act (CEQA) Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700" (14 Cal. Code of Reg. 15378[a]).

The City of Beaumont's (City's) General Plan (proposed Project or Beaumont 2040 Plan) is intended to be a blueprint for the City's future. The Beaumont 2040 Plan has been prepared in accordance with State planning law, as provided in California Government Code Section 65300. The Beaumont 2040 Plan is meant to be a framework for guiding planning and development in the City and City's Sphere of Influence (SOI) for the next approximately 20 years and can be thought of as the blueprint for the City's growth and development. The Beaumont 2040 Plan is comprehensive both in its geography and subject matter. It addresses the entire territory within the City's incorporated boundaries, SOI, and a broad spectrum of issues associated with the future buildout of the City.

According to California Government Code Section 65302, General Plans are required to cover the following elements or topics: land use, circulation, housing, conservation, open space, noise, air quality, safety, and environmental justice. Jurisdictions may include any other topic that is relevant to planning its future. The City has an adopted Housing Element (2013-2021) that is not a part of this General Plan Update process. The Beaumont 2040 Plan will include the rest of the required topics plus economic development, community/urban design, infrastructure and community facilities, resource management, sustainability, and governance.

3.1 Local and Regional Setting

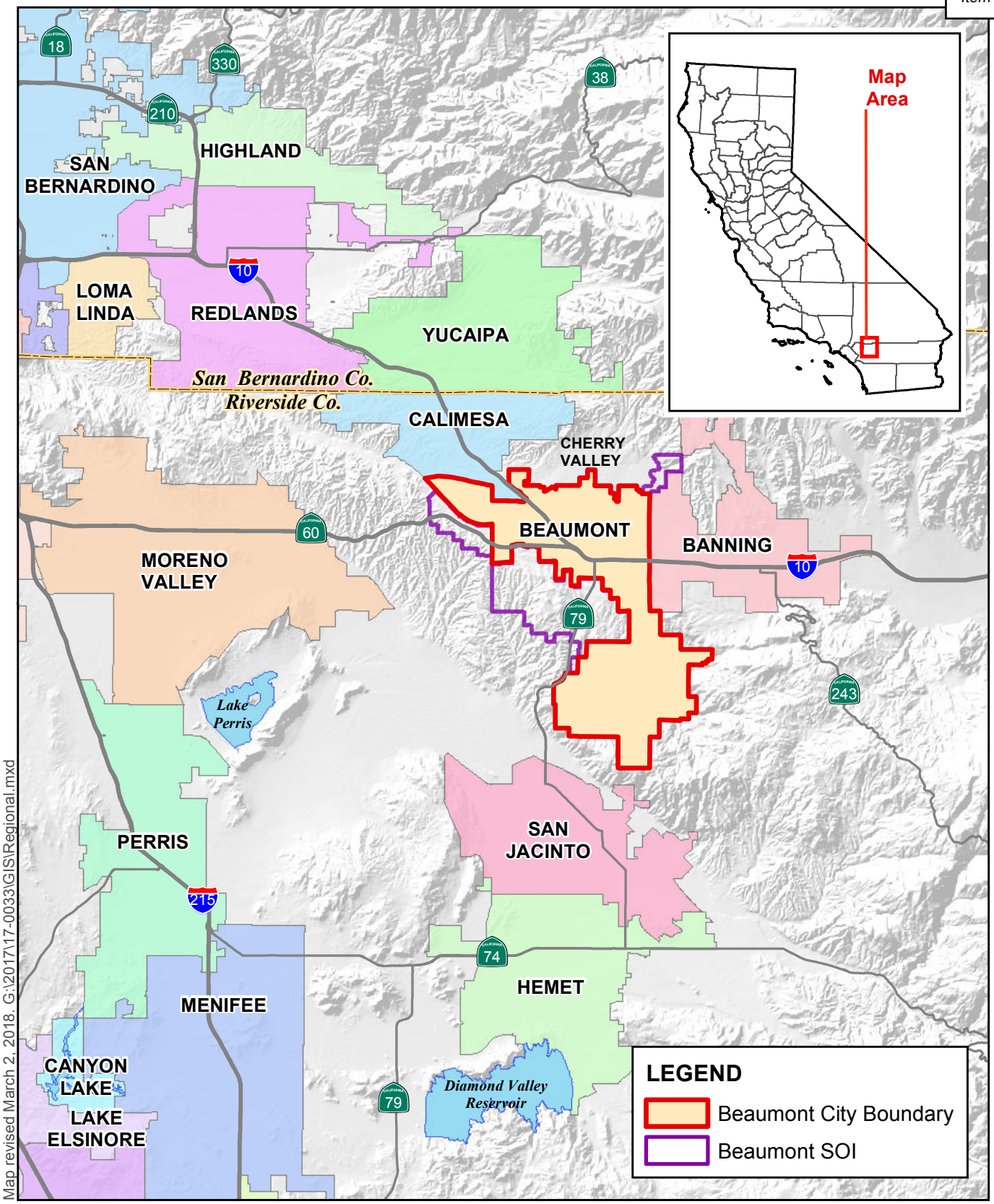
3.1.1 Project Location

The City and City's SOI (collectively referred to as the "Planning Area") is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The Planning Area encompasses approximately 41.51 square miles (26,566 acres). Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (see **Figure 3-1 – Regional Map**).

The Planning Area includes land within the existing City limits (approximately 19,381 acres) and within the City's SOI which includes unincorporated areas outside the current City limits (approximately 7,185 acres) (see **Figure 3-2 – Project Vicinity**). In preparing the Beaumont 2040 Plan and planning for the future of the City, it will be important to closely coordinate with neighboring jurisdictions and regional agencies in order to plan for sustainable community growth.

Land uses within the City's Planning Area may include a combination of undeveloped, developing, and developed properties. At this time, the City is not seeking annexation of land within the SOI into its current jurisdiction. However, new development within the SOI is being contemplated as a part of the Beaumont 2040 Plan as the SOI represents the City's ultimate future boundary and service area.

Page intentionally left blank



Map revised March 2, 2018. G:\2017\17-0033\GIS\Regional.mxd

Sources: City of Beaumont, 2018;
Riverside Co. GIS, 2018.

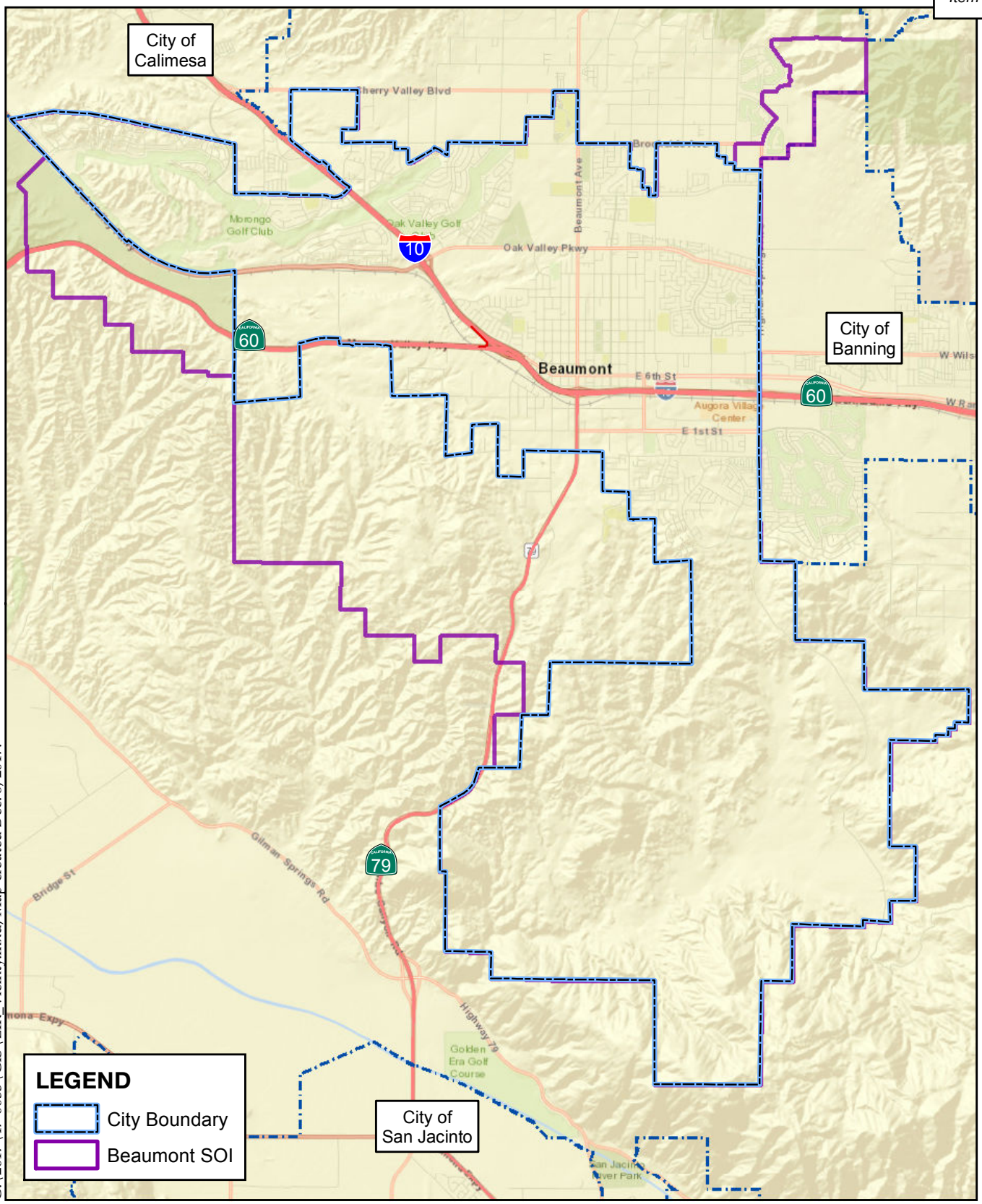
0 2 4 6 Miles

Figure 3-1 - Regional Map

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Vicinity.mxd; Map created Dec. 8, 2017.

Sources: City of Beaumont, 2018;
Riverside Co. GIS, 2018.

0 1 2 3 Miles

Figure 3-2 - Vicinity Map

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

3.1.2 Project Setting

The Planning Area is at the peak of the San Gorgonio Pass between San Bernardino and Palm Springs, with an elevation range of approximately 2,500 to 3,000 feet above mean sea level. The Planning Area has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5 to10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April. The City's unique location provides its residents with beautiful rural views, while maintaining close proximity to urban amenities. Beaumont offers its residents a combination of small-town charm suburban lifestyle, alongside abundant recreational opportunities. The Planning Area has been heavily disturbed by human activity. (ECR, p. 2.)

3.2 Background

The San Gorgonio Pass first drew the attention of white settlers in the 1850s seeking railway connection to the Pacific Ocean. The Southern Pacific Railroad set tracks in the area that is now Beaumont in the 1860s. In the late 19th century, the area was sparsely populated with a railroad depot and telegraph office in 1875. The first stores were built in 1884, the first school in 1885, and three hotels were constructed in 1887. The town's chief industry during this time was grain agriculture. Population growth was slow and limited until the San Gorgonio Water Company, formed in 1907, developed a reservoir and laid 40 miles of piping to bring water and irrigation to town. The new water system helped spur the development of new houses and fruit orchards in the north – the population doubled to over 1,100 by 1910. (ECR, p. 4.)

The City was incorporated in 1912, deriving its name (French for beautiful mountain) from the surrounding picturesque mountains. It soon became well-known for its thriving apple orchards and flourished as a tourist destination. The town's close proximity to Los Angeles, idyllic setting, and affordable housing led to a population boom starting in 2000. A 2008 study by the Public Policy Institute of California noted that Beaumont and its surrounding communities have the highest population growth throughout the Riverside County region. This population explosion has concerned many local residents, who cite increasing student population in schools, rising demand on the water supply, and increasing traffic on the City's road network as key concerns.

The 2040 Beaumont Plan[1] was developed with significant community engagement including in-person interactions at traditional and pop-up workshop events, newsletters and a variety of online activities including: [2]

- A **project website** (www.elevatebeaumont.com) was the primary forum to provide project updates, survey results, planning meeting materials, and sign-up for a community database. This database was used to inform interested residents, businesses, and other stakeholders, providing information about General Plan Update activities, including upcoming meetings, availability of materials for review, and other information. Announcements were publicized in bilingual (Spanish/

[1] The public draft of the Beaumont 2040 Plan is available here: https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft

[2] A summary of all of the General Plan Update engagement activities is described in Chapter 1 Introduction of the Beaumont 2040 Plan.

English) format. Additionally, at key points during the project, flyers were also posted at City Hall and branded as part of utility bills.

- A **community workshop** was hosted by the City on Wednesday, June 21, 2017. The workshop included a facilitated group discussion and interactive workshop stations, including a youth table activity for parents and children. The workshop was attended by approximately 16 people, in addition to five General Plan Task Force members and various city personnel. All workshop materials were available in English and Spanish. The workshop summary is included as an appendix to the Beaumont 2040 Plan.

- A **virtual community survey** prior to the first community workshop. The survey included various topics: demographics, geography, quality of life, Beaumont's future, and community engagement. The survey received 564 responses. Based on high response rates to the virtual survey, the community engagement approach shifted from in-person workshops to virtual outreach. A total of three additional surveys were distributed during the General Plan update addressing visual preference, community character, and preferred alternatives. A summary of the survey results is included as an appendix to the Beaumont 2040 Plan.

- Additional **community input** was received through **small group input** consisting of a 15-member General Plan Task Force, a youth focus group and, shareholder interviews, which provided a structured space to engage with certain segments of the population – seniors, youth, parents with children, business owners, etc.

  The General Plan Task Force met a total of four (4) times, including one joint meeting with the City Planning Commission during the General Plan update process. One focus group meeting was held with youth from Beaumont Hight School. The youth focus group was organized as a short presentation followed by an interactive mapping exercise focused on downtown and desired features across the City. Stakeholder interviews were conducted with 12 community representatives including residents, developers, and business owners.

- **Decision-maker updates** were provided to the City Council and Planning Commission. Representatives from the Planning Commission, City Council, Beaumont-Cherry Valley Water District, and the Beaumont Chamber of Commerce served as member liaisons to the General Plan Task Force, attending committee meetings and reporting back to their respective board or commissions about the events and discussions underway. The Economic Development Commission was also briefed as needed during the planning process.

3.3 Proposed Project

The proposed Project consists of two different components, which are collectively referred to as the Project:

1. Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2. Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

These components are further described in the following paragraphs.

3.3.1 Beaumont 2040 Plan

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement General Plans. The General Plan is a comprehensive and general document that

describes plans for the physical development of a city or county and of any land outside its boundaries that in the city's or county's judgement, bears relation to its planning. The General Plan is required to address the following mandatory elements: land use, circulation, housing, conservation, open space, noise, air quality, safety, and environmental justice. Jurisdictions may include any other topic that is relevant to planning its future. As previously noted, the City has an adopted Housing Element (2013-2021) that is not a part of this General Plan Update (Beaumont 2040 Plan) process. The Beaumont 2040 Plan will include the rest of the required topics plus economic development, community/urban design, infrastructure and community facilities, resource management, sustainability, and governance.

The Beaumont 2040 Plan functions as a guide to the type of community that Beaumont citizens desire, and provides the means by which that desired future can be achieved. The Beaumont 2040 Plan addresses a range of immediate, mid-, and long-term issues with which the community is concerned. The Beaumont 2040 Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes resource limitations and the fragility of the community's natural environment. Under State law, the General Plan must serve as the foundation upon which all land use decisions are to be based, and must also be comprehensive, internally consistent, and have a long-term perspective. State law further mandates that the Beaumont 2040 Plan:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area (i.e., the City's sphere of influence) as they relate to future growth and development;
- Provide a basis for local government decision-making, including decisions on development approvals and exactions;
- Provide citizens the opportunity to participate in the planning and decision-making process of their communities; and
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

Beaumont is a community that values its small-town feel, community heritage, and natural setting. The City is committed to encouraging economically sustainable, balanced growth that respects its long history, while meeting infrastructure needs and protecting the environment. Beaumont's community pride and rural mountain setting sets the City apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation. Beaumont 2040 Plan's vision for the future focuses on the following guiding values and priorities:

- **Transparent, honest government:** The citizens of Beaumont desire and value a customer-oriented government that adapts to digital technology, improves effectiveness, embraces innovation, and encourages everyone to participate in City government. Local leaders and public employees are accountable to the citizens.
- **Responsible, measured growth:** Beaumont values a good balance of homes, jobs, and retail with access to local urban amenities. Beaumont promotes expanded and enhanced opportunities for employment in the City, while ensuring that population growth does not outpace existing infrastructure capacity.
- **Fiscal responsibility:** Beaumont encourages fiscal transparency, responsible growth and effective management of fiscal revenues. Beaumont promotes policies that create a strong

environment for job creation, build a strong tax base, and improve the fiscal performance of the City.

- **Small-town atmosphere:** Beaumont values its small-town atmosphere with distinct neighborhoods, historic downtown and connection to the natural environment. Beaumont is an inviting place to live and visit, and a desirable place for families. The citizens have a sense of pride and belonging in their City and close ties with their neighbors. Downtown Beaumont is a vibrant, diverse, active and walkable place in the heart of the City with civic, commercial, entertainment and residential opportunities for all residents in with high-quality streetscape design, community gathering spaces, and buildings that support pedestrian comfort and safety.
- **Quality of life provided by efficient infrastructure:** Beaumont has vibrant neighborhoods that provide retail, entertainment and recreational opportunities within close proximity. Beaumont encourages policies that create a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets. New pedestrian and bicycle connections and programs will make it easier, more comfortable, and safer for residents, workers, and visitors to meet their daily needs and access regional destinations, and adjacent communities. Beaumont supports the improvement of infrastructure systems that keep pace with development.
- **Health and safety:** Beaumont endorses access to a healthy lifestyle for people of all ages by developing a complete city with a wide range of open space and recreation opportunities and walkable environments that are clean, safe, and kid friendly. Beaumont fosters safe neighborhoods through good community and environmental design policies that promote a mix of uses and active streets.
- **Beautiful environment of the Pass Area:**[3] The citizens of Beaumont value the natural environment of the City and its surroundings. Beaumont promotes policies that encourage access to these resources for all citizens, enhances opportunities for tourism, and stewards these natural resources and habitat areas. A diverse and extensive open space network with parks and trails within the City and to the surrounding Pass Area enhances access for residents and visitors alike.

The Beaumont 2040 Plan identifies major strategies and physical improvements for the City over the next approximately 20 years. These strategies include revitalizing Sixth Street into a “downtown” for the City, transforming Beaumont Avenue and Sixth Street into mixed use corridors, diversifying housing choices in the City with new affordable and market-rate single family homes and multi-family housing, expanding the jobs base, including development of an employment district and mixed uses along SR-79 in the southern portion of the City. Strategies will also support neighborhood enhancement, connectivity, and sustainable development practices on lands located immediately to the southwest of the City. Transit-oriented development is also contemplated in the area around the potential location of a Metrolink transit station at Pennsylvania Avenue and First Street. To achieve this direction, the City will also need to ensure balanced growth and preservation of the community’s history and identity, open space, and development of a multimodal transportation system.

[3] The Pass Area refers to the area bounded by the San Jacinto Mountains to the south and the San Bernardino Mountains to the north. The unincorporated communities of Banning Bench (north of the City of Banning), Cherry Valley (north of the City’s SOI), Cabazon, east of the City of Banning), the Morongo Indian Reservation, and the incorporated cities of Banning, Beaumont, and Calimesa are located within the Pass Area.)

General Plan Elements

Each element of the Beaumont 2040 Plan includes goals, policies, and implementation measures. It should be noted that the Beaumont 2040 Plan goals, policies, and implementation measures are Project components proposed by the City, and are not mitigation measures proposed in this Program EIR (PEIR). Those Beaumont 2040 Plan goals, policies, and implementation measures that will by themselves avoid or otherwise address various potential environmental impacts are listed and discussed in each topic area of this Draft PEIR.

Land Use Element

The Land Use Element provides the long-term vision, goals, and policies for Beaumont over the next 20 to 30 years. The overall focus is on how to accommodate change and growth in the City, while preserving and enhancing the features and attributes that make it such a desirable place to live. The City recognizes that the sustainable future of Beaumont is dependent on both the mix of residential, commercial, employment, and industrial uses, which provide the foundation for a fiscally resilient economy; as well as the design and quality of buildings, streets and public spaces, which make Beaumont an attractive place for its residents.

Specific topics covered include land use designations, revitalization of Downtown, preservation of existing neighborhoods, development of new neighborhoods with varied housing opportunities, and new commercial and mixed-use areas. The Land Use Element also includes goals and policies for the neighborhoods and commercial areas shown on **Figure 3-3 – Beaumont Subareas** (on page 3.0-13).

The Land Use Element of the Beaumont 2040 Plan proposes four main types of land uses: Residential, Non-Residential, Mixed Use, and Other/Public. Within each of these land use types; the Beaumont 2040 Plan identifies several land use designations as described below in **Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations. Figure 3-4 – Land Use Plan** (on page 3.0-15) depicts the locations of the various land use designations within the City and City's SOI proposed by the Beaumont 2040 Plan.

Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: ac = acre; du/ac = dwelling units per acre; FAR = floor area ratio			
Residential Designations			
Rural Residential 40 (RR40)	RR	Single-family detached homes on 40-acre lots in a rural mountainous setting	Minimum 40-acre lots
Rural Residential 10 (RR10)	Not within City Limits	Single-family detached homes on 10-acre lots in a rural setting	Minimum 10-acre lots
Rural Residential 1 (RR1)	Per County Zoning	Single-family detached homes on 1-acre lots in a hillside setting	Minimum 1-acre lots
Single Family Residential (SFR)	R-SF	Single-family residential (attached or detached) Neighborhood commercial in specified locations	Maximum 4 du/ac Maximum FAR 0.35

Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: ac = acre; du/ac = dwelling units per acre; FAR = floor area ratio			
Traditional Neighborhood (TN)	R-TN	Single-family detached homes and small-scale multi-family housing Neighborhood commercial in specified locations	Average 6 du/acre Minimum 4 du/acre Maximum 12 du/acre Maximum FAR 0.35
High-Density Residential (HDR)	R-MF	Multi-family housing (townhomes, condominiums, apartments, etc.) Neighborhood commercial in specified locations	Minimum 12 du/acre Maximum 30 du/acre Maximum FAR 0.35
Non-Residential Designations			
Neighborhood Commercial (NC)	C-N	Range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.	FAR up to 1.0
General Commercial (GC)	C-C	Variety of “big box” and “large format” retailers in commercial shopping centers that serve adjacent neighborhoods.	FAR up to 0.75
Employment District (ED)	Not within City Limits	Employment uses for market-supported light industrial, research and development, creative office, and maker space type uses. Includes retail, service, and other supportive uses.	FAR 0.5 to 1.0
Industrial (I)	M	Range of industrial uses, including “stand alone” industrial activities, general industrial, light industrial, research parks, private trade schools, colleges, and business parks.	FAR 0.25 to 0.75
Mixed Use Designations			
Downtown Mixed Use (DMX)	Refer to **Table 3-F**	Mixed-use buildings with active ground floor retail uses, upper level professional office, service activities in conjunction with multi-family residential uses and live/work units.	0 to 22 du/ac FAR up to 0.50
Urban Village (UV)	UV	Variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses, and abundant open space, and recreation amenities.	12 to 24 du/ac FAR up to 1.0
Transit Oriented District Overlay (TOD Overlay)	TOD Overlay	Residential and supportive employment and commercial uses near the future transit station.	18 to 30 du/ac FAR up to 1.0
Other / Public Designations			

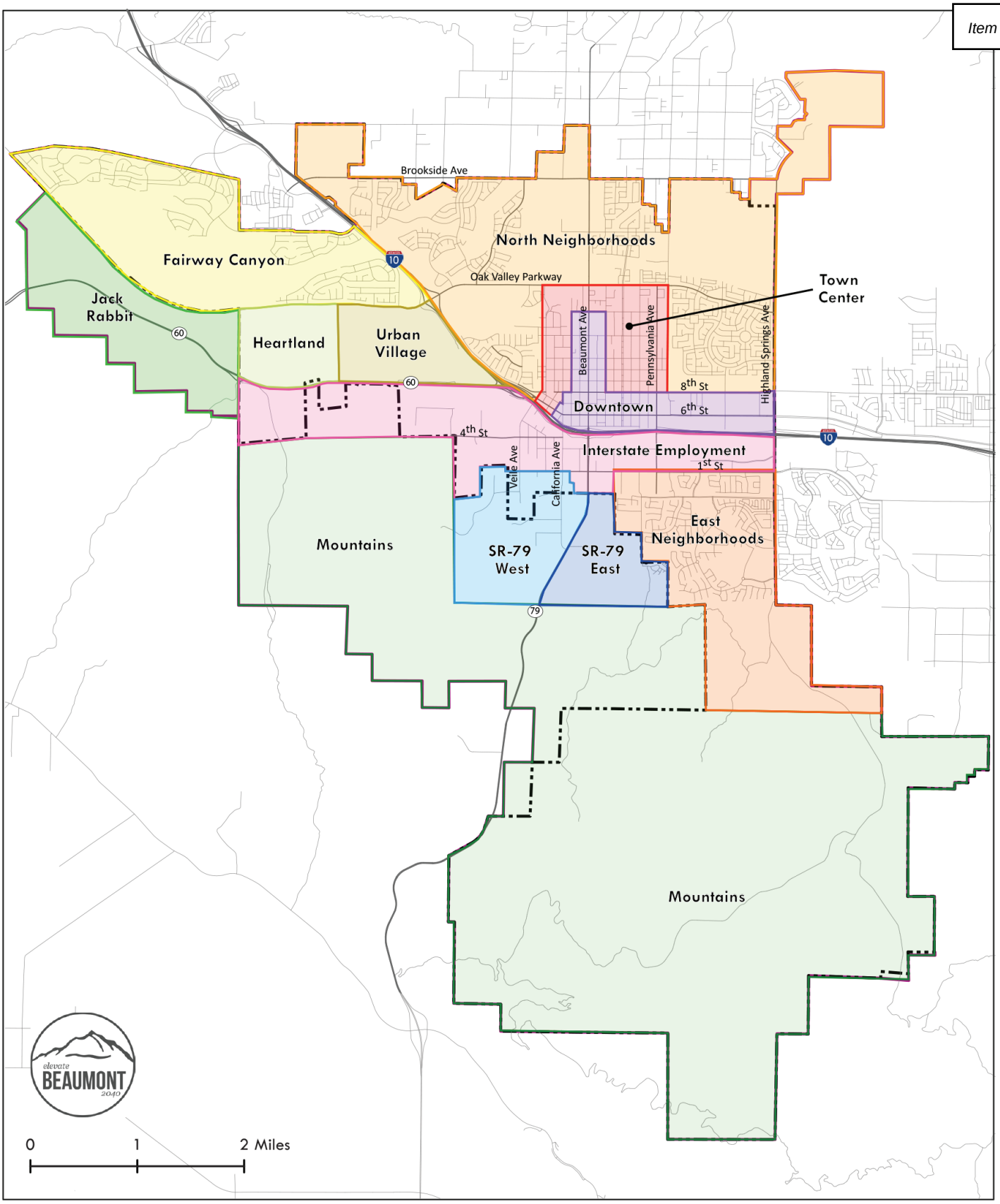
Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: ac = acre; du/ac = dwelling units per acre; FAR = floor area ratio			
Public Facilities (PF)	PF	Public and/or civic use, including Civic Center, city yard, libraries, and K-12 public schools.	FAR up to 1.0
Open Space (OS)	R-C	Passive and active parks, trails, golf courses, public community centers, supportive maintenance sheds, etc.	Not Applicable

Source: Beaumont 2040 Plan, Table 3.3 Land Use Designations.

Remainder of page intentionally blank

Page intentionally left blank



City Boundary

Sphere of Influence

Figure 3-3 - Beaumont Subareas

City of Beaumont General Plan Update

Page intentionally left blank

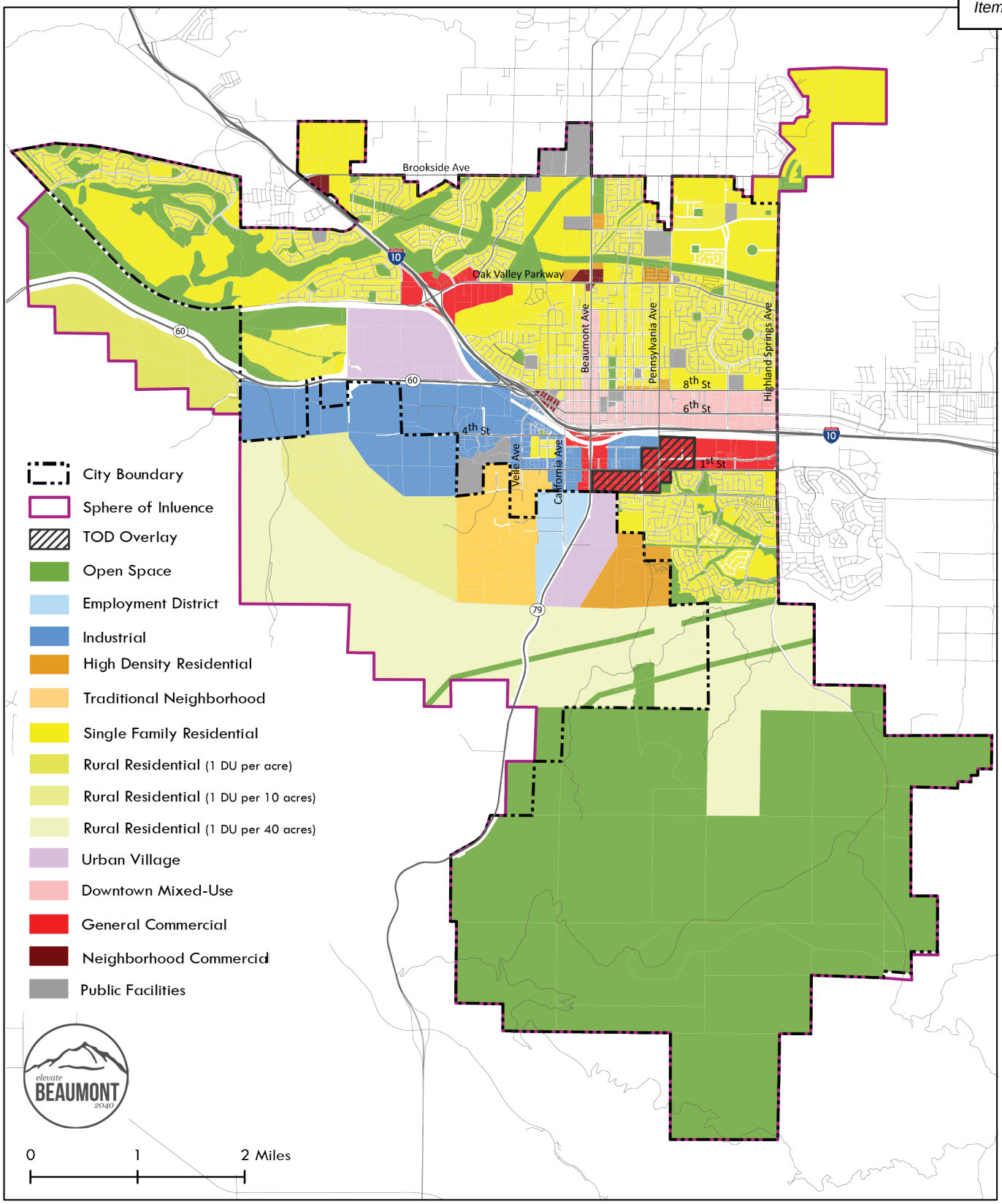


Figure 3-4 - Land Use Plan

City of Beaumont General Plan Update

Page intentionally left blank

Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI), Table 3-C – Proposed Beaumont 2040 Plan Land Use Summary within the City Limits, and **Table 3-D – Proposed Beaumont 2040 Plan Land Use Summary for the City's SOI** presents, for each proposed Beaumont 2040 Land Use designation, the acreages, anticipated developable area, residential capacity (i.e., expected number of units based on the maximum allowable density), development mix (i.e., the percentage of residential, retail, office, and industrial uses), and the projected square footage of non-residential uses expected at buildout of the Beaumont 2040 Plan within the Planning Area, the City, and the SOI, respectively.

Remainder of page intentionally left blank

Page intentionally left blank

Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI)

Land Use	Area	City	SOI	Developable Area	Percent of Area Anticipated to Redevelop	Maximum Density (du/acre)	Residential Capacity			Typical Intensity	Non-Res. Development (SF)	Development Mix				Retail / Service	Office	Industrial
							No. of Units	SFR	MFR			Res%	Retail %	Office %	Indus %			
Abbreviations used in this table: SOI = sphere of influence; du/acre = dwelling units per acre; SFR = single family residential; MFR = multi-family residential; SF = square feet or square footage; Non-Res = non-residential; Res = residential, Indus = industrial																		
General Commercial (GC + TOD)	493.53	493.53	0.00	70%														
General Commercial	320.71	320.71	0.00	70%	—	—	—	—	—	0.35	3,422,681	—	100%	—	—	3,422,681	—	—
TOD Overlay	172.82	172.82	0.00	70%	—	30	2,540	508	2,032	0.50	790,444	70%	25%	5%	—	658,703	131,741	—
Downtown Mixed Use	385.75	385.75	0.00	100%	—	22	1,782	89	1,693	0.35	823,360	60%	30%	10%	—	617,520	205,840	—
Neighborhood Commercial	45.93	45.93	0.00	70%	—	—	—	—	—	0.35	490,174		90%	10%	—	441,157	49,017	—
Industrial	1336.38	785.38	551.00	75%	—	—	—	—	—	0.45	19,646,791		3%	2%	95%	589,404	392,936	18,664,451
Employment District	179.1–5	-	179.15	70%	—	—	—	—	—	0.75	4,096,958		30%	15%	55%	1,229,088	614,544	2,253,327
Public Facilities	349.61	349.61	0.00	70%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Open Space	10252.61	9,409.13	843.48	0%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rural Residential 40	3419.51	929.89	2489.62	70%	—	0.025	60	60	—	—	—	100%	—	—	—	—	—	—
Rural Ranch 10	850.37	-	850.37	70%	—	0.10	60	60	—	—	—	100%	—	—	—	—	—	—
Rural Residential 1	547.46	-	547.46	70%	—	1	383	383	—	—	—	100%	—	—	—	—	—	—
Single Family Residential	5076.29	4,632.74	443.55	70%	—	4	22,735	22,735	-	0.35	270,876	99.5%	0.5%	—	—	270,876	—	—
Traditional Neighborhood	574.36	82.99	491.37	60%	—	6	2,026	1,824	203	0.35	105,080	98%	2%	—	—	105,080	—	—
High Density Residential	322.69	77.40	245.29	60%	—	30	5,692	-	5,692	0.35	59,037	98%	2%	—	—	59,037	—	—
Urban Village	408.13	408.13	0.00	60%	—	24	3,526	705	2,821	0.50	2,133,377	60%	25%	5%	10%	1,333,361	266,672	533,344
Urban Village South	236.61	-	236.61	60%	—	24	2,044	409	1,635	0.50	1,236,818	60%	25%	5%	10%	773,011	154,602	309,205
Streets	2087.90	1,780.67	307.23															
Total	**26,566.28**	**19,381.15**	**7,185.13**				**40,848**	**26,773**	**14,077**	**33,075,597**						**9,499,918**	**1,815,352**	**21,760,327**

Source: Raimi + Associates 2019.

Page intentionally left blank

Table 3-C – Proposed Beaumont 2040 Plan Land Use Summary within the City Limits

Land Use	City (acres)	Developable Area	Percent of Area Anticipated to Redevelop	Maximum Density (du/acre)	Residential Capacity			Typical Intensity	Non-Res. Development (SF)	Development Mix				Retail / Service (SF)	Office (SF)	Industrial (SF)
					No. of Units	SFR	MFR			Res%	Retail%	Office%	Indus%			
Abbreviations used in this table: SOI = sphere of influence; du/acre = dwelling units per acre; SFR = single family residential; MFR = multi-family residential; SF = square feet or square footage; Non-Res = non-residential; Res = residential, Indus = industrial																
General Commercial (GC + TOD)	493.53	70%		-												
General Commercial	320.71	70%	—	—	—	—	—	0.35	3,422,681	—	100%	—	—	3,422,681	—	—
TOD Overlay	172.82	70%		30	2,540	508	2,032	0.50	790,444	70%	25%	5%	—	658,703	131,741	—
Downtown Mixed Use	385.75	100%	35%	22	1,782	89	1,693	0.35	823,360	60%	30%	10%	—	617,520	205,840	—
Neighborhood Commercial	45.93	70%	—	—	—	—	—	0.35	490,174		90%	10%	—	441,157	49,017	—
Industrial	785.38	75%	—	—	—	—	—	0.45	11,546,264	—	3%	2%	95%	346,388	230,925	10,968,951
Employment District	-	70%	—	—	—	—	—	0.75	—	—	30%	15%	55%	—	—	—
Public Facilities	349.61	70%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Open Space	9,409.13	0%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rural Residential 40	929.89	70%	—	0.025	16	16	—	—	—	100%	—	—	—	—	—	—
Rural Ranch 10	-	70%	—	0.10	—	—	—	—	—	100%	—	—	—	—	—	—
Rural Residential 1	-	70%	—	1,000	—	—	—	—	—	100%	—	—	—	—	—	—
Single Family Residential	4,632.74	90%	—	5	21,499	21,499	-	0.35	254,271	99.6%	0.4%	—	—	254,271	—	—
Traditional Neighborhood	82.99	60%	—	6	293	264	29	0.35	15,183	98%	2%	—	—	15,183	—	—
High Density Residential	77.40	60%	—	30	1,365	-	1,365	0.35	14,160	98%	2%	—	—	14,160	—	—
Urban Village	408.13	60%	—	24	3,526	705	2,821	0.50	2,133,377	60%	25%	5%	10%	1,333,361	266,672	533,344
Urban Village South	-	60%	—	24	—	—	—	0.50	—	60%	25%	5%	10%	—	—	—
Streets	1,780.67															
Total	**19,381.15**				**31,022**	**23,081**	**7,941**		**19,489,915**					**7,103,425**	**884,196**	**11,502,295**

Source: Raimi + Associates 2019.

Page intentionally left blank

Table 3-D – Proposed Beaumont 2040 Plan Land Use Summary for the City's SOI

Land Use	SOI (acres)	Developable Area	Percent of Area Anticipated to Redevelop	Maximum Density (du/acre)	Residential Capacity			Typical Intensity	Non-Res. Development (SF)	Development Mix				Retail / Service (SF)	Office (SF)	Industrial (SF)
					No. of Units	SFR	MFR			Res%	Retail%	Office%	Indus%			
Abbreviations used in this table: SOI = sphere of influence; du/acre = dwelling units per acre; SFR = single family residential; MFR = multi-family residential; SF = square feet or square footage; Non-Res = non-residential; Res = residential, Indus = industrial																
General Commercial (GC + TOD)	0.00	70%		-												
General Commercial	0.00	70%	—	—	—	—	—	0.35	—		100%	—	—	—	—	—
TOD Overlay	0.00	70%		30	—	—	—	0.50	—	70%	25%	5%	—	—	—	—
Downtown Mixed Use	0.00	100%	35%	22	—	—	—	0.35	—	60%	30%	10%	—	—	—	—
Neighborhood Commercial	0.00	70%	—	—	—	—	—	0.35	—		90%	10%	—	—	—	—
Industrial	551.00	75%	—	—	—	—	—	0.45	8,100,527		3%	2%	95%	243,016	162,011	7,695,500
Employment District	179.15	70%	—	—	—	—	—	0.75	4,096,958		30%	15%	55%	1,229,088	614,544	2,253,327
Public Facilities	0.00	70%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Open Space	843.48	0%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rural Residential 40	2489.62	70%	—	0.025	44	44	-	—	—	100%	—	—	—	—	—	—
Rural Ranch 10	850.37	70%	—	0.10	60	60	-	—	—	100%	—	—	—	—	—	—
Rural Residential 1	547.46	70%	—	1.0	383	383	-	—	—	100%	—	—	—	—	—	—
Single Family Residential	443.55	70%	—	4	1,236	1,236	-	0.35	23,668	99.5%	0.5%	—	—	23,668	—	—
Traditional Neighborhood	491.37	60%	—	6	1,734	1,560	173	0.35	89,897	98%	2%	—	—	89,897	—	—
High Density Residential	245.29	60%	—	30	4,327	-	4,327	0.35	44,876	98%	2%	—	—	44,876	—	—
Urban Village	0.00	60%	—	24	-	-	-	0.50	-	60%	25%	5%	10%	—	—	—
Urban Village South	236.61	60%	—	24	2,044	409	1,635	0.50	1,236,818	60%	25%	5%	10%	773,011	154,602	309,205
Streets	307.23															
Total	**7,185.13**				**9,453**	**3,317**	**6,136**		**13,592,745**					**2,403,556**	**931,157**	**10,258,032**

Source: Raimi + Associates 2019.

Page intentionally left blank

Mobility Element

The Mobility Element proposes a transportation network for the City that balances modal priorities and addresses the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in the element have been developed to ensure that all streets within the City are reviewed through a “complete streets” lens – meaning that all streets should provide accessible mobility options for users of all ages and abilities. This approach does not mean that all streets should equally prioritize all modes of travel nor does it imply that one mode should dominate street planning on all streets within the City. Rather, different modes should be prioritized on different streets, providing a layered network of streets that responds to the context of the adjacent land use. The Beaumont 2040 Plan proposed roadway classifications are shown on **Figure 3-5 – Roadway Classification**.

Economic Development and Fiscal Element

The Economic Development and Fiscal Element establishes policy guidance critical to Beaumont’s overall fiscal and economic prosperity. Local business growth and investment, job creation and diversification, and the City’s financial stability are foundational to the success of the community. As market forces beyond the City’s control influence economic outcomes, the Economic Development and Fiscal Element provides a policy framework to give the City greater control of outcomes aimed at resiliency and long-term prosperity through changing economic cycles. The Economic and Fiscal Element includes goals and policies regarding economic development and business growth, visitation and tourism, and economic and fiscal sustainability.

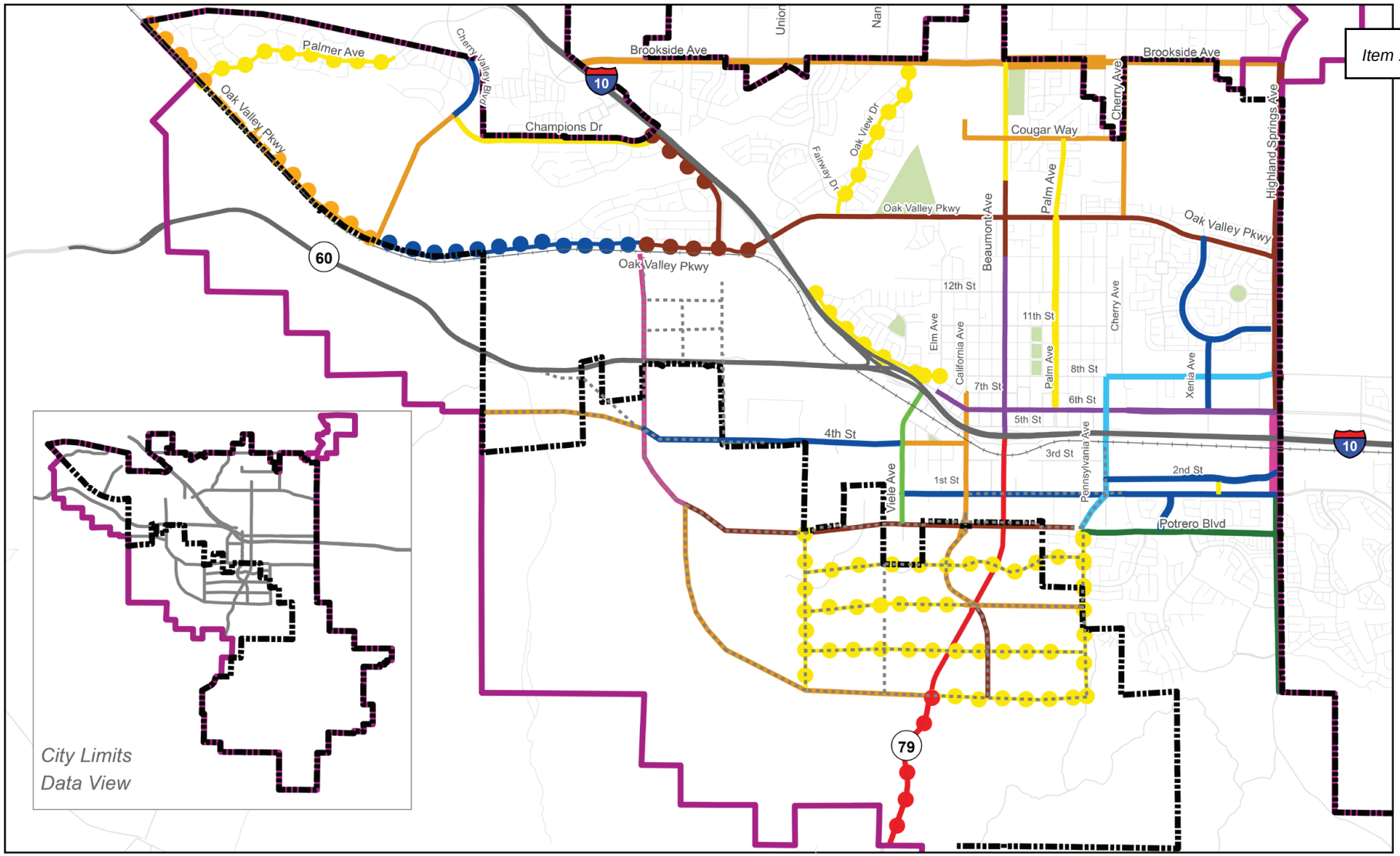
Health + Environmental Justice Element

The Health and Environmental Justice Element presents the community’s priorities for realizing a healthy and equitable community. This element includes goals and policies that address existing community health concerns as well as approaches to managing new development to prevent future health issues, covering topics such as environmental justice, access to healthy food, disease prevention, safe and healthy housing, and opportunities for physical activity. This element also describes how the decision-making process includes underrepresented sections of the population.

Community Facilities and Infrastructure Element

The Community Facilities and Infrastructure Element recognizes that attractive and accessible community facilities, dependable electricity and water supply, and efficient waste removal are important to maintaining and enhancing quality of life in Beaumont – these are critical lifelines that support the wellbeing of residents, provision of basic services, and investments in the City. Community facilities and infrastructure systems must also be adaptable to changes in the City, accounting not only for existing capacity, but also future demand, sustainable design, and creative funding options. This element addresses the following systems: potable water, sewer or solid waste/recycling, storm drain and flood control facilities, recycled water and groundwater recharge, wastewater collection and treatment, electricity and natural gas utilities, public parks, community facilities, library district, and schools.

Page intentionally left blank



City Boundary
Sphere of Influence
Proposed Roadways
Freeway
Expressway A
Major Highway (Painted Median)
Major Highway (Raised Median)
Major Frontage
Downtown Streets
Secondary Streets
Expressway B
Urban Arterial Highway
Arterial Highway (4 Lanes)
Arterial Highway Frontage
Arterial Highway (2 Lanes)
Secondary Frontage
Collector Streets (4 Lanes)
Industrial Collector (Painted Median)
Industrial Collector (Raised Median)

0 1 2 Miles

Figure 3-5 - Roadway Classification

City of Beaumont General Plan Update

Page intentionally blank

Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. Responsible stewardship of land, water, and natural resources that protects public resources in addition to the City's ability to promote resiliency and adaptability. Beaumont's natural resources and open spaces include creeks, wildlife reserves, greenways, and other undeveloped lands. Ensuring the preservation and sustainability of important natural resources will remain a guiding principle for long term decision making, positively impacting the health of residents and the natural infrastructure network. (Open Space areas are shown on **Figure 3-4 – Land Use Plan**.)

Safety Element

The Safety Element establishes a policy framework for maintaining and improving the safety of Beaumont's residents. It identifies proactive measures to minimize public safety challenges to community residents, structures, public facilities, infrastructure, and to enable the City to expediently and efficiently respond in the event of a public safety challenge. Public safety challenges include crime prevention and naturals hazards and disasters from earthquake, fires, storms, and floods. The Safety Element also promotes education about disasters and hazards, to ensure all members of a community understand how to prepare and recover from potential disasters. Topics covered in the Safety Element include seismic, flooding, geological hazards, hazardous waste, in addition to crime prevention, police and fire protection, and emergency preparedness and response.

Noise Element

The Noise Element identifies noise issues in the community and sensitive noise environments recommended for protection. Additionally, it identifies land use policies that minimize the community's exposure to excessive noise and identifies proactive solutions to addressing existing and foreseeable noise problems. Topics covered in this element include transportation noise, stationary noise, noise standards and land use compatibility.

Downtown Area Plan

Although Beaumont lacks a defined recognizable downtown area, it has great downtown potential. The proposed Downtown Area Plan (DAP) provides development regulations and design guidance for the development of Downtown Beaumont's three districts: Downtown Core, Extended Sixth Street, and Beaumont Avenue. (Refer to **Figure 3-6 – Downtown Area Plan**.)

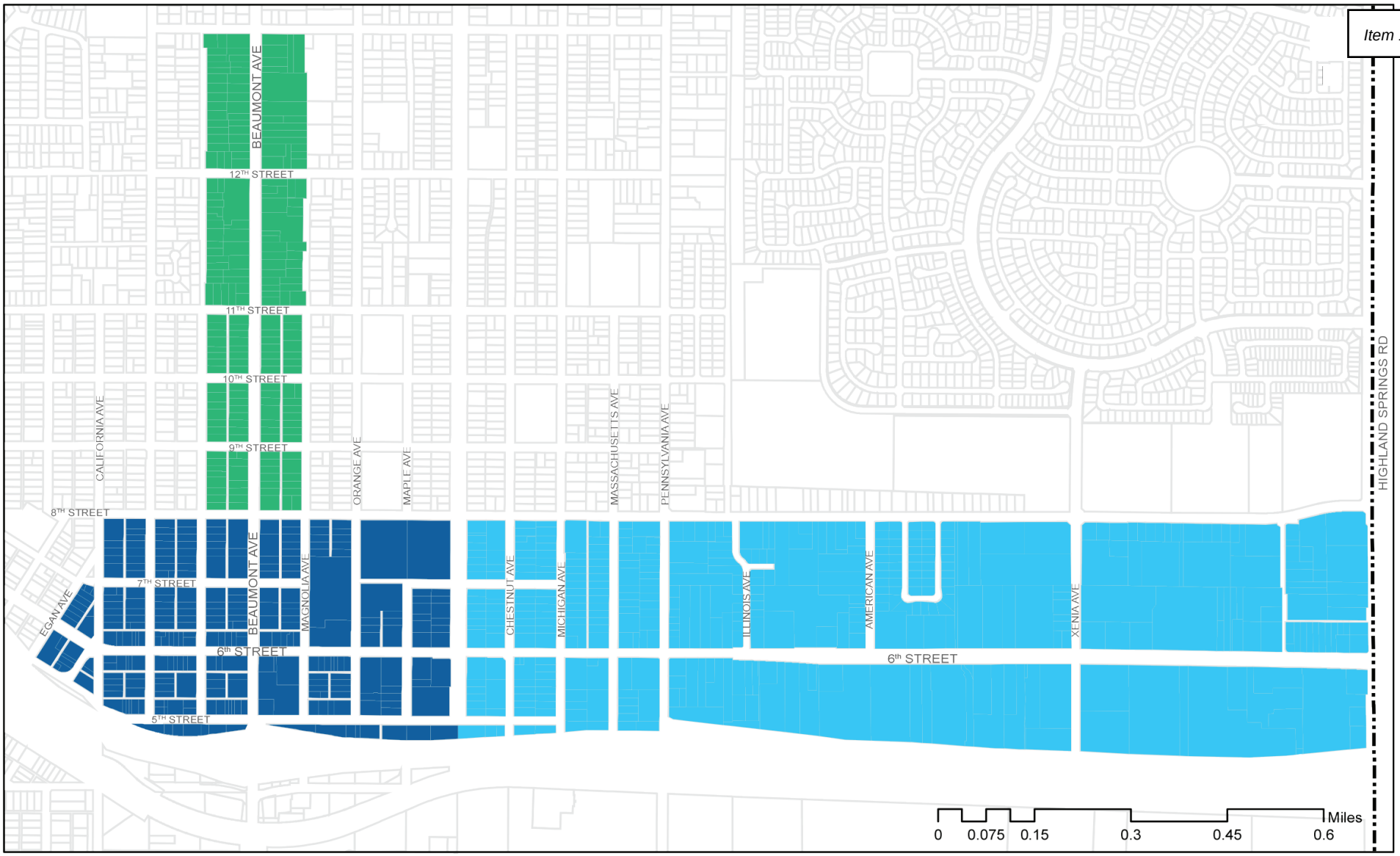
<u>Downtown Core</u>

The Downtown Core district ranges from Egan Avenue on the west to Palm Avenue on the east. It is bordered by 8th Street on the north and Interstate 10 on the south.

The Downtown Core district will be the cultural, civic, entertainment and social heart of the community and represents the main mixed-use area for the Downtown. This district will be the most active and the heart of Downtown Beaumont. It will provide a walkable, family-friendly, and pedestrian-oriented Downtown with active retail uses along Sixth Street and Beaumont. The Downtown Core is also anchored by the Civic Center.

The active pedestrian experience is emphasized with wide sidewalks, narrowed traffic lanes, and median parking. The median parking area is a flexible use space that can be used for public gatherings and events, creating opportunities for civic celebrations.

Page intentionally left blank



City Boundary

Beaumont Avenue District

Downtown District

Extended Sixth Street District

Figure 3-6 - Downtown Area & Boundary

City of Beaumont General Plan Update

Page intentionally left blank

Extended Sixth Street District

The Extended Sixth Street district is located along Sixth Street east of the Downtown Core between 8th Street and Interstate 10. The eastern extent is Highland Springs Avenue and the city limits.

The Extended 6th Street district will provide a wide variety of existing residential and commercial uses and support additional housing and the expansion of neighborhood-serving retail and commercial uses. The future land use pattern in this area is expected to be commercial and mixed uses along Sixth Street. The intent of this district is to provide additional opportunities for multifamily residential development and commercial uses in a mixed-use setting. Residential uses are required north of Sixth Street and stand-alone commercial uses are permitted along the south side of Sixth Street. The residential population will also support retail and commercial uses in the Downtown Core. This district also includes Housing Element sites. (See City of Beaumont Housing Element 6th Cycle 2013-2021)

Beaumont Avenue District

The Beaumont Avenue district extends one block on either side of Beaumont Avenue between 8th Street and 13th Street. The Beaumont Avenue district will maintain existing single-family residential neighborhoods and low-intensity office and retail uses. The intent for this district is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development must be compatible with existing and future neighboring residential uses.

Proposed Land Use designations for the Downtown Area Plan are shown on **Figure 3-7– Downtown Area Plan Land Use** (on page 3-37). The land use designations, zoning districts ,and residential intensity/density for the DAP districts are presented in **Table 3-F – Proposed Zoning Districts for the Downtown Area Plan.**

Table 3-F – Proposed Zoning Districts for the Downtown Area Plan

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: du/acre = dwelling units per acre; FAR = floor area ratio; N/A = not applicable			
Downtown Core			
Downtown Mixed Use	DTMU* (Downtown Mixed Use)	This designation supports a lively, thriving Downtown area by accommodating up to 3 story, mixed- use buildings. Active and retail uses are required along the 6th Street and Beaumont Avenue street frontages to create a pedestrian-oriented and vibrant environment. This designation provides for vertical and horizontal mixed-use development.	Maximum 15 du/ac Maximum FAR 0.35 Maximum building height up to 3 stories
Downtown Mixed Residential	R-SF and R-TN*	This designation corresponds to existing areas with a mix of single and multifamily residential uses. The corresponding zoning districts will reflect current densities.	Maximum 15 du/ac Maximum FAR N/A Maximum building height up to 2 stories

Table 3-F – Proposed Zoning Districts for the Downtown Area Plan

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: du/acre = dwelling units per acre; FAR = floor area ratio; N/A = not applicable			
Public Facilities	P-F	This designation includes the Civic Center, Police Department, Stewart Park, Palm Innovation Academy.	Maximum FAR up to 1.0
Extended Sixth Street			
Sixth Street Mixed Use	SSMU*	This designation provides for commercial uses and multifamily housing along the 6th Street Corridor east of Palm Avenue and has the highest densities in the Downtown, with nodes of commercial at key intersections. Stand-alone commercial or multifamily uses are permitted. The multi-family housing is supportive of the retail and commercial uses in downtown and is near the future transit station south on Pennsylvania. The typical development is larger than those envisioned in the DMU or BMU designations.	Maximum 22 du/ac Maximum FAR 0.5 Maximum building height up to 4 stories
Sixth Street Mixed Use Residential)	SSMU-R*	This district provides for multifamily housing and commercial uses along the north side of the 6th Street Corridor, east of Palm Avenue and allows higher densities, with nodes of commercial at key intersections. Multifamily uses are required. The multifamily housing is supportive of the retail and commercial uses in downtown and is near the future transit station south of Pennsylvania. Live/work units are permitted and encouraged. The typical development is larger than those envisioned in the DMU or BMU designations.	Maximum 22 du/ac Maximum FAR 0.5 Maximum building height up to 4 stories
Downtown Residential Multifamily	DMF*	This designation creates walkable, transit ready residential neighborhoods located near concentrated commercial, civic and recreational uses. Housing in these neighborhoods is primarily multifamily in a variety of housing types, such as townhomes, walkups, garden apartments and condominiums.	Maximum 22 du/ac Maximum FAR N/A Maximum building height up to 4 stories
Downtown Residential Single Family	R-SF	The Residential Single-Family zone corresponds to existing residential development within the Downtown Area Plan consisting of single-family detached units.	Maximum 4 du/ac Maximum FAR N/A Maximum building height up to 2 stories

Table 3-F – Proposed Zoning Districts for the Downtown Area Plan

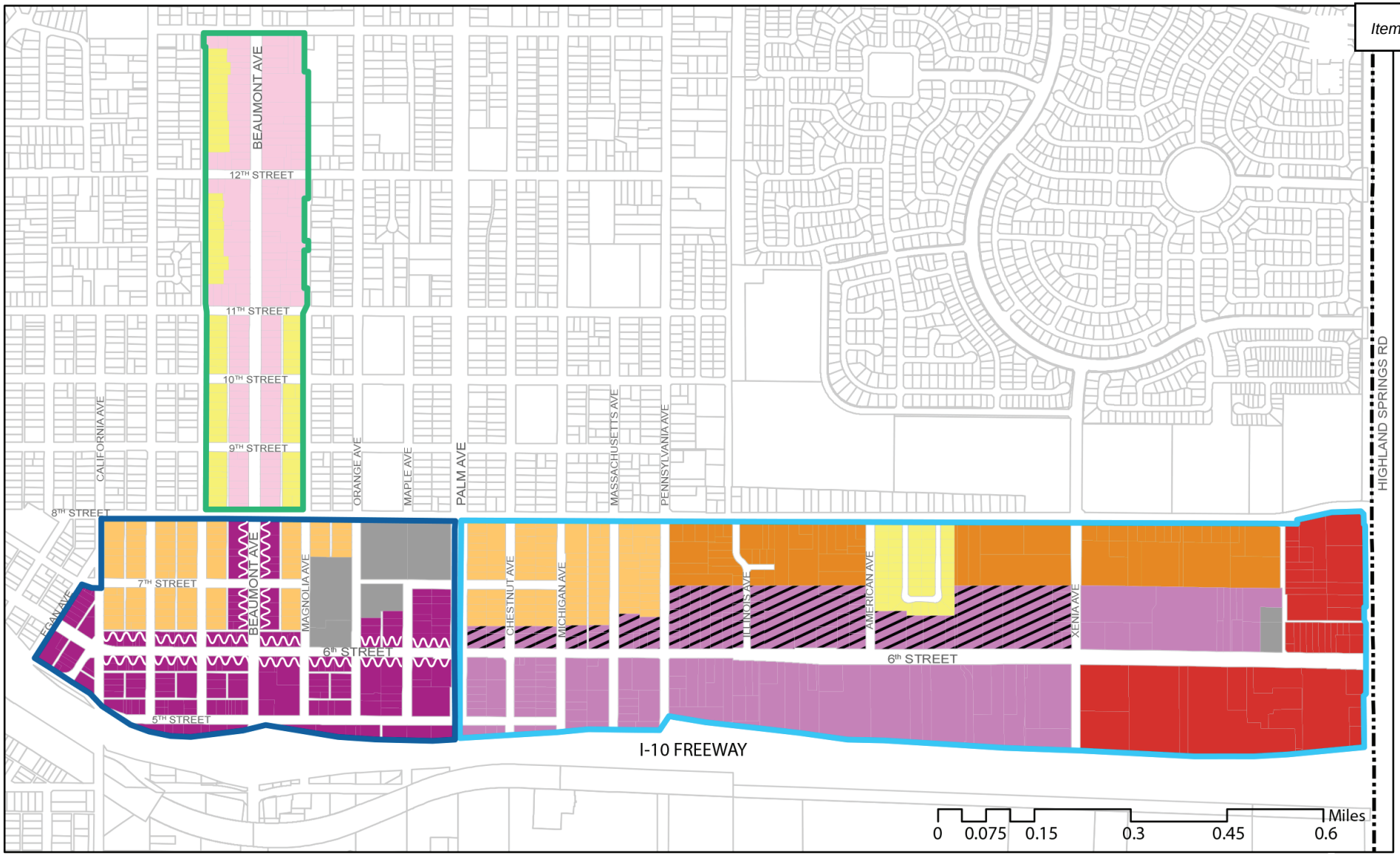
Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: du/acre = dwelling units per acre; FAR = floor area ratio; N/A = not applicable			
Local Commercial	LC*	The Local Commercial designation covers smaller commercial, retail and service-related activities found along Highland Springs Avenue (at the eastern end of the Sixth Street Corridor). This land use designation permits a range of neighborhood supportive retail and service-oriented land uses.	Maximum FAR 0.7 Maximum building height up to 4 stories
Public Facilities	P-F	This designation includes the Civic Center, Police Department, Stewart Park, Palm Innovation Academy.	Maximum FAR up to 1.0
Beaumont Avenue			
Beaumont Mixed Use	BMU*	The intent of the properties along the segment of Beaumont Avenue, located between 8th Street (on the south) and 13th Street (on the north) is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future nonresidential development shall be compatible with neighboring residential development	Maximum 10 du/ac Maximum FAR 0.35 Maximum building height up to 2 stories
Beaumont Residential Single Family	R-SF	The Residential Single-Family zone corresponds to existing residential development within the Downtown Area Plan consisting of single-family detached units.	Maximum 4 du/ac Maximum FAR N/A Maximum building height up to 2 stories

Source: Beaumont General Plan, Chapter 11 Downtown Area Plan.

Notes: *New zoning districts proposed by the revision to the Zoning Ordinance.

Remainder of page intentionally left blank

Page intentionally left blank



City Boundary
Beaumont Avenue District
Downtown District
Extended Sixth Street District
Downtown Residential Single Family
Downtown Mixed Residential
Downtown Residential Multifamily
Downtown Mixed Use
Beaumont Mixed Use
Sixth Street Mixed Use
Sixth Street Mixed Use - Residential
Local Commercial
Public Facilities
Active Ground Uses Required

Figure 3-7 - Downtown Area Plan Land Use

City of Beaumont General Plan Update

Page intentionally left blank

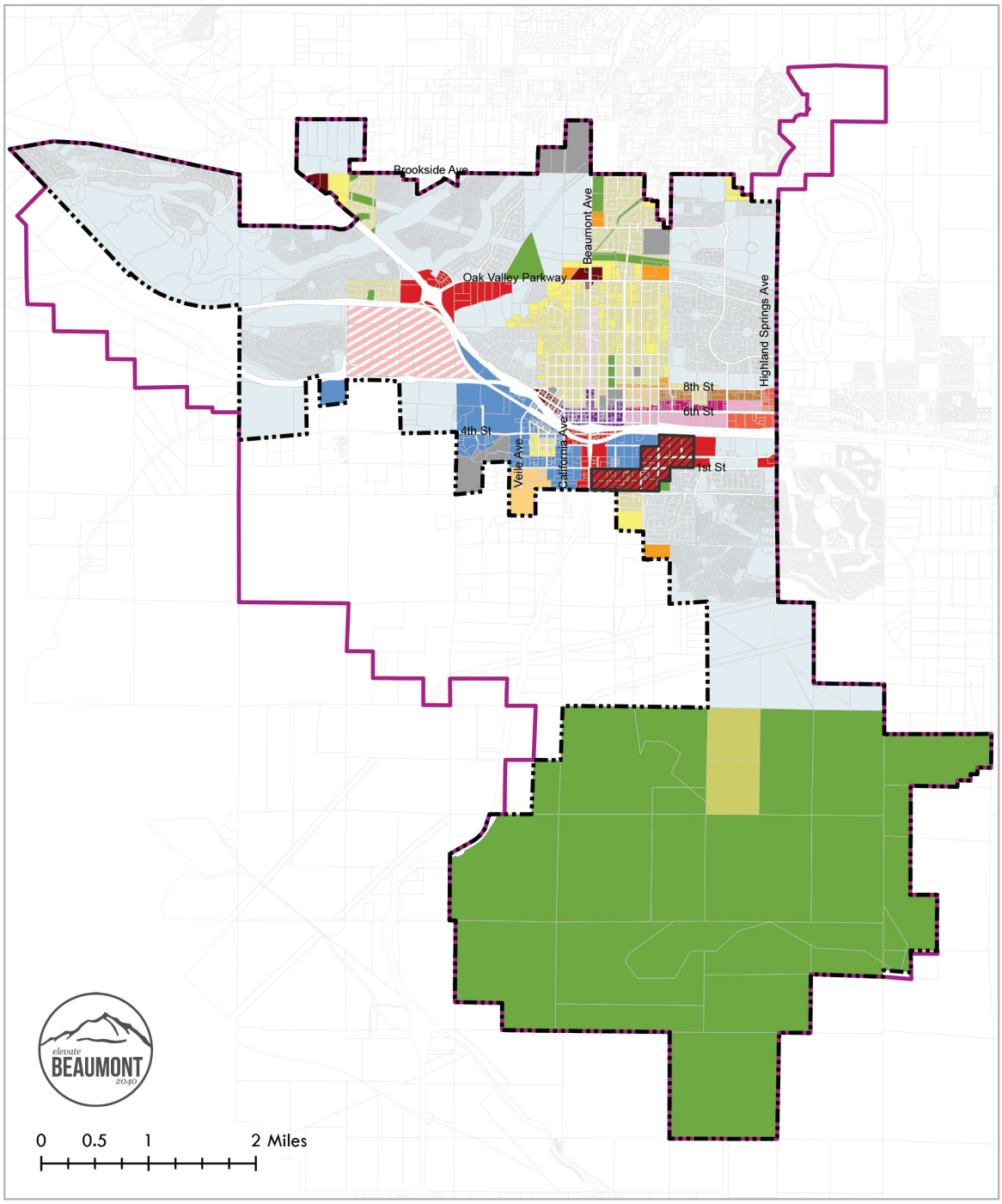
3.3.2 Revised Zoning Ordinance and Zoning Map

Beaumont Municipal Code (BMC) Title 17 is known as the Zoning Ordinance of the City of Beaumont and consists of two main elements, the Zoning Ordinance and Zoning Map. To prevent incompatible land use relationships, the City's Zoning Ordinance and Zoning Map designates different areas or zones for different types of land uses and establishes standards for development. These standards may specify requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development standards. State law (AB 283) requires the City's Zoning designations to be consistent with those of the General Plan.

Because the City's Zoning Ordinance is the primary implementing tool for key portions of the Beaumont 2040 Plan, it must be amended to effectively achieve the City's vision reflected in the Beaumont 2040 Plan. In contrast to the long-term broad-based outlook of the Beaumont 2040 Plan, the Zoning Ordinance provides site-specific controls and guidance on the location, densities, and intensities of various land uses. **Figure 3-8 – Zoning Map**, identifies the zone proposed for each property within the City. **Figure 3-9 – Downtown Area Zoning**, provides a close-up of the zones proposed for properties within the Downtown Area Plan. **Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zone, and Proposed Zoning Ordinance Updates** (commencing on the page following **Figure 3-6**) presents the Beaumont 2040 Plan Land Use Designations, proposed implementing zones, and proposed Zoning Ordinance Revisions.

Remainder of page intentionally blank

Page intentionally blank



CITY OF BEAUMONT ZONING

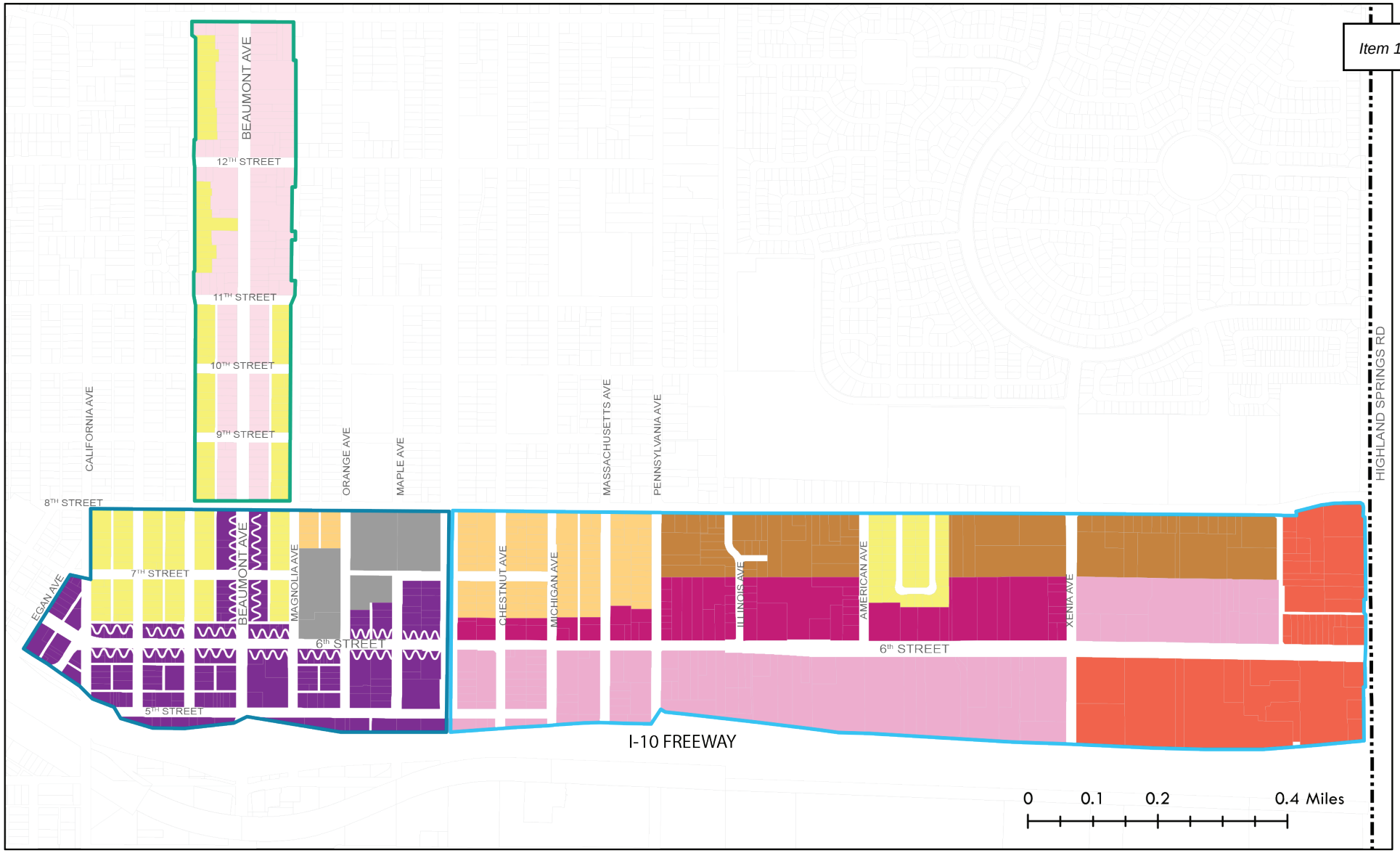
9/1/20

- City Boundary
- Sphere of Influence
- TOD Overlay
- Specific Plan Area
- Urban Village
- Rural Residential
- Single Family Residential
- Traditional Neighborhood
- Multi-Family Residential
- Downtown Residential Multifamily
- Sixth Street Mixed Use - Residential
- Sixth Street Mixed Use
- Beaumont Mixed Use
- Downtown Mixed Use
- Local Commercial
- Community Commercial
- Neighborhood Commercial
- Recreation/Conservation
- Manufacturing
- Public Facilities

Figure 3-8 - Zoning Map

City of Beaumont General Plan Update

Page intentionally blank



8/25/20

- Beaumont Avenue District
- Extended Sixth Street
- Downtown District
- Single Family Residential
- Traditional Neighborhood
- Downtown Residential Multifamily
- Sixth Street Mixed Use - Residential
- Sixth Street Mixed Use
- Beaumont Mixed Use
- Downtown Mixed Use
- Local Commercial
- Public Facilities
- Active Ground Uses Required

Figure 3-9 - Downtown Area Zoning

City of Beaumont General Plan Update

Page intentionally blank

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
Residential Designations		
Rural Residential (RR40)	Residential, Rural Zone (RR Zone)	BMC Section 17.03.050 is proposed to be revised as follows: • The RR Zone is intended to provide for agriculturally oriented low density residential development. • Min lot size: 40 ac • Min setback: 50 feet along property lines adjoining the RC Zone • Revise BMC Table 17.03-3 to allow Community Gardens, Parks, Day Care Centers, Large Family – 7-14 children, as Permitted uses. • Revise BMC Table 17.03-3 to allow Bed and Breakfast Facilities as a Conditionally Permitted use.
Rural Residential (RR10)	N/A	No Zoning Ordinance revision needed because this designation is only within the SOI.
Rural Residential (RR1)	N/A	No Zoning Ordinance revision needed because this designation is only within the SOI.
Single Family Residential (SFR)	Residential, Single Family Zone (R-SF Zone)	BMC Section 17.03.060 is proposed to be revised as follows: • To increase access to shopping, services, and amenities, the R-SF Zone allows for limited appropriately located neighborhood supporting uses in appropriate locations. • Min setback: 50 feet along property lines adjoining the RC Zone • Add a min FAR of 0.35 for commercial uses, only. • Pedestrian Access; Development projects that include 20 or more residential units shall provide on-site pedestrian connections to public sidewalks and transmit stops.

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		• Revise BMC Table 17.03-3 to allow Community Gardens, Parks and Day Care Centers, Large Family – 7-14 children as Permitted Uses. • Revise BMC Table 17.03-3 to allow Bakeries, Convenience Markets, Grocery Stores/Supermarkets, Grocery Store, Alcohol Sales, Bed and Breakfast Facilities, Barbers and Beauty Parlors, Delicatessens, Sit-Down Restaurants, and Outdoor Displays as Conditionally Permitted Uses for properties on Brookside Avenue, Cougar Way, Oak Valley Parkway, 11th Street, 8th street, Beaumont Avenue, Pennsylvania Avenue, and Highland Springs Avenue; add Bead and Breakfast Facilities as a Conditionally Permitted Use.
Traditional Neighborhood (TN)	R-TN	Revise the Beaumont Zoning Ordinance to add a new Section 17.03-065 – Residential, Traditional Neighborhood (R-TN Zone), the intent of which is to provide a range of housing choices, including single-family and multi-family development and supporting neighborhood service uses within a walkable and well-connected setting with the following development standards: • Min lot: 5,000 sf • Min width: 50 ft • Max depth: 100 ft • Min front yard setback: 15 ft • Max front yard setback: 25 ft (unless waived by the Community Development Director) • Min rear yard setback: 15 ft, except a min setback is allowed for a garage abutting an alley. • Min side yard setback: 5 ft, except corner lots, which is 10 ft, • Max street side yard setback: 20 ft (unless waived by the Community Development Director) Revise BMC Table 17.03-3 to add the RTN Base Zone with the following Permitted Uses: Government Offices, Community Gardens; Satellite Dishes (Private Use); Ham Radio Antennae (Private Use); Public Schools (Elementary, Junior, and High Schools); Parks; Athletic Fields; Accessory Guest Houses; Accessory Dwelling Units; Day Care Centers, Small Family – 1-8 Children; Day Care Centers, Large Family – 7-14 Children; Duplexes, Group of Community Care Facilities – 6 or fewer persons; Home Occupation Businesses; Mobile Homes or Manufactured Housing Units Single Lot; Multiple-Family

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Apartments and Condominiums; Planned Residential Developments; Senior Housing Developments; Single-Family Dwellings, Temporary Structures (Subdivision Sales Office). Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the RTN Base Zone: Animal Keeping (Commercial Use); Animal Rescue Facilities; Apiaries, Catteries, Kennels (All Classes); Private and Charter Schools (Public Schools (Elementary, Junior, and High Schools); College or University, Vocational and Trade Schools; Bed and Breakfast Facilities; Trailer Parks and Campsites; Transitional Housing; Churches, Monasteries, Convents, or Similar Religious Use; Boarding or Rooming Houses; Congregate Care Facilities; Group or Community Care Facilities – 7 or more persons; Mobile Home Parks; Christmas Tree/Pumpkin Lots and Similar, Not Exceeding 30 Days). Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the RTN Base Zone for properties on streets designated as Arterial Roadways or Connector Streets: Bakeries; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores (Alcohol Sales); Barbers and Beauty Parlors; Delicatessens; Sit-Down Restaurants; and Outdoor Displays. Revise BMC Table 17.03-3 to add Animal Keeping (Accessory Use), and Tutoring and Testing as Accessory Uses.
High-Density Residential (HDR)	R-MF	Revise BMC Table 17.03-3 to add the following Permitted Uses in the RMF Base Zone: Agricultural Uses (Community Gardens); Public and Quasi-Public Uses (Parks); Residential Uses (Day Care Centers, Large Family – 7-14 Children). Revise BMC Table 17.03-3 to add Lodging (Bed and Breakfast Facilities) as a Conditionally Permitted Use in the RMF Base Zone. Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the RMF Base Zone for properties on streets designated as Arterial Roadways or Connector Streets: Food and Beverage Sales (Bakeries; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores, Alcohol Sales); Personal Services (Barbers and Beauty Parlors); Restaurants (Delicatessens; Sit-Down Restaurants); Temporary Uses (Outdoor Displays).
Non-Residential Designations		
Neighborhood Commercial (NC)	C-N	Revise Section 17.03.080 of the Beaumont Zoning Ordinance to change the name from General Commercial to Commercial Neighborhood Zone (C-N), the intent of which is to permit development that provides for a range of commercial service and retail land uses that are in proximity to residential neighborhoods consistent with the General Plan,

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		• Min setback: 50 ft along the property lines adjoining the R-C Zone. Revise BMC Table 17.03-3 to change CG to CN with the following new Permitted Uses: Agricultural Uses (Community Gardens); Food and Beverage Sales (Grocery Store, Alcohol Sales); Public and Quasi-Public Uses (Parks); Temporary Uses (Street/Craft Fairs and Farmers' Markets; Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 30 Days. Outdoor Displays). Revise BMC Table 17.03-3 to change Public Storage Facilities to a Not Permitted use.
General Commercial (GC)	C-C	Revise the Beaumont Zoning Ordinance Section 17.03.090 – Community Commercial Zone (C-C Zone) to indicate the C-C Zone specifically applies to those parcels that may contain more than on business or those properties with large format retailers (e.g. where the floor area ratio of the business exceeds 50,000 sf). • Change Max FAR from 1.00 to 0.75 • Min setback: 50 ft along the property lines adjoining the R-C Zone Revise BMC Table 17.03-3 to add Agricultural Uses (Community Gardens) and Public and Quasi-Public Uses (Parks) as Permitted Use sin the C-C Zone. Revise BMC Table 17.03-3 to add General Merchandise and Trade (Guns and Ammunition) and Temporary Uses (Streets/Craft Fairs and Farmers' Markets; Christmas Tree/Pumpkin Lots and Similar, Not Exceeding 30 Days; Outdoor Displays; and Parking Lot Sales) as Conditionally Permitted Uses C-C Zone.
Employment District (ED)	N/A	No Zoning Code revision needed because this designation is only within the SOI. Delete existing Commercial, Light Manufacturing (C-M) Zone (17.03.095).
Industrial (I)	M	Revise Section 17.03.100 of the Beaumont Zoning Ordinance to state the intent of the M Zone is to maintain the existing industrial and manufacturing uses and to promote the development of new business parks, light industrial use, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses. • Min setback of 50 ft along the property lines adjoining the R-C Zone

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Revise BMC Table 17.03-3 with the following new Permitted Uses: Administrative Professional Services (Architectural/.Engineering/Design Services); General Merchandise and Trade (Office Equipment, Furniture, and Supplies; Pet Sales and Supplies; Sporting Good and Equipment); temporary Uses (Christmas Tree/Pumpkin Lots and Similar, Not Exceeding 30 days; Outdoor Displays; Parking Lot Sales). Revise BMC Table 17.03-3 with the following new Conditional Uses: Manufacturing and Industrial (Moving and Storage Establishments); Restaurant (Sit-Down Restaurants).
Mixed-Use Designation		
Downtown Mixed Use (DMX)	DMU, BMU, SSMU, SSMU-R, LC, DMF, R-TN, P-F	New Section 17.19 will be added to the BMC. Refer to discussion below. Revise BMC Section 17.03.180 and Table 17.03-4 to delete the Beaumont Avenue and Sixth Street Overlays and Permitted Uses.
Urban Village (UV)	UV	Revise the Beaumont Zoning Ordinance to delete the Urban Village Overlay from BMC Section 17.03.130 (Overlay Zone) and BMC Section 17.03.150 (Permitted Uses for Overlay Zone Districts). Add BMC Section 17.03.075 – Urban Village Zone (UV Zone), which is applicable to a specific area situated between Interstate 10 and State Route 60 Freeway Corridors, with the following development standards: • Lot Area and Dimensions: Not less than 10,000 sf with a minimum average lot depth of 100 feet and a minimum average lot width of 70 feet • No front yard, rear year, or side year setbacks are required • Residential uses shall have a min 500 ft setback from State Route 60 and Interstate 10. Revise BMC Table 17.03-3 to add the UV Base Zone with the following Permitted Uses: Administrative and Professional Services (Administrative Professional Offices; Advertising Agencies; Architectural/Engineering/Design Services; Attorney/Legal Services; Business Management Services; Government Offices; Travel Agencies); Agricultural Use (Community Gardens); Communication Facilities (Radio and Television Broadcasting Studios; Recording and Sound

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Studios; Satellite Dishes (Non-Private); Satellite Dishes (Private Use); Ham Radio Antennae (Private Use)); Food and Beverage Sales (Bakeries; Catering Establishments; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores, Alcohol Sales); General Merchandise and Trade (Antique Sales; Appliance Sales; Art Galleries and Supplies; Beauty Supplies; Books and Magazines; Camera and Photographic Supplies; Candy Stores; Clothing Stores; Department Stores; Discount Stores; Electronic Equipment Sales; Florists; Freight Forwarding Services; Furniture and Home Furnishings; Garden Supply; Gifts, Crafts, and Novelties; Guns and Ammunition; Hardware Stores; Hobby, Toy and Game Stores; Jewelry Sales and Repair; Leather Goods; Luggage Sales; Office Equipment, Furniture, and Supplies; Pet Sales and Supplies; Records, Tapes, and Videos; Retail, Other Specialty; Sporting Goods and Equipment; Wholesale Establishments); Lodging (Bed and Breakfast Facilities; Hotels and Motels; Residence Inns); Medical/Health Care (Animal Hospitals/Veterinaries; Clinics; Medical/Dental Offices; Pharmacies; Pharmacies with Drive-Through; Personal Services (Banking, Credit Unions, and Financial Services; Barbers and Beauty Parlors; Commercial Pet Grooming Services; Dry Cleaners; Laundries and Laundromats; Locksmiths and Key Shops; Photocopying and Photo Developing Services; Photography Studios; Shoe Repair Shops; Tailors): Public and Quasi-Public Uses (Community Recreation Centers; Cultural Facilities; Libraries; Museum; Parks; Public Safety Facilities; Senior Citizen Activity Centers); Recreation and Entertainment (Amusement Parks; Athletic Fields; Batting Cages; Bowling Alleys; Dance Studios; Miniature Golf Courses; Public Auditorium/Auditoriums; Skating Rinks); Religion Institutions (Churches, Monasteries', Convents, or Similar Religious Use); Residential Uses (Accessory Guest Houses; Accessory Dwelling Units; Boarding or Rooming Houses; Caretakers Unit; Congregate Care Facilities; Day Care Centers, Small Family – 1-8 Children; Day Care Centers, Large Family – 7-14 Children; Duplexes; Group or Community Care Facilities – 6 or fewer persons; Home Occupation Businesses; Mobile Homes or Manufactured Housing Units Single Lot; Multiple-Family Apartments and Condominiums; Planned Residential Developments; Senior Housing Developments; Single-Family Dwellings); Restaurants (Delicatessens; Fast-food Restaurants without Drive-Through; Fast-Food Restaurants with Drive-Through; Sit-Down Restaurants): Service Organizations (Philanthropic and Charitable Institutions; Service Organizations); Temporary Uses (Street/Craft Fairs and Farmers' Markets; Temporary Structures (Subdivision Sales Office); Christmas Tree/Pumpkin Lots, and Similar, not exceeding 30 days; Outdoor Displays; Parking Lot Sales; Amusement Enterprises); Transportation Facilities (Bus Passenger Terminals; Charter Bus Companies).

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the UV Base Zone: Agricultural Use (Animal Keeping (Commercial Use), Animal Keeping (Accessory Use); Catteries; Kennels (All Classes); Alcohol Service and Sales (Bars or Cocktail Lounges; Liquor Stores; Restaurants with Alcoholic Beverage Sales); Automotive Services (Automobile, Motorcycle, Marine Craft Sales (new and Used); Automobile Parking Facilities; Automobile Rental Facilities; Car Wash; Gas/Service Stations); Communication Facilities (Wireless Telecommunication Facility – Stealth); Day Care Facilities (Commercial Day Care Facilities); Education Establishments (Public, Private and Charter Schools (Elementary, Junior, and High Schools); College or University; Tutoring and Testing; Vocational and Trade Schools); General Merchandise and Trade (Cigar/Cigarette Shops; Variety Stores); Medical/Health Care (Convalescent Homes; Chemical Dependency Clinics; Hospitals); Personal Services (Funeral Parlors, Mortuaries; Massage Establishment; Tattoo/Body Piercing Services): Recreation and Entertainment (Billiard and Pool Halls; Commercial Athletic Facility; Gold Driving Ranges; Health Clubs and Gymnasiums; Video Arcades; Residential Uses (Group or Community Care Facilities – 7 or more persons): Restaurant (Sit-Down Restaurant with Live Entertainment; Restaurant, serving alcohol).
Transit Oriented District Overlay (TOD Overlay)	TOD Overlay	Revise BMC Section 17.03.130 – Overlay Zone () Zone) to create a Transit Oriented District (TOD) Overlay, which will be applicable to the area around a future Metrolink transit station. The TOD Overlay development standards are: • Front yard setback: None required • Max block length: 400 ft measured from curb edge to curb edge. May be up to 600 ft with a mid-block pedestrian connection or the Community Development Director finds a mid-block pedestrian connection to be infeasible. • Cul-de-sacs and Dead-End Streets are not allowed unless the Community Development Directors makes certain findings. Revise Zoning Ordinance Table 17.03-4 to add Transit Oriented Development Overlay with the following Permitted uses: Administrative Professional Services (Administrative/Professional Offices; Architectural/Engineering/Design Services; Attorney/Legal Services; Business Management Services; Travel Agencies); Agricultural Uses (Community Gardens); Automotive Services (Automobile, Motorcycles, and Marine Craft Sales (New and Used); Automobile Parking Facilities; Automobile Rental Agencies; Automobile Repair Facilities; Limousine Services); Communication Facilities (Radio and Television Broadcasting Studios; Recording and Sound Studios; Satellite Dishes (Non-Private); Ham Radio Antennae (Private Use); Day Care Facilities (Commercial Day Care Facilities); Food and Beverage Sales (Bakeries; Catering

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Establishments; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores, Alcohol Sales); General Merchandise and Trade (Antique Sales; Appliances; Art Galleries and Supplies; Beauty Supplies; Books and Magazines; Building Materials; Camera and Photographic Supplies; Candy Stores; Clothing Stores; Department Stores; Discount Stores; Electronic Equipment; Florists; Freight Forwarding Services; Furniture and Home Furnishings; Garden Supply; Gifts, Crafts, and Novelties; Guns and Ammunition; Hardware Stores; Hobby, Toy and Game Stores; Jewelry Sales and Repair; Leather Goods; Luggage Sales; Office Equipment, Furniture, and Supplies; Pet Sales and Supplies; Records, Tapes, and Videos; Retail, Other Specialty; Sporting Goods and Equipment; Surplus Stores; Variety Stores; Wholesale Establishments); Lodging (Bed and Breakfast Facilities; Hotels and Motels; Residence Inns); Medical/Health Care (Ambulance Services; Aminol Hospitals/Veterinaries; Clinics; Convalescent Homes; Hospitals; Medical/Dental Offices; Pharmacies): Personal Services (Banking, Credit Unions, Financial Services; Barbers and Beauty Parlors; Check Cashing Services; Commercial Pet Grooming Services; Dry Cleaners; Laundries, Laundromats, Locksmiths and Key Shops; Photocopying and Photo Developing Services; Photography Studios; Shoe Repair shops; Tailors); Public and Quasi-Public Uses (Parks; Public Safety Facilities; Senior Citizen Activity Centers); Recreation and Entertainment (Bowling Alleys; Dance, Marshall Arts, and Fitness Classes (not Open Gym); Public Auditorium/Auditoriums); Religious Institutions (Churches; Monasteries, Convents, or Similar Religious Quarters)); Repair Services (Electrical and Household Appliance Repair; Furniture Refinishing; Lawn Mower Repair/Sales Shops); Residential Uses (Accessory Guest Houses; Accessory Dwelling Units; Caretakers Unit; Day Care Centers, Small Family – 1-8 Children; Day Care Centers, Large Family – 7-14 Children; Duplexes; Group or Community Care Facilities – 6 or Fewer Persons; Home Occupation Businesses; Mobile Home or Manufacturing Housing Units, Single Lot; Multiple Family, Apartments or Condominiums; Planned Residential Developments; Senior Housing Developments; Single-Family Dwellings); Restaurant (Delicatessens; Fast Food Restaurants – Without Drive Through; Sit-Down Restaurant); Service Organizations (Philanthropic and Charitable Institutions; Service Organizations); Temporary Uses (Street/Craft Fairs and Farmers' Markets; Temporary Structures, Such as Subdivision Sales Offices ; Seasonal Outdoor Sales, Less than 30 Days); Outdoor Displays; Parking Lot Sales); Utilities (Utility Company Offices). Revise Zoning Ordinance Table 17.03-4 to add Transit Oriented Development Overlay with the following Conditionally Permitted uses: Agricultural Uses (Animal Keeping (Commercial Use); Animal Keeping (Accessory Use); Catteries; Kennels (All Classes); Alcohol Service and Sales (Bars or Cocktail Lounges; Liquor Stores; Restaurants with Alcoholic Beverage Sales); Automotive Services (Body and Paint Shops; Car Wash; Gas/Service Stations; Towing Services – with Indoor

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Vehicle Service; Truck/Trailer Rentals); Communications Facilities (Wireless Telecommunication Facility/Stealth); Education Establishments (Elementary, Junior, and High Schools/Private and Charter; Elementary, Junior, and High Schools/Public; College or University; Tutoring and Testing Facility; Vocational and Trade Schools); General Merchandise and Trade (Building Materials with Outdoor Sales/Storage; Cigar/Cigarette Shops; Equipment Sales and Rentals (Indoor); Indoor Swap Meets; Thrift and Second-Hand Stores); Lodging (Emergency Shelters; Single-Room Occupant (SRO) Facilities; Transitional Housing); Manufacturing and Industrial (Exterminating Services; Sandblasting and Beadblasting Services); Medical/Health Care (Pharmacies, with Drive-Through); Personal Services (Cemeteries; Funeral Parlors/Mortuaries; Pawn Brokers; Massage Establishment; Tattoo/Body Piercing Services); Public and Quasi-Public Uses: Libraries; Museums): Recreation and Entertainment (Amusement Parks; Batting Cages; Billiard and Pool Halls; Commercial Athletic Facility; Golf Driving Ranges; Health Clubs and Fitness Gyms; Miniature Golf Courses; Skating Rinks; Video Arcades); Recycling (Collection Facilities; Processing Facilities); Repair Services (Furniture Reupholstering; Machine Shops; Welding Shops); Residential Uses (Congregate Care Facilities; Group or Community Care Facilities – 7 or more persons); Restaurant (Fast Food Restaurants – with Drive Through); Sit-Down Restaurants with Live Entertainment; Restaurants that Serve Alcohol); Temporary Uses (Amusement Enterprises); Transportation Facilities (Bus Passenger Terminals; Charter Bus Companies; Motor Vehicles Transportation (Taxi/Shuttle); Transit Stations and Facilities; Truck Stops and Terminals); Utilities (Public Storage Facilities).
Other/Public Designations		
Public Facilities (PF)	PF	Revise Section 17.03.110 – Public Facilities Zone (PF Zone) to add the following development standard: • Min setback of 50 ft along the property lines adjoining the R-C Zone • Max FAR is 1.0 • Revise BMC Table 17.03-3 to add the following Not Permitted Use in the PF Base Zone: Agricultural Use (Community Gardens)
Open Space (OS)	R-C	Delete section 17.03.0160 – the Mineral Resources Overlay Zone from the Beaumont Zoning Ordinance.

New Zoning Ordinance Section 17.02.125 – Certificate of Appropriateness

The proposed revision of the Zoning Ordinance includes a new Section 17.02.125 – Certificates of Appropriateness. The purpose of this section is to provide various levels of historic protection and review and to preserve existing elements of historic resources in the City. The City's intent is to be lenient in its review of plans for structures which have little or no historic value, or of plans for new construction, unless such plans would impair the historic value of surrounding structures. The establishment of a certificate of appropriateness is intended to protect structures of historic significance including areas of architectural, cultural, historic, economic, political, and social importance from the adverse effects of any alteration, demolition, or removal. A certificate of appropriateness is required for the exterior alteration, demolition, removal or relocation of any historic resource or potential historic resource. For purposes of this section of the Zoning Ordinance a historic resource includes: a resource identified in a City-approved historic or cultural resources study; a structure over 50 years old; and/or a structure potentially eligible for registration on a local, state, or national register. Minor modifications that do not involve new construction, additions to, or demolition of existing structures shall be reviewed and approved or denied by the Community Development Director. Modifications that do not meet the criterial for Community Development Director review shall be reviewed and approved or denied by the City Planning Commission after a public hearing.

New Zoning Ordinance Section 17.11.140 – Wind Energy Conversion Systems

The proposed revision of the Zoning Ordinance also includes a new Section 17.11.140 – Wind Energy Conversion Systems, the intent of which is to provide regulations for the establishment, maintenance, and operation of wind energy conversion systems (WECs) in the City. Proposed BMC Section 17.11.140 allows private, non-commercial WECs (i.e. a WEC that is installed on developed property for the purpose of providing energy for on-site consumption) as an accessory use in Residential, Commercial, Industrial, and Public Facility Zones. A Conditional Use Permit is required in the Residential and Commercial Zone; a Minor Plot Plan is required in the Industrial and Public Facility Zones. Windfarms, which are multiple WECs installed at a single property or area for the purpose of generating larger quantities of electrical or mechanical power for transmission to a public or private utility are allowed in the Industrial and Public Facility Zones with a Conditional Use Permit.

New Zoning Ordinance Chapter 17.19 – Downtown Zone Districts

In order to implement the Downtown Area Plan (DAP) of the Beaumont 2040 Plan a new chapter, Chapter 17.19 is proposed to be added to the Beaumont Municipal Code (BMC.) A copy of the City's revised zoning ordinance is available at https://www.beaumontca.gov/121/General-Plan. This section presents a summary of the provision of proposed Chapter 17.19 Chapter 17.19 will:

- Implement the Downtown Area Plan of the City of Beaumont General Plan and the Land Use Policy Map;
- Identify and describe the land use designations delineated on the City of Beaumont Official Zoning Map;
- Indicate the development standards for each of the Zone Districts; and
- Identify the range of uses permitted within each Zone District.

Chapter3 17.19.020 proposes to establish the following zone districts to the DAP area:[4]

- Downtown Mixed Use Zone (DMU Zone).
- Beaumont Mixed Use Zone (BMU Zone),
- Sixth Street Mixed Use Zone (SSMU Zone),
- Sixth Street Mixed Use - Residential Zone (SSMU-R Zone),
- Local Commercial Zone (LC Zone), and
- Downtown Residential Multifamily Zone (DMF Zone).

Proposed new Section 17.19.030 sets for the zoning map for the DAP. See **Figure 3-7 – Downtown Area Plan Use Plan**.

Proposed new Sections 17.19.040 through 17.19.090 identifies the development standards for the DMU. BMU. SSMU, SSMU-R, LC, and DMF Zones. **Table 3-H** provides a summary of the proposed lot area and dimensions, setbacks and yards, lot area requirements, and building heights for the new Downtown zones. Refer to the proposed revisions to the Zoning Ordinance (available at https://www.beaumontca.gov/121/General-Plan), for the complete development standards.

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
DMU (17.19.040)	Lot Area and Dimensions	No minimum requirement
	Setbacks and Yards	
	• Front Yard	Commercial: None Residential: 5-ft max
	• Rear Yard	None, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	None, except when adjacent to single family residential use, in which case 15 ft
	• Freeway	For residential uses, min 500 ft from I-10
	Density	Max 15 du/acre
	Floor Area Requirements	Max FAR 0.35, applicable only to non-residential uses

[4] In addition to the proposed new zones, other zoning classifications applicable to the DAP are the R-SF, R-TN, and P-F zones, which are governed by BMC Chapter 17.03.

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
	Building Height	Max height: 3 stories or 45 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
BMU (17.19.050)	Lot Area and Dimensions	No minimum requirement
	Setbacks and Yards	
	• Front Yard	Min 5 ft Max 20 ft
	• Rear Yard	Min 10 ft, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	Min 5 ft, except when adjacent to single family residential use, in which case 15 ft
	Density	Max 10 du/acre
	Floor Area Requirements	Max FAR 0.35, applicable only to non-residential uses
	Building Height	Max height: 2 stories or 35 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
SSMU (17.19.060	Lot Area and Dimensions	Not less than 10,000 sf with a min avg lot depth of 100 ft and a min avg lot width of 80 ft
	Setbacks and Yards	
	• Front Yard	Min 5 ft
	• Rear Yard	Min 10 ft, except when adjacent to single family residential use, in which case 20 ft

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
	• Side Yard	Min 5 ft, except when adjacent to single family residential use, in which case 15 ft
	• Freeway	For residential uses, min 500 ft from I-10
	Density	Max 22 du/acre
	Floor Area Requirements	Max FAR 0.5, applicable only to non-residential uses
	Building Height	Max height: 4 stories or 60 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
SSMU-R (17.19.070)	Lot Area and Dimensions	Not less than 10,000 SF with a min avg lot depth of 100 ft and a min avg lot width of 80 ft
	Setbacks and Yards	
	• Front Yard	Min 5 ft Max 20 ft
	• Rear Yard	Min 10 ft, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	Min 5 ft, except when adjacent to single family residential use, in which case 15 ft
	Density	Max 22 du/acre
	Floor Area Requirements	Max FAR 0.5, applicable only to non-residential uses
	Building Height	Max height: 4 stories or 60 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
DMF (17.19.080)	Lot Area and Dimensions	Not less than 6,000 sf with an avg lot width of 60 ft and a min avg lot depth of 100 ft Small lot development may be allowed consistent with BMC Section 17.11.030.D
	Setbacks and Yards	
	• Front Yard	Min 10 Max 20 (may be waived under certain conditions)
	• Rear Yard	Min 15 ft, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	Min 5 ft, except for corner lots shall be 15 ft if adjacent to a single family residential use and 2L0 feet for a 3 story building
	• Useable Yard (Open Space)	MF development of less than 20 units, min 100 sf of usable open space per unit MF development of 20 or more units, min 200 sf of usable open space per unit
	Density	Max 22 du/acre
	Building Height	Max height: 3 stories or 45 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
LC (17.19.090)	Lot Area and Dimensions	Min 10,000 with a min avg lot depth of 100 ft and a min avg lot width of 100 ft
	Setbacks and Yards	
	• Front Yard	Min 5 ft
	• Rear Yard	None, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	None, except when adjacent to single family residential use, in which case 15 ft

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
	Floor Area Requirements	Max area occupied by structures shall not exceed 50% of the lot area Max FAR 0.7
	Building Height	Max height: 60 ft
Developments in the LC zone with 50,000 sf or more of nonresidential floor area on sites of two acres or larger have shall provide 40 sf of open space for every 1,000 sf of nonresidential floor area for the first 100,000 sf of nonresidential floor area plus 20 sf of open space for every 1,00 sf over 100,000 sf. Refer to Section 17.19.090 for specifics.		

Proposed new Section 17.19-1 identifies the proposed permitted uses for the new Downtown zone districts as set forth below in **Table 3-I – Proposed Permitted Uses for Downtown Base Zone Districts**

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Administrative Professional Services						
Administrative/Professional Offices	P[1]	P	P	P	P	N
Advertising Agencies	P[1]	P	P	P	P	N
Architectural/Engineering/Design Services	P[1]	P	P	P	P	N
Attorney/Legal Services	P[1]	P	P	P	P	N
Business Management Services	P[1,2]	P	P	P	P	N
Government Offices and Facilities	P[1,2]	P[3]	P	P	P	N
Travel Agencies	P	P	P	P	P	N
Alcohol Service and Sales						
Bars or Cocktail Lounges (4)	C	N	C	C	C	N
Liquor Stores (4)(5)	C	C	C	C	C	N
Restaurants with Alcoholic Beverage Sales	C	C	C[6]	C[6]	C[6]	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Automotive Services						
Automobile, Motorcycle, Truck, and Marine Craft Sales (New and Used)	N	N	P	C[6]	P	N
Automobile Parking Facilities	C	N	C	N	P	N
Automobile Rental Agencies	N	N	C[6]	N	P	N
Automobile Repair Facilities	N	N	C[6]	N	C	N
Body and Paint Shops	N	N	N	N	C	N
Car Wash	N	N	C	N	C	N
Gas/Service Stations	N	N	C[6]	C[6]	C	N
Limousine Services	N	N	C	N	P	N
Recharging Stations	Allowed (P) in any area designed for the parking or loading of vehicles.					
Towing Services - With Indoor Vehicle Service	N	N	N	N	C	N
Towing Services - With Outdoor Vehicle Storage	N	N	N	N	C	N
Truck/Trailer Rentals	N	N	N	N	C	N
Communications Facilities						
Wireless Telecommunication Facility — Stealth	N	N	C	N	C	N
Radio and Television Broadcasting Studios	N	N	P[1,7]	P[1,7]	P	N
Recording and Sound Studios	C[1,7]	C[1,3]	P[1,7]	P[1,7]	P	N
Satellite Dishes (Non-Private)	P	P	P	P	P	N
Satellite Dishes (Private Use)	P	P	P	P	P	P
Ham Radio Antennae (Private Use)	P	P	P	P	P	P
Day Care Facilities						
Commercial Day Care Facilities (not in-home)	N	P	P	P	C	N
Day Care Centers, In Home -Small Family with 1 to 6 Children (as an accessory use in a residential unit)	P[1]	P	P	P	P	P
Day Care Centers, In Home-Large Family with 7 to 12 Children (as an accessory use in a residential unit)	C[1]	C	C	C	C	C
Educational Establishments						
Elementary, Junior, and High Schools/Private & Charter	C[2]	C	C	C	C	C

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Elementary, Junior, and High Schools/Public	C[2]	C	P	C	C	C
Colleges or University	P[2]	N	P[1,6]	N	P	N
Tutoring & Testing	P[1,7]	P[3]	P[7]	P[7]	P	N
Vocational and Trade Schools	C[1,7]	C[1,3]	N	N	P	N
Food and Beverage Sales						
Bakeries	P[7]	P[3]	P[7]	N	P	N
Catering Businesses	P	P[3]	P	P	P	N
Convenience Markets	P	P[3]	P	P	P	N
Grocery Stores/Supermarkets	P	P[3]	P	P	P	N
Grocery Stores, Alcohol Sales	P	N	P	C	P	N
General Merchandise and Trade						
Antique Sales	P[7]	P[3]	P[7]	P	P	N
Appliances Sales	P[7]	P[3]	P[7]	N	P	N
Art Galleries, Studios and Supplies	P	P[3]	P	P	P	N
Beauty Supplies	P	P[3]	P	P	P	N
Book and Magazine Sales	P	P[3]	P	P	P	N
Building Materials with outdoor sales/storage	N	N	N	N	C	N
Camera and Photographic Supplies	P	P[3]	P	P	P	N
Candy Stores	P	P[3]	P	P	P	N
Cigar/Cigarette Shops (4)	P	P[3]	P	P	P	N
Clothing Stores	P	P[3]	P	P	P	N
Department Stores	P[8,9]	N	P	P	P	N
Discount Stores	N	N	N	N	P	N
Electronic Equipment Sales	P	P[3]	P	P	P	N
Equipment Sales and Rentals (indoor storage only)	N	N	P	N	P	N
Equipment Sales and Rentals (outdoor storage)	N	N	C	N	C	N
Florists	P	P[3]	P	P	P	N
Freight Forwarding Services	N	N	N	N	P	N
Furniture and Home Furnishings	P	N	C	C	P	N
Garden Supply	P[7]	P[3]	P[7]	P[7]	P	N
Gifts, Crafts, and Novelties	P	P	P	P	P	N
Guns and Ammunition	C	N	C	N	P	N
Hardware Stores	P[7]	P[3]	P[7]	P[7]	P	N
Hobby, Toy and Game Stores	P	P[3]	P	P	P	N
Indoor Swap Meets	N	N	C[5]	C[5]	C	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Jewelry Sales and Repair	P	P	P	P	P	N
Leather Goods	P	P	P	P	P	N
Luggage Sales	P	P	P	P	P	N
Office Equipment, Furniture and Supplies Sales	P[7]	P[3]	P[7]	P[7]	P	N
Pet Sales and Supplies	P[7]	N	P[7]	P[7]	P	N
Records, Tapes, and Videos	P[7]	P[3]	P	P	P	N
Retail, Other Specialty	P[7]	P[3]	P	P	P	N
Sporting Goods and Equipment	P[7]	P[3]	P[7]	P[7]	P	N
Surplus Stores	P[7]	P[3]	P	P	P	N
Thrift and Second-Hand Stores with donation drop off	C	C	C	C	C	N
Thrift and Second-Hand Stores without donation drop off	P[7]	P[3]	P[7]	P[7]	P[7]	N
Variety Stores	P[7]	P[3]	P[7]	P[7]	P	N
Wholesale Establishments	N	N	C	C	P	N
Lodging						
Bed and Breakfast Facilities	P[1]	C	C	C	P	C
Emergency Shelters	N	N	C	C	P	N
Hotels and Motels	P[1]	N	P	P	P	N
Residence Inns	P[1]	N	P	P	P	N
Single-Room Occupant (SRO) Facilities	P[1]	C	P	P	N	N
Trailer Parks and Campsites	N	N	N	N	N	N
Transitional Housing	P[1]	C	P	P	N	N
Medical/Health Care						
Ambulance Services	N	N	N	N	P	N
Animal Hospitals/Veterinaries	P[2,7,9]	N	P	P	P	N
Clinics	P	P	P	P	P	N
Convalescent Homes	N	N	C	C	P	N
Chemical Dependency Clinics	N	N	N	N	C	N
Hospitals	N	N	N	N	P	N
Medical/Dental Offices	P[1]	P	P	P	P	N
Pharmacies	P[7]	P[3]	P	P[7]	P	N
Pharmacies with Drive-Through	N	N	C	C	P	N
Personal Services						

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Banking, Credit Unions, Financial Services	P	P[3]	P	P	P	N
Barbers and Beauty Parlors	P	P	P	P	P	N
Check Cashing Services	P	N	P	P	P	N
Commercial Pet Grooming Services	P	N	P	N	P	N
Dry Cleaners	P	P	P	P	P	N
Funeral Parlors, Mortuaries	C[2]	N	N	C	P	N
Laundries, Laundromats	N	N	C	C[6]	P	N
Locksmith and Key Shops	P	P	P	P	P	N
Massage Establishments	P[1]	P	P	P	P	N
Pawnbrokers	C	N	C	C	C	N
Photocopying and Photo Developing Services	P[7]	P[3]	P[7]	P[7]	P	N
Photography Studios	P	P	P	P	P	N
Shoe Repair Shops	P	P	P	P	P	N
Tailors	P	P	P	P	P	N
Tattoo/Body Piercing Services	N	N	C	C	C	N
Public and Quasi-Public Uses						
Community Recreation Centers	P	C	P	P	P	P
Cultural Facilities	P	C	P	P	P	N
Libraries	P	P	P	P	P	N
Museums	P	C	C	C	P	N
Parks	P	P	P	P	P	P
Public Safety Facilities	P	P	P	P	P	P
Senior Citizen Activity Centers	P	P	P	P	P	P
Recreation and Entertainment						
Adult-Oriented Businesses	N	N	N	N	N	N
Amusement Parks	N	N	N	N	N	N
Athletic Fields	N	N	N	N	N	N
Batting Cages, Indoor	C[2,8]	N	C	C[6,8]	C	N
Batting Cages, Outdoor	N	N	N	N	C	N
Billiard and Pool Halls	C	N	C	N	C	N
Bowling Alleys	C[2]	N	C	C	P	N
Commercial Sports Facilities	N	N	C	C	C	N
Dance Studios	C	N	C	N	C	N
Golf Driving Ranges	N	N	N	N	N	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Health Clubs and Gymnasiums	C[7]	C[3]	C[6,7]	C[6,7]	C	N
Miniature Golf Courses	N	N	N	N	C	N
Off-Road Mini-Bike and Motocross Courses	N	N	N	N	N	N
Public Auditorium/Auditoriums	C	N	C	C	C	N
Shooting Ranges (indoor)	N	N	C	N	N	N
Skating Rinks	N	N	C	C	P	N
Video Arcades	C	C	N	N	C	N
Recycling						
Collection Facilities	N	N	N	N	C	N
Processing Facilities	N	N	N	N	C	N
Religious Institutions						
Churches	C	C	P	P	C	C
Monasteries, Convents, or Similar Religious Quarters	C	C	P	P	C	C
Repair Services						
Electrical and Household Appliances Repair	N	N	C	C	P	N
Furniture Refinishing	N	N	N	N	P	N
Furniture Reupholstering	N	N	N	N	P	N
Lawnmower Repair/Sales Shops	N	N	C	N	P	N
Machine Shops	N	N	N	N	C	N
Welding Shops	N	N	N	N	C	N
Residential Uses						
Accessory Guest Houses	P	P	P	P	N	P
Accessory Dwelling Units	P	P	P	P	N	P
Boarding or Rooming Houses	C	N	C	C	N	C
Caretaker's Unit	P	P	P	P	P	P
Congregate Care Facilities	N	N	C	C	P	C
Day Care Centers, Small Family—1 to 8 Children	P[1]	P	P	P	N	P
Day Care Centers, Large Family—7 to 14 Children	P[1]	P	P	P	N	P
Duplexes	P	P	P	P	N	P
Group or Community Care Facilities - 6 or fewer persons	P[1]	P	P	P	P	P

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Group or Community Care Facilities - 7 or more persons	C[1]	C	C	C	C	C
Home Occupation Businesses	P	P	P	P	N	P
Mobile Home Parks	N	N	N	N	C	N
Mobile Home or Manufactured Housing Units Single Lot	N	P	N	N	N	P
Multiple-Family, Apartments & Condominiums	P[1,10]	N	P[10]	P[10]	N	P[10]
Planned Residential Developments	P	P	P	P	N	P
Senior Housing Developments	P	P	P	P	N	P
Single-Family Dwellings	N	P[10]	N	N	N	P[10]
Restaurants						
Delicatessens	P	P	P	P	P	N
Fast-Food Restaurants - Without a Drive-Through [4,11]	P	P	P	P	P	N
Fast-Food Restaurants - With a Drive-Through [4,11]	N	N	C	C	P	N
Sit-Down Restaurants	P	C	P[5]	P[5]	P	N
Sit-Down Restaurant with live entertainment	C	C	C[5]	C[5]	C[5]	N
Restaurant, serving alcohol	See Alcohol Sales, Restaurants with Alcoholic Beverage Sales					
Service Organizations						
Philanthropic and Charitable Institutions	P	C	P	P	P	N
Service Organizations	P	C	P	P	P	N
Temporary Uses						
Street/Craft Fairs and Farmers' Markets - Ongoing	C[12]	C[12]	C[12]	C[12]	C[12]	N
Temporary Structures (Subdivision sales Office)	P[12]	P[12]	P[12]	P[12]	P[12]	N
Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 30 Days	P[12]	P[12]	P[12]	P[12]	P[12]	N
Outdoor Displays	C	C	C	C	C	N
Parking Lot Sales	P	P	P	P	P	N
Amusement Enterprises	C[12]	C[12]	C[12]	C[12]	C[12]	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Transportation Facilities						
Bus Passenger Terminals	N	N	C	N	C	N
Charter Bus Companies	N	N	C	N	C	N
Motor Vehicle Transportation (Taxi/Shuttle)	N	N	C	C	C	N
Truck Stops and Terminals	N	N	N	N	C	N
Utilities						
Public Utility/Service Structures	N	N	N	N	N	N
Sewage Disposal Facilities/Waste Transfer	N	N	N	N	N	N
Utility Company Offices	P[1,7]	P[1,3]	P[1,7]	P[1,7]	P	N
Water Storage, Distribution, and Collection Facilities	N	N	N	N	N	N
Public Storage Facilities	N	N	N	N	N	N
Wind Energy Conversion Systems	See 17.11.140					

Footnotes:

1. Use is allowed only on upper floor locations on parcels fronting 6th Street and Beaumont Avenue. Limited lobby or entry areas are allowed on the ground floor.
2. Use is not allowed on parcels fronting 6th Street and Beaumont Avenue.
3. Use is limited to 2,500 square feet.
4. These uses shall not be located on any parcel which is located within 1,000 feet of any school providing instruction in 12th grade or below, day care center, or youth center.
5. New liquor stores shall not be located within 1,000 feet of another liquor store.
6. Must comply with step back standards (Figure 17.19-2) and setbacks per zone if adjacent to single family residential use. Performance standards per Chapter 17.04 apply.
7. Use is limited to 5,000 square feet.
8. Use is limited to 10,000 square feet.
9. CUP required if proposed use is larger than 10,000 square feet.
10. A Live/work unit is only permitted in the primary structure.
11. New fast food restaurants should not be located within 1,000 feet of another fast food restaurant.
12. Temporary Use Permit required

3.4 Project Objectives

A clear statement of Project objectives allows for the analysis of reasonable alternatives to the proposed Project, assists the City in making the findings required by CEQA, and informs the City's statement of overriding considerations. The City's objectives for each of the Project's major components are described below:

Beaumont 2040 Plan

- Create a vibrant downtown to reduce vacancies and promote mix of active uses and a variety of retail and housing. Develop downtown with human scale design that supports and improves the pedestrian experience, including multi-modal streets.

- Pursue an infill strategy to foster compact development patterns, create walkable communities and preserve the natural environment and critical environmental areas. Within the SOI, limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.

- Improve retail corridors, to enhance development and redevelopment in the City's retail corridors, diversify housing types, encourage mixed-use centers, and foster opportunities for economic growth.

- Expand housing choices to provide a diverse housing inventory to meet the changing needs of the Planning Area, which includes more affordable housing options.

- Protect the City's historic resources. to preserve and enhance the City's rich cultural and historic assets.

- Expand and enhance employment opportunities to diversify the City's job base, promote future growth and economic development in the SOI, and achieve a better balance between jobs and households in the Planning Area.

- Improve fiscal performance of the City to stabilize the City's fiscal health.

- Improve infrastructure and keep pace with development, to enhance the quality of life for the City's residents and the City's fiscal health by linking land use, transportation, and infrastructure development.

- Improve health outcomes, to improve the health of the community by supporting active transportation, access to healthy food, park, healthcare (including mental healthcare), preventative care and fitness, and economic opportunities.

- Create a diverse and extensive open space network to maintain the views of the mountains and provide connectivity between residential neighborhoods and open space resources that provide opportunities for active and passive recreation.

- Enhance opportunities for tourism to create a unique identity for tourism to transform Beaumont into a regional destination.

- Ensure high level of public safety to protect the personal safety and welfare of people who live, work, and visit Beaumont from crime, pollution, disasters, and other threats and emergencies.

Revised Zoning Ordinance and Zoning Map

- Update Zoning Ordinance text and Zoning map to reflect new land use policies contained in the Beaumont 2040 Plan

3.5 Discretionary Actions and Approvals

The following list specifies non-exhaustively and non-exclusively the approvals necessary for the proposed Project. The City Planning Commission and City Council (the City Council is the final approving authority) will review the Beaumont 2040 Plan and its PEIR and supporting documents to consider whether or not to take the following actions:

- Certification of a PEIR.
- Approval of the EIR Findings,
- Adoption of a Mitigation, Monitoring, and Reporting Program in conjunction with the PEIR,
- Adoption of the General Plan Update (Beaumont 2040 Plan), and
- Adoption of the revised Zoning Ordinance and Zoning Map.

Additionally, subsequent development projects may also require review and approval by various departments or agencies outside of the City, including but not limited to those listed below. It should be noted that the following actions are associated with the future development of the City as it builds out pursuant to the Beaumont 2040 Plan. That is, actions of the types listed here would occur whether or not the proposed Project was approved. And, as such, these actions are listed as general items and are not directly associated with the Beaumont 2040 Plan.

- Future development affecting Waters of the U.S. or adjacent wetlands would need to fill out a permit from the U.S. Army Corps of Engineers issued pursuant to Section 404 of the Federal Clean Water Act (CWA).
- Prior to obtaining a CWA Section 404 permit, a future development may also need to obtain a water quality certification or waiver from the Regional Water Quality Control Board pursuant to Section 401 of the Federal CWA.
- Future development affecting native habitat within a streambed may need a Streambed/Bank Alteration Agreement issued by the California Department of Fish and Wildlife pursuant to Section 1600 et seq. of the California Fish and Game Code.
- Future development, as such industrial uses for example, may need air quality operating permits for boilers or other large combustion-based equipment from the Southern California Air Quality Management District (SCAQMD).
- Future development will be required to submit a fugitive dust control plan to the SCAQMD for approval prior to issuance of grading permits (SCAQMD Rule 403).
- Future development within or altering a 100-year floodplain or other FEMA-mapped flood hazard area would need to obtain a Letter of Map Revision (LOMR), Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision Based on Fill (CLOMR-F) that describes the effect that the proposed project or fill would have on the National Flood Insurance Program map.
- Future development, such as industrial or medical, for example may need hazardous material handling, use, storage, and/or disposal permit(s) from the appropriate local, regional, state, or federal agency.
- National Pollutant Discharge Elimination System (NPDES) Construction General Permits will be required for grading activities of 1 acre or larger. The developer must file a Notice of Intent with the Regional Water Quality Control Board (RWQCB) and obtain a General Construction Activity Stormwater Permit pursuant to the NPDES regulations established under the CWA. This permit requires preparation and implementation of a Stormwater Pullulation Prevention Plan, which is

intended to prevent degradation of surface and groundwaters during the grading and construction process.

4.0 ENVIRONMENTAL SETTING

4.1 Regional Setting

The City of Beaumont and its Sphere of Influence (SOI), collectively referred to as the Planning Area is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The Planning Area encompasses approximately 41 square miles (26,371 acres). Major transportation routes through the Planning Area include the Interstate 10 (I-10) freeway, State Route 60 (SR-60) freeway, and State Route 79 (SR-79) freeway. The I-10 and SR-60 freeways generally run in an east-west direction. The SR-79 freeway starts where the I-10 and SR-60 freeways merge and runs in a north-south direction (**Figure 3-1, Regional Map**).

The Planning Area includes land within the existing City (approximately 19,188 acres) and within the SO) which includes unincorporated areas outside the current City limits (approximately 7,373 acres). (Refer to **Figure 3-2, Project Vicinity**). Land uses within the City's Planning Area includes undeveloped, developing, and developed properties. At this time, the City is not aware of any planned development within its SOI nor is the City seeking annexation of land within the SOI into its current jurisdiction. Nonetheless, the SOI is included in the Planning Area of the Beaumont 2040 Plan.

4.2 Notice of Preparation and Baseline

The Notice of Preparation (NOP) for the Project was distributed on March 9, 2018, which is the baseline year for purposes of this Draft PEIR.

4.3 Local Setting

Data regarding the existing conditions of the Planning Area was collected, analyzed, and presented in the *Existing Conditions Report, City of Beaumont General Plan Update.* This report, which is incorporated by reference and included as Appendix B to the Draft PEIR. The *Existing Conditions Report* is organized as follows.

Our Community: Provides an overview of the existing demographic and socio-economic characteristics of the City. It uses U.S. Census data, City and County data, and other sources to provide a big picture analysis of the current social context within the City. This chapter also includes information about environmental justice and health conditions in Beaumont, including levels of ozone, chronic disease, and physical activity

Our Local Market: Summarizes existing trends and projections related to market and economic conditions in the City. It identified types of jobs and employers across the region.

Our City: Provides an overview of existing land use and development across the City; a summary of development patterns and development opportunity areas in the City; and an overview of City structure.

How We Get Around: Identifies the existing circulation network and transportation facilities, including roadways, sidewalks, trails, transit facilities, and bicycle facilities.

Our Community Services: Provides an overview of park, library, and school facilities in the City, in addition to water, solid waste collection and diversion, and wastewater treatment.

Safety: Provides an overview of fire and police services and a summary of hazards such as wildfires, earthquakes, and measured noise levels.

Our Natural Resources: Provides an inventory of existing habitat and special status species and existing conditions regarding air quality.

In addition to information contained in the *Existing Conditions Report*, the Beaumont 2040 Plan also contains information regarding, among other topics, existing land use, the bicycle network, population and demographics, groundwater, housing, utilities, schools and parks, relevant regional plans, provision of public safety services, and geologic features.

Draft PEIR sections 5.1 through 5.20 provides additional, more specific information regarding the Planning Area's current environmental and regulatory setting pertaining to the following issues:

- Section 5.1 – Aesthetics
- Section 5.2 – Agricultural and Forestry Resources
- Section 5.3 – Air Quality
- Section 5.4 – Biological Resources
- Section 5.5 – Cultural Resources
- Section 5.6 – Geology and Soils
- Section 5.7 – Greenhouse Gas Emissions
- Section 5.8 – Hazards and Hazardous Materials
- Section 5.9 – Hydrology and Water Quality
- Section 5.10 – Land Use and Planning
- Section 5.11 – Mineral Resources
- Section 5.12 – Noise
- Section 5.13 – Population and Housing
- Section 5.14 – Public Services
- Section 5.15 – Recreation
- Section 5.16 – Transportation and Traffic
- Section 5.17 – Tribal Cultural Resources
- Section 5.18 – Utilities and Service Systems
- Section 5.19 – Energy
- Section 5.20 - Wildfire

Readers are directed to refer to each analysis section of the above Draft PEIR sections for detailed discussions of the environmental setting relative to each environmental topic analyzed.

5.0 ENVIRONMENTAL IMPACT ANALYSIS

The California Environmental Quality Act (CEQA) requires consideration and discussion of significant environmental effects. Sections 15126-15126.2 of the *CEQA Guidelines* states, "All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation…an EIR shall identify and focus on the significant environmental effects of the proposed project."

This Draft Program EIR (PEIR) analyzes those environmental issue areas as stated in the Notice of Preparation (NOP) (Appendix A of this Draft PEIR) where significant impacts have the potential to occur. No Initial Study was prepared for the proposed Beaumont 2040 Plan and Revised Zoning Ordinance and Zoning Map (collectively the proposed Project or Project) as the City has determined that a comprehensive PEIR is clearly required for the Project (permissible under State *CEQA Guidelines* Section 15063[a], and that the Project has the potential to result in significant environmental effects. Sections 5.1 through 5.20 of the Draft PEIR, examine the potential environmental impacts associated with implementation of the proposed Project and focuses on the following issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Energy
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Technical Studies

Technical studies providing detailed technical analyses that were used in this Draft PEIR were prepared for various environmental issues, such as air quality, biological resources, cultural resources, greenhouse gas emissions, noise, and traffic. These documents are identified in the discussion for the individual environmental issue, and included as technical appendices on a CD attached to the Draft PEIR.

Analysis Format

The Draft PEIR assesses how the proposed Project would impact the issue areas identified above. Each environmental issue addressed in this Draft PEIR is presented in terms of the following subsections:

- **Setting:** Provides information describing the existing setting on or surrounding the Project site which may be affected as a result of the implementation of the Project and provides a description of the "baseline" conditions from which potential impacts are assessed. This section

describes the physical conditions that existed when the NOP was published and sent to responsible agencies and the State Clearinghouse.

- **Related Regulations:** Provides a discussion of the applicable Federal, State, regional, and local regulations with respect to each environmental issue.

- **Beaumont 2040 Plan**: Identifies the goals and policies of the Beaumont 2040 Plan with regard to each environmental issue that could reduce impacts.

- **Thresholds of Significance:** Defines and lists specific criteria used to determine whether an impact is or is not considered to be potentially significant. The City of Beaumont has not established local CEQA significance thresholds as described in Section 15064.7 of the State *CEQA Guidelines*. Therefore, significance determinations utilized in these sections rely primarily upon Appendix G of the 2019 *CEQA Guidelines*.

- **Environmental Impacts before Mitigation:** Provides evidence, based on factual and/or scientific data, for the cause and effect relationship between the proposed Project and the potential changes in the environment as they relate to each thresholds of significance. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained to the extent reasonable, to determine whether impacts may be significant. All of the potential effects, including direct effects, reasonably foreseeable indirect effects, and considerable contributions to cumulative effects, are considered. Cumulative effects are discussed in Section 7.0, Other CEQA Topics.

- **Proposed Mitigation Measures:** Identifies the means by which potentially significant impacts could be reduced or avoided in case where the PEIR analysis determines such impacts to be potentially significant. Standard existing regulations, requirements, programs, and procedures that are applied to all similar projects, as well as relevant Project components such as Beaumont 2040 Plan Policies and Downtown Specific Plan Policies, are considered in identifying additional feasible mitigation that may be needed to reduce potentially significant impacts. Mitigation, in addition to measures that the lead agency will implement, can also include measures that are within the responsibility and jurisdiction of another public agency (CEQA Guidelines, Section 15091[a][2]).

- **Levels of Significance After Mitigation:** Identifies the impacts that will remain after application of mitigation measures, if any feasible mitigation measures exist, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as unavoidable potentially significant impacts. To approve a project with significant, unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the City Council is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the Project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” and the project approved (CEQA Guidelines Section 15093[a]).

5.1 AESTHETICS

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map

Since an Initial Study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to potential impacts to scenic vistas, scenic highways, scenic resources, the visual character or quality of public views, and from new sources of light and glare.

5.1.1 Setting

From the perspective of the California Environmental Quality Act (CEQA), the term “aesthetics” pertain to the perceived visual quality of an area characterized by one or more visual elements such as an open space, scenic view, or architecture. Aesthetically significant features can occur in a diverse array of environments, ranging from urban centers to rural agricultural lands to natural woodlands. Scenic and visual resources are generally defined to include the smaller-scale features within a viewshed, such as individual trees or boulders, as well as components of the built environment. They can also include, though are not limited to, land formations (natural or cultural modification), rock outcroppings, undisturbed natural areas (e.g., riparian areas, oak woodlands, etc.), open space, view corridors associated with designated scenic routes, points of historic or cultural significance, agricultural areas (e.g., vineyards, citrus groves) and other man-made features.

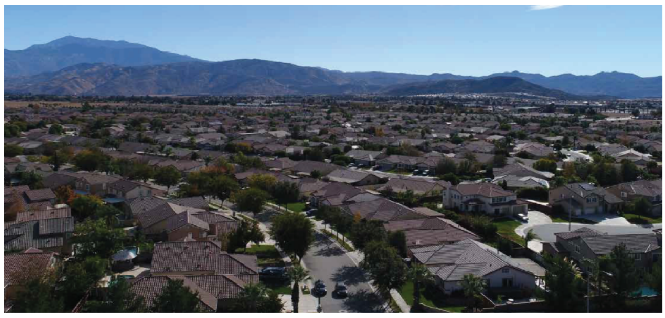
A project can have significant impacts on visual quality if it negatively affects the aesthetically significant features by altering them in part or wholly, e.g., by destroying vegetation integral to a scenic vista, by constructing a building in an architectural style that conflicts with the existing setting, or by obstructing existing viewsheds.

Natural Scenic Resources

The City and City’s Sphere of Influence (SOI) (herein collectively referred to as “Planning Area”) is located in the San Gorgonio Pass “Pass”, which serves as a link from the central Inland Empire to the west with the Coachella Valley desert to the east. Primary vistas of the Pass area are the San Gorgonio Mountains and the San Bernardino Mountains located to the north and the San Jacinto Mountains to the southeast. Intermittent views of the mountains can be seen along major thoroughfares in the area. An open space area referred to as the “Badlands” is located within the southerly portion of Planning Area. The Badlands is topographically characterized by deeply dissected ravines with intervening ridgelines. A defining topographic feature of the Badlands is Mt. Davis, which, at approximately 2,681 feet above mean sea level (msl), is the “summit” of this area. (See **Figure 3-3 – Beaumont Subareas** and **Figure 5.1-1 – Natural Scenic Resources.**)

Vegetation within the Badlands consists of extensive stands of native vegetation, comprised primarily of chaparral. The Badlands also evidences limited Riversidean sage scrub and riparian habitats. The southern portion of the Badlands area contains numerous large granite boulders and rock outcrops, with some boulders exceeding 20 feet in diameter.

Page intentionally left blank



Surrounding Mountains

Town Center

SR-79 West

SR-79 East

Jack Rabbit

Figure 5.1-1- Natural Scenic Resources

City of Beaumont General Plan Update

Page intentionally left blank

Built Environment

Other visual resources within the Planning Area include points of historic or cultural interest (detailed in Section 5.5 – Cultural Resources of this PEIR); small, disaggregated agricultural areas, and other man-made features.

There is a section of the community that exemplifies the old-town character and contains several buildings of historic interest. The old-town community encompasses the segment of 6th Street between Orange Street and Viele Avenue, and 5th and 8th Streets. Buildings of significant historical interest in the old town include the old bank building (currently Precision Stampings, Inc.), the old high school (currently City Hall), Beaumont Carnegie Library (currently Beaumont Library District), Beaumont Woman's Club (currently Beaumont Woman's Club and San Gorgonio Pass Historical Society Museum), the old church (currently First Christian Church), St. Stephen's Episcopal Church, and San Gorgonio Catholic Church (currently St. Kateri Tekawitha) the locations of which are shown on **Figure 5.1-2 – Built Environment Resources**. (ECR, p. 34.)

No officially designated State scenic highways, eligible State scenic highways, of officially designated County scenic highways traverse or are in proximity to the Planning Area. (Caltrans (a); Caltrans(b).)

Light and Glare

In its current setting, developed portions of the Planning Area, in and around the City core, exhibit typical urban sources of light and/or glare. Existing nighttime lighting is primarily comprised of vehicular lights from traffic along Interstate 10 (I-10) freeway, State Route 60 (SR-60) freeway, SR-79 freeway, and other area roadways; street lighting; parking lots and walkways; and light emitted from existing developed land uses. Buildings and structures made with glass, metal, and/or polished exterior or roofing materials existing in the Planning Area; combined with existing natural and manmade light sources, can constitute a source of localized glare. These light sources are less evident in more rural or undeveloped portions of the Planning Area that generally lie to the south and southwest of the core urban areas.

The Mount Palomar Observatory, located south of the City of Temecula in San Diego County, has identified that the continued urbanization of southwestern Riverside County contributes to reducing the nighttime usefulness of the Observatory due to the emission of lighting from streetlights, automobiles, residences, and businesses. This type of lighting condition is called “skyglow.” It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines. As shown on **Figure 5.1-3 – Mount Palomar Nighttime Lighting Policy Area**, the entire Planning Area is within a 45-mile radius of the Mt. Palomar Observatory. The Observatory requires unique nighttime lighting standards in order to allow the night sky to be viewed clearly. Both the counties of San Diego and Riverside have adopted ordinances to regulate nighttime or “dark-sky” lighting.

Page intentionally left blank

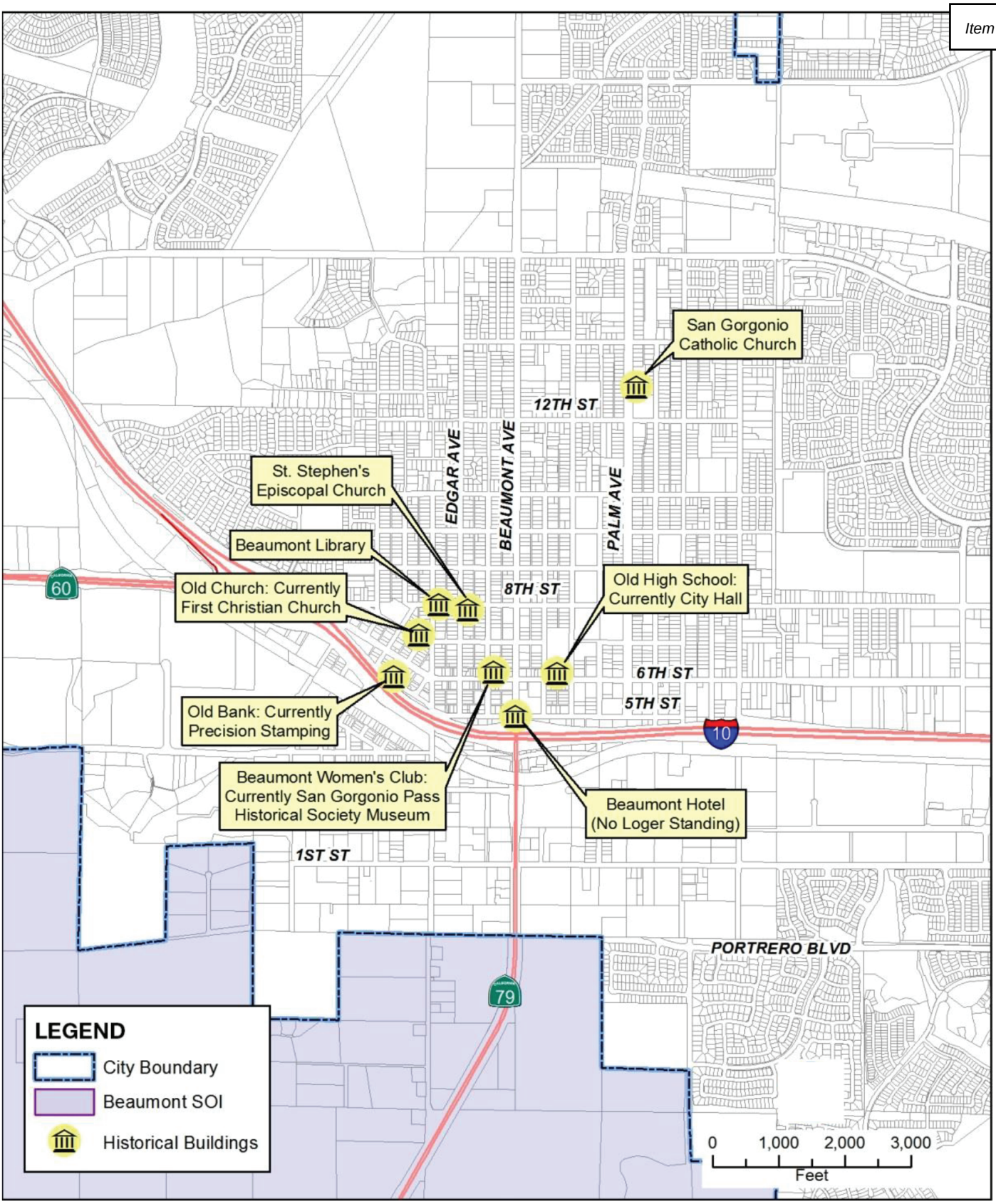
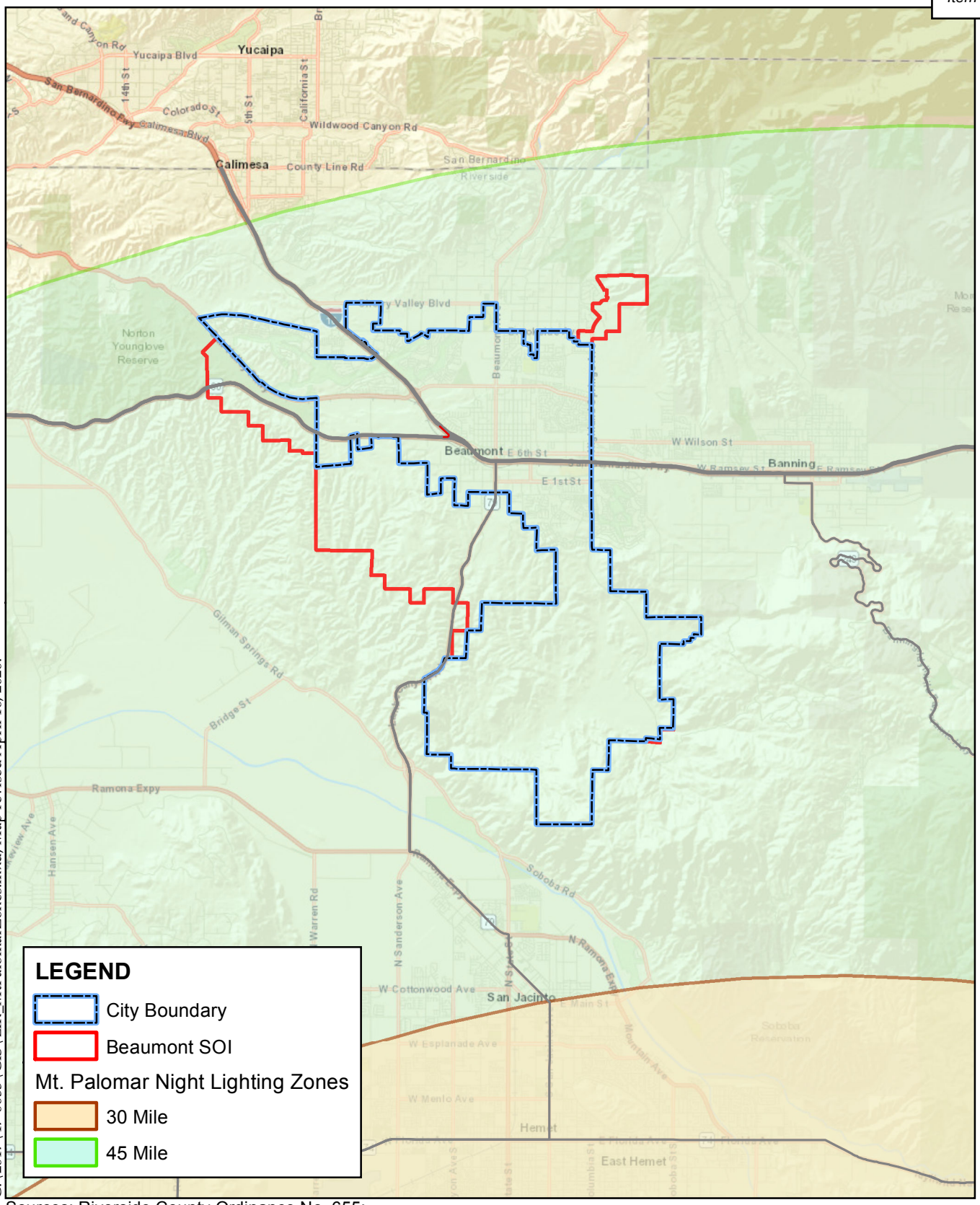


Figure 5.1-2 - Built Environment Resources

City of Beaumont General Plan Update

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_MtPalomarZones.mxd; Map revised April 16, 2020.

Sources: Riverside County Ordinance No. 655; Raimi+ Assoc. 2019; ESRI.

0 2 4 6 Miles

5.1-3 - Mount Palomar Nighttime Lighting Policy Area

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

5.1.2 Related Regulations

Federal Regulations

There are no federal regulations related to aesthetics that are applicable to the proposed Project.

State Regulations

Caltrans Scenic Highways

The California Department of Transportation (Caltrans) State Scenic Highway Program was established in 1963. This program provides for the designation of scenic or eligible scenic highways, as well as scenic corridors. Scenic corridors are evaluated based on existing scenic areas adjacent to and visible from (but not within) the highway right-of-way and featuring primarily scenic and natural features. Topography, vegetation, viewing distance and jurisdictional lines determine corridor boundaries.

Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on vividness, intactness, and unity. (Caltrans(c).) At present, there are no officially designated or eligible State Scenic Highways within or adjacent to the Planning Area, nor is it anticipated that the adoption and implementation of the proposed Project would directly or indirectly affect visual qualities of officially designated or eligible State Scenic Highways beyond the Planning Area.

Regional Regulations

County of Riverside - Ordinance No. 655

The intent of the County of Riverside (County) Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays, which have a detrimental effect on astronomical observation and research. More specifically, this Ordinance addresses potential sources of light and glare that may affect activities of the Mount Palomar Observatory. The Ordinance identifies two Zones (Zone A and Zone B) surrounding the Observatory to delineate areas in which exterior light could negatively affect the Observatory operations. Zone A encompasses the circular area within a 15-mile radius of the Observatory. Zone B includes Zone A and encompasses the circular area within a 45-mile radius of the Observatory. In general terms, Zone A is more restrictive than Zone B in terms of allowable exterior light levels and types of light fixtures.

None of the Planning Area lies within Zone A, however the entire Planning Area lies within Zone B of the Observatory (see **Figure 5.1-3 – Mount Palomar Nighttime Lighting Policy Area**). Applicable provisions of Ordinance No. 655 generally require the use of low-pressure sodium exterior lights, and appropriate directional installation and shielding for outdoor light fixtures. In combination, implementation of Ordinance No. 655 requirements acts to reduce potential light pollution impacts on Observatory activities. Ordinance No. 655 is generally applicable to currently developed and unincorporated SOI properties within the Planning Area.

Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Riverside County Multiple Species Habitat Conservation Plan (MSHCP) serves to protect and preserve valuable biological resources (critical habitat areas) within Riverside County. These criteria habitat areas also exhibit desirable rural/open space visual qualities which provide relief from development intensities and characteristics of the built urban environment. Accordingly, portions of MSHCP criteria habitat areas within the Planning Area contribute generally to desirable visual qualities of

rural areas lying south/southwestern portions of the Planning Area. These habitat areas will be preserved and protected consistent with the policies and programs outlined in the MSHCP.

Riverside County Eligible and Designated Scenic Highways

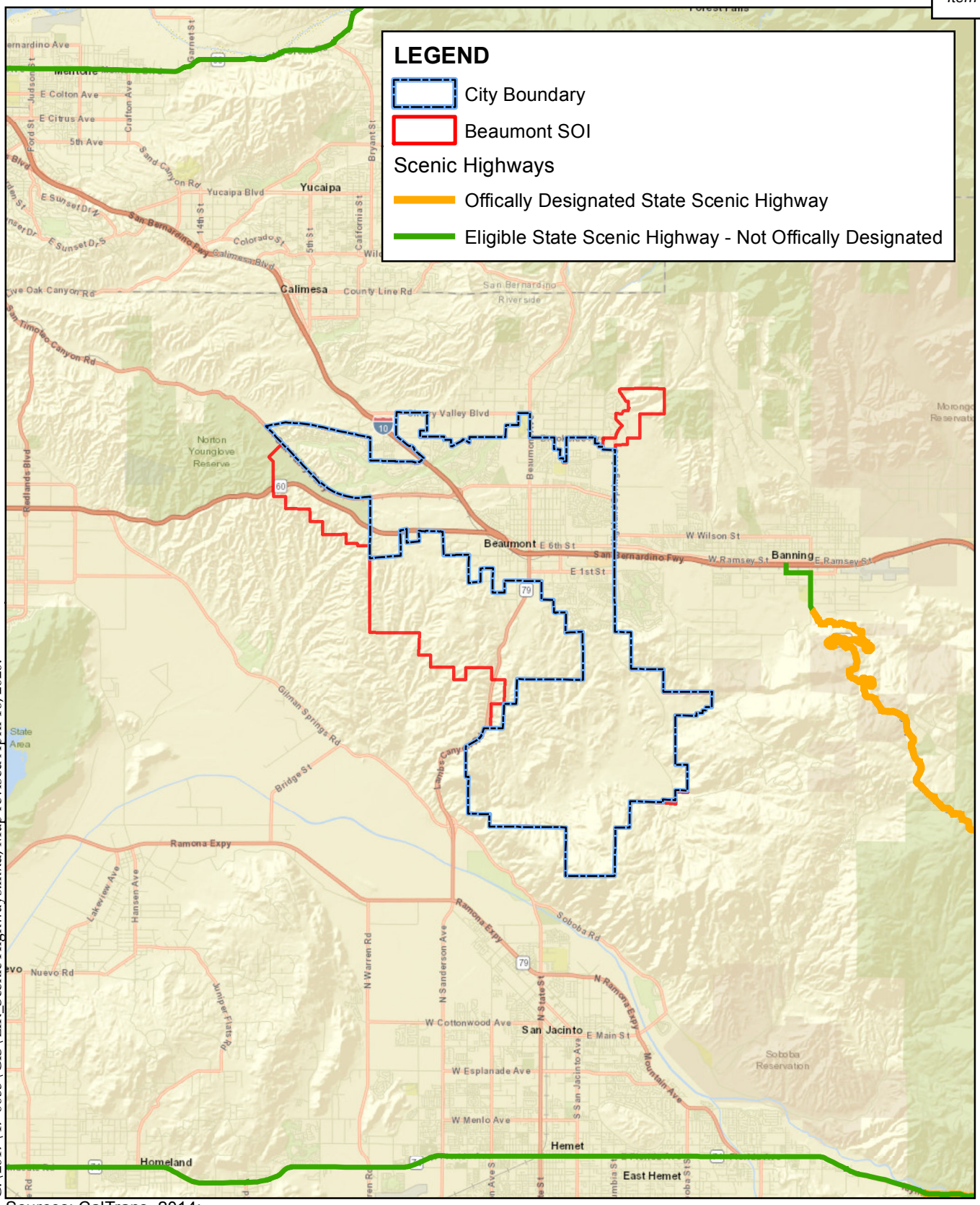
Scenic vistas and natural features, including low-lying valleys, mountain ranges, ridgelines, rock formations, rivers, and lakes are often enjoyed via Riverside County's roadways. Due to the visual significance of many of these areas, certain roadways within the County have been officially recognized as either "eligible" or "designated" County scenic highways. Within the Planning Area, segments of Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue then to the Beaumont City limit), San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60 freeway), and Gilman Springs Road/SR-79 freeway (Moreno Valley City limit to Lamb Canyon Road (SR-79), south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards SR-74 freeway and the City of San Jacinto) have been designated as County eligible scenic highways (see **Figure 5.1-4 – Scenic Highways and Roadways**). Development along the designated scenic highways and roadways is managed to preserve the areas' scenic qualities.

Local Regulations

Beaumont Municipal Code Chapter 8.50 – Outdoor Lighting

Chapter 8.50, of the Beaumont Municipal Code (BMC) (referred to herein as the "City's Outdoor Lighting Ordinance") establishes regulations and standards which will reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices, minimize light pollution which has a detrimental effect on the environment and the enjoyment of the night sky, reduce and minimize lighting and lighting practices which cause unnecessary illumination of adjacent properties, correct problems of glare and light trespass, and reduce energy use. (BMC, Section 8.50.010.)

To these ends, BMC Section 8.50.030 establishes three Lighting Zones in the City for the purpose of regulation and establishing standards for the reasonable use of outdoor lighting. These lighting zones, which are defined on the basis of land uses are: *The Residential Lighting Zone*, consisting of all areas of the City zoned exclusively for residential uses; *The Commercial Industrial Lighting Zone*, consisting of all areas of the City zone exclusively for commercial and industrial uses; and The Special Use Lighting Zone, consisting of specific land uses, which require more accurate color rendition, such as automobile sales lots, outdoor recreation facilities, outdoor advertising displays, service stations, and industrial area were higher pole heights are required to avoid interference with vehicle operations. (BMC, Section 8.50.030 and 8.50.080.1.) The City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City. This includes "lighting curfews" generally applicable to commercial and industrial properties to reduce illumination of affected properties and preserve dark skies. The City's Outdoor Lighting Ordinance meets or exceeds the requirements and performance standards established under County Ordinance No. 655.



G:\2017\17-0033\GIS\EIR_Scenic Highways.mxd; Map revised April 16, 2020.

Sources: CalTrans, 2014; Raimi+ Assoc. 2019; ESRI.

0 2 4 6 Miles

5.1- 4 - Scenic Highways and Roadways

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

5.1.3 Beaumont 2040 Plan

This section presents those features of the proposed Project that reduce potential aesthetic impacts.

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to aesthetic or visual resources include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

Goal 3.3: A City preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.9 Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.

Goal 3.9: A City with neighborhoods and districts with enhanced safety and welfare of all residents and employees.

Policy 3.9.4 Improve lighting and nighttime security across all City neighborhoods to prevent crime and increase safety.

Goal 3.12: A City that maintains the extent of urbanization in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy 3.12.3 Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Policy 3.12.4 Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.

Implementation LUCD21 Lighting Pollution Guidelines**.** Adopt guidelines for outdoor lighting located in proximity to wildlife and habitat areas in order to minimize light pollution.

Implementation LUCD25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.7 Support a variety of revitalization and improvement programs focused on placemaking and beautification, such as façade improvements, public gathering places, public art, and community events. (Also see Land Use and Community Design Element).

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.5: A City that preserves and enhances its natural; resources.

Policy 8.5.2 Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

Goal 8.6: A City that protects and enhances its scenic vistas and views.

Policy 8.6.1 Protect and preserve existing, signature views of the hills and mountains from the City.

Policy 8.6.2 Continue to minimize the impact on views by restricting new billboards along the City's roads and highways. Electronic and animated billboards should be prohibited except in rare and special circumstances.

Policy 8.6.3 Require the preparation of a grading analysis on hillside development to pre-determine where development should occur to minimize the impact of new development on views of the city's hillsides.

Policy 8.6.4 When grading is necessary, encourage grading for new development that complements the surrounding natural features.

Policy 8.6.5 Plan public facilities, roads, and private development to take advantage of the city's mountain and hillside views, especially as the Downtown develops.

Policy 8.6.6 Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.

Policy 8.6.7 Partner with Southern California Edison to retrofit streetlights with LEDs that comply with Dark Sky standards.

Policy 8.6.8 Promote dark sky education in the community to promote responsible lighting and dark sky stewardship.

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policy 8.8.1 Promote the maintenance of open space through the implementation of the General Plan.

Policy 8.8.2 Protect and preserve open space and natural habitat wherever possible.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Policy 8.8.5 Encourage residential clustering as a means of preserving open space. This policy is implemented through the Land Use and Community Design Element.

Policy 8.8.6 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.1 Continue to require hillside development to be consistent with the provisions of the Hillside Ordinance Policies.

Policy 8.9.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy 8.9.3 Control land grading to minimize the potential for erosion, land sliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms

Policy 8.9.4 Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.

Policy 8.9.5 Reduce light pollution by establishing a “night-time sky” ordinance.

Implementation C17 Dark Sky Lighting Ordinance. Prepare a Dark Sky Ordinance to regulate outdoor lighting through the adoption of comprehensive citywide outdoor lighting standards, such as shielding light in the downward direction and limiting bright white lighting and glare.

Implementation C19 Hillside Ordinance. Support and implement the existing hillside ordinance.

Implementation C21 Joint Use. Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails.

<u>Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan</u>

11.3.3 Improve existing streets with a diversity of street furnishings including benches, directional signage, bollards, bicycle parking, and trash receptacles.

11.3.4 Design clearly identifiable entry points into the Downtown area and Downtown Core district that create a sense of arrival.

11.7.6 Ensure that loading docks and service entrances are screened from the right-of- way and adjacent properties; are accessed via alleys, side streets, or services access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise.

11.12.5 Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

5.1.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Have a substantial adverse effect on a scenic vista;
- (Threshold B) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- (Threshold C) Substantially degrade the existing visual character or quality of the site and its surroundings; or
- (Threshold D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.5 Environmental Impacts before Mitigation

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: Would the Project have a substantial adverse effect on a scenic vista?

The Planning Area does not contain any specifically-designated scenic vistas that would be affected by implementation of the Beaumont 2040 Plan and Revised Zoning Map. Primary vistas of the Pass area are the San Gorgonio Mountains and the San Bernardino Mountains located to the north and the San Jacinto Mountains to the southeast. Intermittent views of the mountains can be seen along major thoroughfares in the area. An open space area referred to as the "Badlands" is located within the southerly portion of Planning Area.

Future development within the Planning Area would result in the intensification of existing urban uses, as well as conversion of vacant land into urban land uses. As evidenced by the Beaumont 2040 goals, policies, and implementation actions, the City is committed to preserving its natural resources and open spaces to the extent feasible to enhance the living environment of all residents. The City believes that individual interest must be balanced against the general public interest and particularly the conservation of natural resources.

As shown on **Figure 3-4 – Land Use Plan** and **Figure 3-6 – Zoning Map**, the southern portion of the Planning Area will be designated as Open Space, and the zoning will remain as Recreation/Conservation (RC), which will help preserve the scenic views within this area. The Employment District, Industrial, High Density Residential Traditional Neighborhood, Single Family Residential, Urban Village, Downtown Mixed Use, General Commercial, Neighborhood Commercial, and Public Facilities land uses proposed in the Beaumont 2040 Plan are within areas that have been developed, are adjacent to developed areas, or adjacent to roadways. (See **Figure 3-4** and **Figure 3-5**.) The proposed residential neighborhoods within the central portion of the City limits and City's SOI are currently mostly within vacant parcels. The Beaumont 2040 Plan and Revised Zoning Ordinance will clarify the existing Rural Residential land use designation by providing opportunities for single family housing on: minimum 40-acre lots in a rural mountainous setting (RR40), minimum 10-acre lots in a rural setting (RR10), and minimum 1 acre lots in a

hillside setting (RR1). Project-specific design review of future development proposals within City limits will ensure that development pursuant to the Beaumont 2040 Plan is attractive and cohesive, without diminishing the quality of the natural beauty of the general vicinity. Accordingly, projects which may impact views of ridgelines will be given particular attention. Future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and design review process.

The Beaumont 2040 Plan goals, policies, and implementation identified in Section 5.1.3 are intended to ensure that urbanization of the Planning Area will not result in significant visually intrusive or incompatible development. Through compliance and implementation of its Beaumont 2040 Plan goals and policies listed in Section 5.1.3 above and project-specific design review for development proposals, impacts related to having a substantial adverse effect on a scenic vista would be **less than significant**.

The City's Zoning Ordinance requires all City-project site plans to come under review to prevent unlawful nonconforming uses and structures. The Zoning Ordinance regulates building setbacks, building heights, land uses, landscaping, grading, parking, etc. Future development within the City's SOI that is under the County's land use control would be subject to the County's Zoning Ordinance. Therefore, through compliance with the Revised Zoning Ordinance, impacts related to having a substantial adverse effect on a scenic vista would be **less than significant.**

Threshold B: Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Development pursuant to the Beaumont 2040 Plan and Revised Zoning Map which would occur in or immediately adjacent to large expanses of open space would have the greatest potential for adverse effects to scenic resources because these areas tend to contain undisturbed or minimally-altered naturally-occurring scenic resources such as trees and stands or rock outcroppings. As shown on **Figure 3-4 – Land Use Plan** and **Figure 3-6 – Zoning Map**, the Beaumont 2040 Plan and Revised Zoning Map do not propose any land uses which would substantially impact the scenic resources of the within the Planning Area or its vicinity. Zoning standards includes specific requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development standards. Further, site-specific analysis required by the City's entitlement process and CEQA will ensure that potential scenic impacts of individual proposed projects are disclosed and mitigated to a level which would be less than significant, if applicable and feasible. Additionally, development pursuant to the General Plan may affect built environment resources, such as historic buildings.

As discussed in Section 5.1.2 above and shown on **Figure 5.1-4 – Scenic Highways and Roadways**, there are no designated or eligible State scenic highways within or adjacent to the Planning Area. The closest officially designated State scenic highway is SR-243 freeway, located approximately four miles east of the Planning Area. However, within the Planning Area, segments of Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue the to the Beaumont City limit), San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60 freeway), and Gilman Springs Road/SR-79 freeway (Moreno Valley City limit to Lamb Canyon Road (SR-79), south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards SR-74 freeway and the City of San Jacinto) have been designated by Riverside County as County eligible scenic highways.

Project-specific design review of future development proposals within City limits will afford the City the opportunity to consider visual attributes of projects as well as their potential impacts on visual resources

and along County eligible scenic highways. Special attention will be given to all development proposals that could affect views of, or otherwise alter, ridgelines. Historic buildings within the City's core area will be preserved as required by Federal, State, and local policies and new development would be required to be consistent with these policies and programs. As discussed in Section 5.5 – Cultural Resources of this PEIR, restoration of existing development, including historic buildings or structures, would also be required to comply with these policies and programs. Future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and design review process. Furthermore, Beaumont 2040 Plan goals, policies, and implementation described under Section 5.1.3 are intended to ensure that urbanization of the Planning Area will not result in significant substantial damage to scenic resources. Therefore, impacts with regard to substantially damaging scenic resources would be **less than significant**.

The City's Zoning Ordinance requires all City-project site plans to come under review to prevent unlawful nonconforming uses and structures. The Zoning Ordinance regulates building setbacks, building heights, land uses, landscaping, parking, etc. Future development within the City's SOI that is under the County's land use control would be subject to the County's Zoning Ordinance. Therefore, impacts with regard to substantially damaging scenic resources from updates to the Revised Zoning Ordinance would be **less than significant.**

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

The conversion of open spaces to rural uses that would be realized under the Beaumont 2040 Plan and Revised Zoning Map could have potential significant visual impacts, either by altering or obstructing existing views, or by potentially obstructing distant panoramic views from existing development. This would be particularly notable in areas which are currently primarily rural, agricultural, or undeveloped, such as in the southern portion of the City limits and central portion of the City's SOI. Although development pursuant to the Beaumont 2040 Plan and Revised Zoning Map will be required to comply with all applicable General Plan goals and policies related to protection of aesthetic resources, the specific location and nature of future development is unknown at this time; therefore, any potential future impacts must be addressed on a project-level basis.

Implementation of the Downtown Area Plan (DAP) will result in new development and redevelopment within Downtown Beaumont's three districts: Downtown Core, Extended Sixth Street, and Beaumont Avenue. (See **Figure 3-6 – Downtown Area & Boundary**.) One of the visions of the DAP is to create a vibrant downtown through, among other strategies, the reduction of existing vacancies, a mix of active uses and use of human scale design to support pedestrian activity. The DAP is consistent with Beaumont 2040 Plan Policies 3.1.2 (reestablish the City's pedestrian-oriented Downtown as a community anchor), 3.1.5 (invest in existing residential neighborhoods), and 3.3.5 (incentivize infill housing Downtown.) Additionally, development and redevelopment in the DAP and all new development within City limits will be subject to the City's design review process and future development within the City's SOI that is under the County's land use control would be subject to County's entitlement requirements, regulations, and design review process.

Additionally, Beaumont 2040 Plan goals, policies, and implementation described under Section 5.1.3 are intended to ensure that urbanization of the Planning Area will not result in substantial degradation to the existing visual character or quality of the site and its surroundings. Thus, impacts related to substantially

degrading the existing visual character or quality of public views of a specific project sites and its surroundings would be **less than significant.**

The City's Zoning Ordinance requires all City-project site plans to come under review to prevent unlawful nonconforming uses and structures. The Zoning Ordinance regulates building setbacks, building heights, land uses, landscaping, parking, etc. which will ensure that future development are consistent with surrounding area in terms of mass, scale, and design. Future development within the City's SOI that is under the County's land use control would be subject to the County's Zoning Ordinance. Therefore, impacts related to visual character from updates related to the Revised Zoning Ordinance would be **less than significant.**

Threshold D: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Light pollution may alter the natural light levels in the outdoor environment due to artificial light sources, which can interfere with nocturnal wildlife, particularly night-hunting or foraging animals, such as owls, rodents, and others. Excessive night lighting can also lead to skyglow, which interferes with the operation of astronomical observatories.

Development pursuant to the Beaumont 2040 Plan will introduce new sources of light into the Planning Area in the form of streetlights, parking lots, illuminated signs, residential/other outdoor security lighting, and vehicular lights that may affect the nighttime sky. Additionally, new sources of light from glare may also arise from the use of reflective materials on building exteriors or from certain industrial process or agricultural operations, such as solar farms or fishponds. Although all new development pursuant to the Beaumont 2040 Plan and Revised Zoning Map would incrementally contribute to light pollution throughout the Planning Area, all future development within the City limits would be subject to the provisions of Chapter 8.50, Outdoor Lighting of the BMC. Chapter 8.50 sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City. New development on properties within the City's SOI that propose annexation to the City will also be subject to the provisions and requirements of the City's Outdoor Lighting Ordinance. Development within the City's SOI that does not include annexation to the City, will be subject to the County's process and regulations, including the applicable provisions of County Ordinance No. 655. County Ordinance No. 655 requires the use of low-pressure sodium exterior lights, and appropriate directional installation and shielding for outdoor light fixtures to reduce potential light pollution impacts on Mt. Palomar Observatory activities. Therefore, through compliance with the goals, policies, and implementation of the Beaumont 2040 Plan, specifically Implementation C17 (preparation of a Night Sky Ordinance to limit bright white lighting and glare), and BMC Chapter 8.50 (Outdoor Lighting) for property within the City, or County Ordinance No. 655 (sets forth lighting design standards) for property within the SOI, impacts regarding the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area will be reduced to **less than significant.**

The proposed Revisions to the Zoning Ordinance will not change any of the provision set forth in Chapter 8.50 (the City's Outdoor Lighting Ordinance). As part of implementing the Revised Zoning Ordinance, City staff will ensure that no light spillage occurs when photometric plans are submitted as part of project-specific plan check review. As such, impacts related to the creation of a new source of substantial light or glare from updates to the Revised Zoning Ordinance which would adversely affect day or nighttime views would be **less than significant.**

5.1.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impact related to aesthetics; therefore, mitigation measures are not necessary.

5.1.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to aesthetics. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable City/County standards/regulations related to light and glare, the Project's potential aesthetic impacts were found to be **less than significant.**

5.1.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC — City of Beaumont, *Beaumont Municipal Code, Title 8 – Health and Safety. Chapter 8.50 – Outdoor Lighting*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT8HESA_CH8.50OULI. Accessed April 17, 2020.)

Caltrans(a) — California Department of Transportation (Caltrans), *List of Officially Designated County Scenic Highways (PDF*). (Available at hhttps://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 17, 2020.)

Caltrans(b) — California Department of Transportation (Caltrans), *Scenic Highway System Lists, List of Eligible and Officially Designated State Scenic Highways (XLSX*). (Available at hhttps://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 17, 2020.)

Caltrans(c) — Caltrans, Landscape Architecture Program, Division of Design, *Scenic Highway Guidelines,* October 2008. (Available at https://dot.ca.gov/-/media/dot-media/programs/design/documents/scenic-hwy-guidelines-04-12-2012.pdf. Accessed April 17, 2020.)

County of Riverside — County of Riverside. *Ordinance No. 655 – An Ordinance of the County of Riverside Regulating Light Pollution,* June 7, 1988. (Available at. http://www.rivcocob.org/ords/600/655.htm, accessed January 2, 2018).

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

5.2 AGRICULTURE AND FORESTRY RESOURCES

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to: convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contract; 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)); result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

In response to the Notice of Preparation, the City received a comment letter from the Southwest Regional Council of Carpenters.[1] This letter is included in Appendix A and summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received at the Project's public scoping meeting.

5.2.1 Setting

Agriculture

In the late 19th century, prior to its incorporation, the chief industry in what is now the City was grain agriculture. A new water system developed by the San Gorgonio Water Company, helped spur the development of new houses and fruit orchards in the northern portion of the City. (ECR, p. 4.) Agricultural land uses currently make up a minority of the Planning Area. Several factors determine the feasibility of developing and/or maintaining agricultural land. These generally include soil type, climate, water prices, commodity prices, and proximity to developed lands.

Agricultural operations have been a part of the Beaumont community, particularly in the flat lands, since its incorporation in 1912. Historically, the principal industry in the Beaumont-Cherry Valley area has been agriculture and agricultural related services; specifically, those associated with fruit production (cherries) and egg ranching. However, land use changes over the past decades with a preference for urbanization limit agricultural enterprises within the Planning Area. Over the years, the agricultural areas and other vacant lands were converted to housing tracts as new home buyers seek more affordable homes, particularly within the City. (BCVWD UWMP, p. 3-13.) The only agricultural producing site in the City is Dowling Fruit Orchards, a family owned business located south of SR-60 west of the merger of SR-60 and I-10 in the Interstate Employment subarea of the Beaumont 2040 Plan.

CEQA Statute Section 21060.1 defines "agricultural land" as "prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture [USDA] and

[1] Letter prepared by Wittwer Parkin LLP on behalf of the Southwest Regional Council of Carpenters.

inventory and monitoring criteria, as modified by California." Agricultural land can include crops that are cultivated for both human and animal use, crops that provide livestock forage, or as a source of raw materials. Non-cultivation activities are included as well, such as fish farms (aquaculture), poultry industry and livestock for production of animal products (e.g., meat, milk, dairy) and non-edible animal products (e.g., wool, leather).

Farmland Mapping and Monitoring Program

Farmland throughout California is classified and mapped by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP). The FMMP uses crop data, aerial photography, water use information and soils surveys to identify and rate the quality of lands used for crops and other purposes. FMMP maps for each county are generally updated every two years. The maps identify the following categories of Farmland, as defined by the DOC:

- Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Farmland of Statewide Importance: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- Local Important Farmlands: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In Riverside County, these are farmlands that include the following (RCGP 2015, p. OS-19):
    - Lands with soils that would be classified as Prime or Statewide Important Farmlands but lack available irrigation water.
    - Lands planted in 1980 or 1981 in dry land grain crops such as barley, oats, and wheat.
    - Lands producing major crops for Riverside County but that are not listed as Unique Farmland crops. Such crops are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelon.
    - Dairylands including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more.
    - Lands identified by Riverside County with Agriculture land use designations or contracts.
    - Lands planted with jojoba that are under cultivation and are of producing age.

The FMMP maps also identify grazing, urban and built-up land, water, and other lands, including brush and timberlands, wetlands and riparian areas, confined livestock, poultry or aquaculture facilities and mines.

The FMMP designated Farmland (and non-Farmland) within the Planning Area is shown on **Figure 5.2-1 – Designated Farmland** (on page 5.2-5). **Table 5.2-A – Farmland in the Beaumont Planning Area** presents the number of acres of each FMMP classification with the Planning Area.

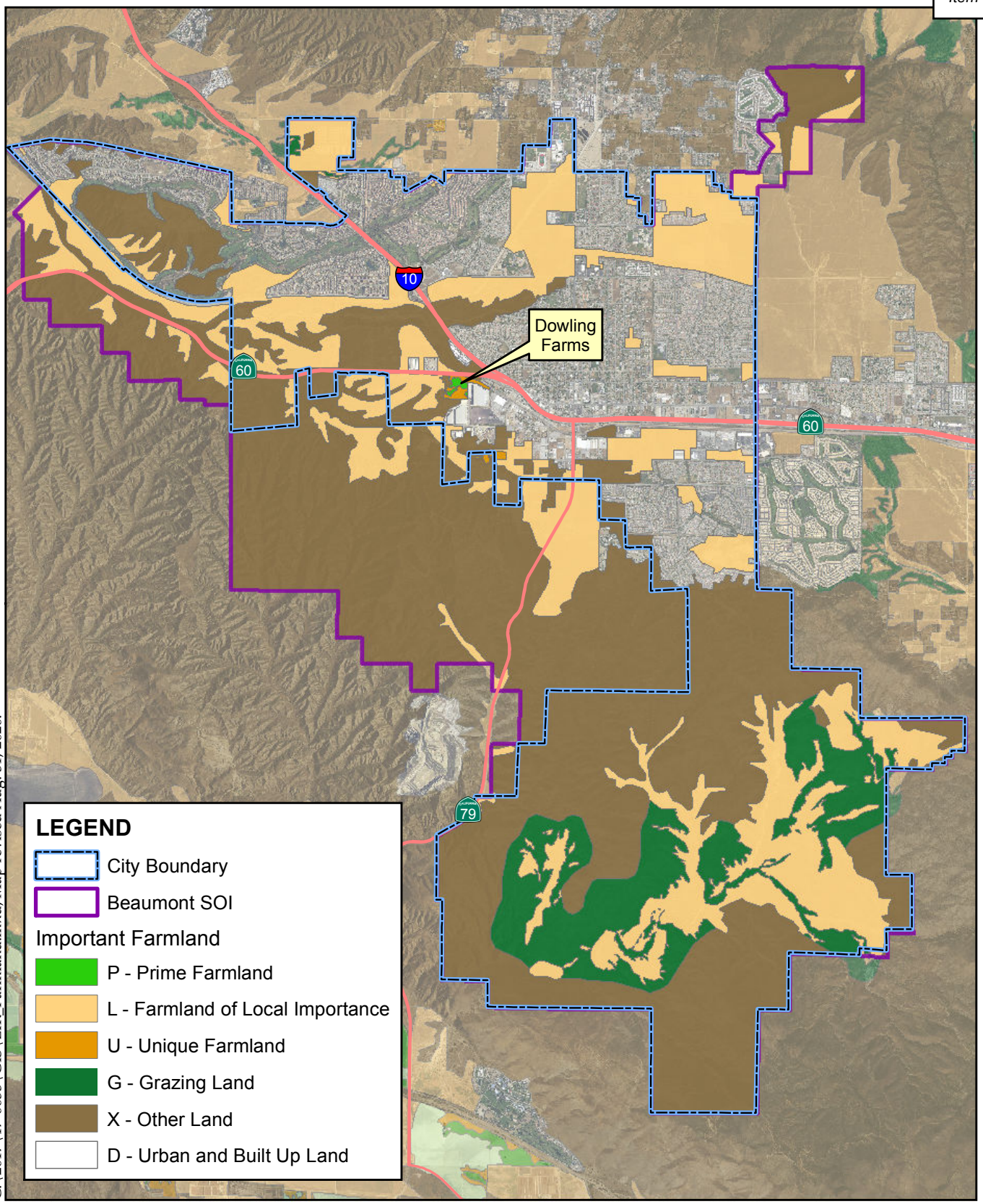
Table 5.2-A – Farmland in the Beaumont Planning Area

FMMP Categories	City Limits (acres)	Sphere of Influence (acres)	Planning Area City + SOI) (acres)
Designated Farmland			
Prime Farmland	11	0	11
Farmland of Statewide Importance	0	0	0
Unique Farmland	30	5	35
Subtotal Designated Farmland	41	5	46
Non-Farmland			
Farmland of Local Importance	4,528	1,317	5,845
Grazing Land	1,870	2	1,872
Urban and Built-Up Land	6,083	122	6,205
Other Land	6,860	5,706	12,599
Subtotal Non-Farmland	19,340	7,180	26,520
Grand Total	19,381	7,185	26,566

Source: Department of Conservation, 2016 FMMP Data.

Remainder of page intentionally left blank

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Farmland.mxd; Map revised Aug. 31, 2020.

Sources: CA Dept. of Conservation, FMMP, 2016; Raimi+ Assoc., 2019; NAIP 2016 (imagery).

0 1 2 3 Miles

Figure 5.2-1 Designated Farmland

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Zoning

The City does not have a land use designation in the 2007 General Plan or a zoning district in the existing Zoning Ordinance specifically for "agriculture." As stated in the Beaumont Municipal Code (BMC), the Residential, Rural zoning designation (R-R Zone) is "…intended to provide for and encourage the development of agriculturally-oriented low density residential development to take advantage of the rural environment (BMC, p. 17:21)." The R-R Zone allows the following agricultural activities (BMC, Table 17.03-3, p. 17:30):

- Animal keeping;
- Animal rescue facilities;
- Apiaries;
- Aviaries;
- Catteries;
- Commercial growing establishments;
- Dairies;
- Kennels (all classes);
- Produce stands; and
- Stables.

Other zoning districts that have agricultural uses as Conditionally Permitted (C) or Permitted as an Accessory Use (A), are shown below in **Table 5.2-B – City Permitted Agricultural Uses for Base Zone Districts.** It should be noted that most of these agricultural uses are not the same as the crop field agriculture that the FMMP or CEQA typically considers as being "agriculture".

Table 5.2-B – City Permitted Agricultural Uses for Base Zone Districts

Agricultural Uses	RC	PF	RR	RSF	RMF	CG	CC	M	CM
Animal Keeping (Commercial Use)	N	N	P	C	N	C	C	C	C
Animal Keeping (Accessory Use)	N	A	A	A	A	C	C	C	C
Animal Rescue Facilities	N	N	P	C	N	N	N	C	C
Apiaries	N	N	P	C	N	N	N	N	N
Aviaries	N	N	P	N	N	N	N	C	N
Catteries	N	N	P	C	N	C	C	C	C
Commercial Growing Establishments	N	N	P	N	N	N	N	C	C
Dairies	N	N	P	N	N	N	N	N	N
Kennels (all Classes)	N	N	P	C	N	C	C	C	C
Produce Stands	N	N	P	N	N	N	N	N	N
Stables	N	N	P	N	N	N	N	N	N

Source: BMC Table 17.03-3, *Permitted Land Uses for Base Zone Districts*

RR Zone: Rural Residential Zone
RSF Zone: Residential, Single-Family Zone
RMF Zone: Residential, Multiple-Family Zone
RC Zone: Recreation/Conservation Zone
PF Zone: Public Facilities Zone
CG Zone: Commercial, General Zone
CC Zone: Community Commercial Zone
M Zone: Manufacturing Zone
CM Zone: Commercial, Light Manufacturing Zone

N = Not Permitted
P = Permitted
C = Conditionally Permitted
A = Permitted as an Accessory Use

The City's SOI includes land within unincorporated Riverside County. There are several county zones that are designated as an Agricultural Zone; however only one is within the City SOI, which is Light Agriculture with Poultry (A-P Zone) (Ord. No. 348). The A-P Zones are shown with the proposed land use designations in **Figure 5.2-2**. There are approximately 95 acres of county A-P Zone in the City's SOI. The following is a summary of typical uses permitted in the county A-P Zone:

> **A-P Zone:** One-family dwelling. Farms for commercial egg production and poultry. Fish, frogs, chinchilla, and other small animals. Nurseries, greenhouses, orchards, aviaries, apiaries, field crops, tree crops, berry and bush crops, vegetable, flower, and herb gardening, packing and processing in connection with farm operations. Grazing of farm animals (Max. 5 animals per acre). Agricultural mobile home with approved Plot Plan. (Ord. No. 348, Article XIIIa.)

Forestry Resources

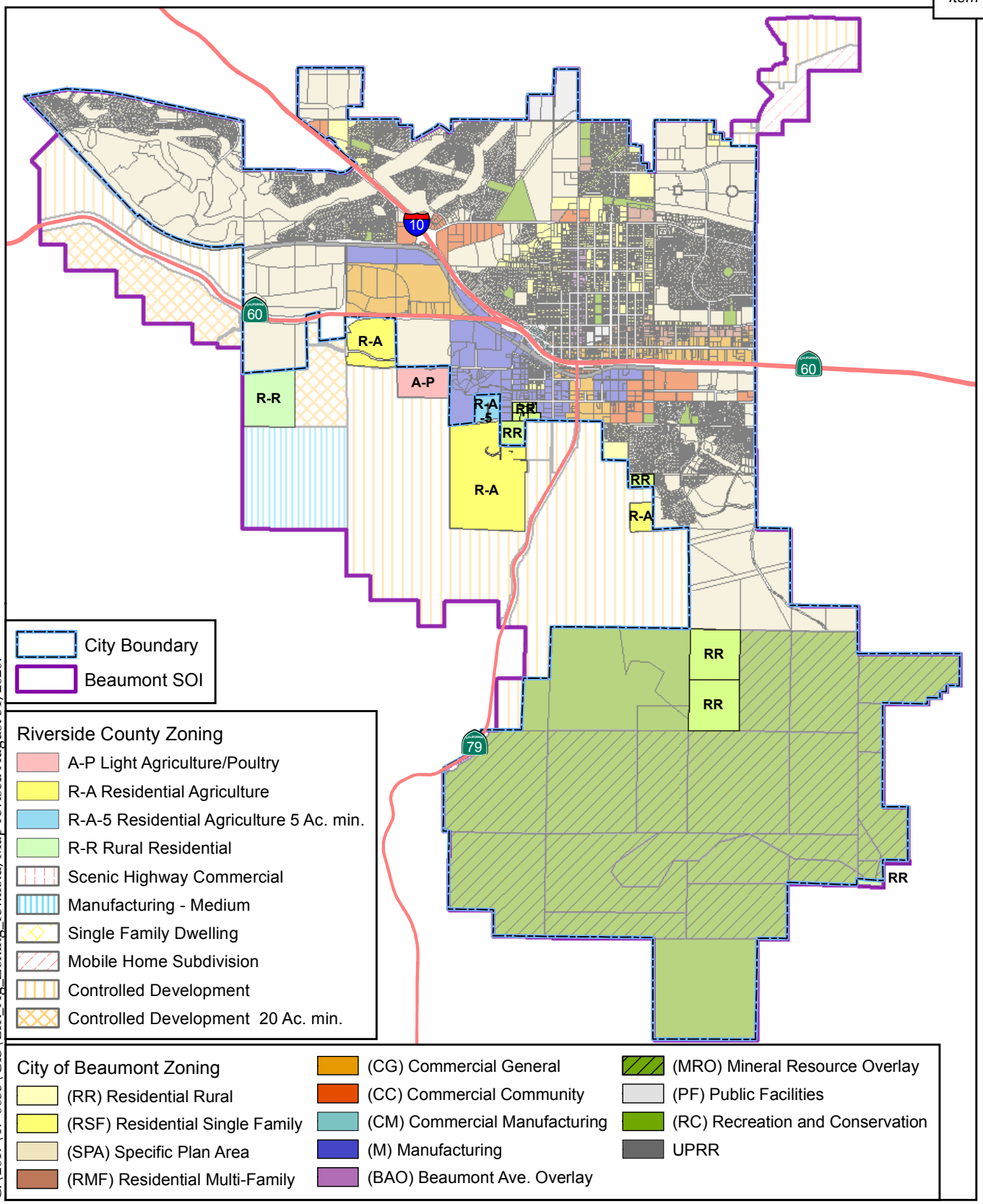
"Forest land" is defined in Public Resources Code (PRC) Section 12220(g) as:

> Land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

PRC Section 4526 defines "timberland" as:

> Land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board [State Board of Forestry and Fire Protection] on a [forest] district basis.

Although Beaumont is near the San Bernardino National Forest (approximately 3 miles) and Mount San Jacinto State Park (approximately 5 miles) where forest land is present, there are currently no commercial forestry or timber production industries within all of Riverside County, including the City, other than Christmas tree farms of nursery stock production (that is, cultivated, rather than wild-harvested). (RCGP EIR 521, p. 4.5-2.)



G:\2017\17-0033\GIS\EIR_Ag_Zoning_rev.mxd; Map revised August 31, 2020.

Sources: City of Beaumont/Raimi + Assoc., 2019; Riverside Co. GIS, 2020.

Figure 5.2-2 Agricultural Zoning Designations

City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

5.2.2 Related Regulations

Federal Regulations

There are no federal regulations for agriculture or forestry resources that are applicable to the proposed Project.

State Regulations

Farmland Mapping and Monitoring Program

The FMMP was discussed in Section 5.2.1.

Williamson Act Contract Lands

The California Land Conservation Act of 1965, also known as the Williamson Act, encourages property owners to continue to farm their land and to prevent the premature conversion of farmland to urban uses. The Williamson Act is a voluntary program that allows property owners to have their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, as long as the land remains in agricultural production. Participation requires that the area consist of at least 100 contiguous acres of agricultural land under one or more ownerships. Once established, the land within the preserve is restricted to agricultural and compatible uses for 10 years, with one-year renewals unless cancelled.

As shown on **Figure 5.2-3 – Williamson Act Contracts**, there are no lands with active Williamson Ac contracts within the Planning Area.

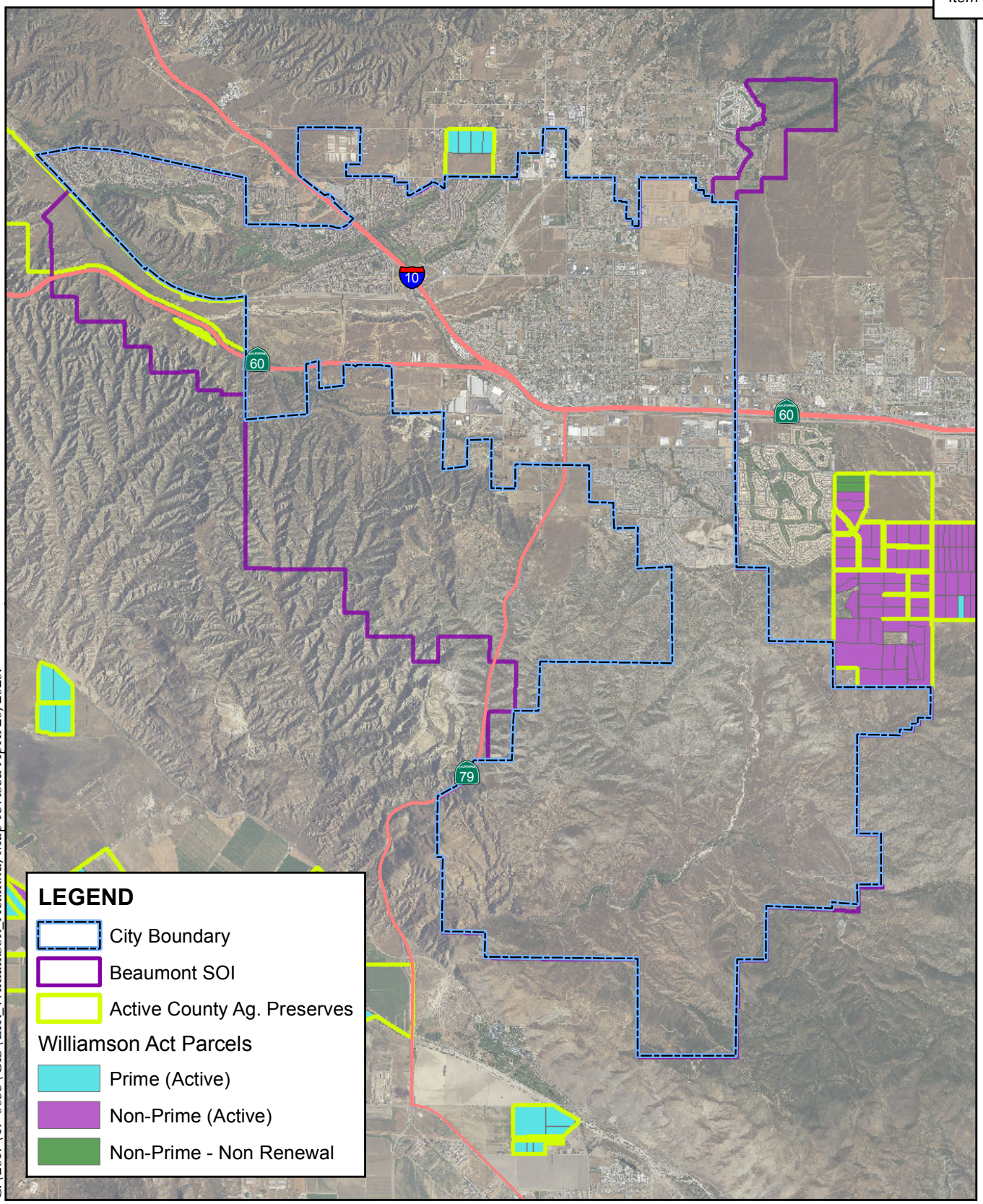
Right to Farm Act

In accordance with California Civil Code Section 3482.5, if a commercial agricultural use operates according to proper and accepted customs and standards (i.e., in compliance with all applicable state and federal statutes and regulations), has existed in its present location for three or more years, and was not considered a nuisance when it began operations, the operations cannot become a private or public nuisance due to any changed condition in the locality, such as encroaching urban development. The Right-to- Farm Act is also enacted by Riverside County Ordinance 625.1. However, it is not specifically enabled by the BMC. (CCC 3482.5)

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code (CGC) Section 56377) sets forth the policies under which the Riverside County Local Agency Formation Commission (LAFCO) operates. These policies include directing LAFCO to consider the impacts on agricultural lands, particularly related to soil quality and irrigation water availability, when evaluating annexation and sphere of influence proposals. Specifically, LAFCO policies direct that development or use of land for other than open space shall be guided away from existing prime agricultural lands, unless detrimental to the orderly, efficient development of an area.

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Williamson_Act.mxd; Map revised April 20, 2020.

Sources: CA Dept. of Conservation, 2016; Riverside Co. GIS, 2020; NAIP 2016 (imagery).

0 1 2 3 Miles

Figure 5.2-3 Williamson Act Contracts

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Regional Regulations

County of Riverside Ordinance No. 509 – Establishing Agricultural Preserves

Agricultural preserves are lands identified for, and devoted to, agricultural and compatible uses, and are established through resolutions adopted by the Riverside County Board of Supervisors. The purpose of this ordinance is to ensure that incompatible uses are not allowed within established agricultural preserves. It sets forth the powers of the County of Riverside in establishing and administering agricultural preserves pursuant to the California Land Conservation Act of 1965 (CGC Section 51200, et seq.). The ordinance establishes "Uniform Rules" for the agricultural and compatible uses allowed in an agricultural preserve. Land uses not covered in the ordinance are prohibited within agricultural preserves.

County of Riverside Ordinance No. 625 – Right to Farm

The purpose of this ordinance is to "conserve, protect and encourage the development, improvement, and continued viability of agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the county's residents." It seeks to "balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers who own, occupy or use land within or adjacent to agricultural uses." Thus, the ordinance includes regulations to reduce the loss of agricultural resources in Riverside County by limiting the circumstances under which agricultural operations may be deemed a "nuisance." It states that an agricultural activity that has been operating for more than three years on a site (and assuming it was not a nuisance at the time it began) cannot be later classed as a public or private nuisance due to "any changed condition in or about the locality." Further, it requires buyers of properties within 300 feet of any land zoned primarily for agricultural purposes to be given notice of the pre-existing agricultural use and its right to continue.

Riverside County Ordinance No. 625 is only applicable to parcels within the SOI.

Local Regulations

Beaumont Municipal Code

As defined in Section 17.03.050 of the Beaumont Municipal Code (BMC), the Residential, Rural Zone (R-R Zone) is **intended** to "provide for and encourage the development of agriculturally-oriented low density residential development to take advantage of the rural environment." As shown in **Table 5.2-B – City Permitted Agricultural Uses for Base Zone Districts,** other zones may have certain agricultural uses if conditionally permitted or permitted as an accessory use. The City understands "agricultural uses" to include animal keeping, animal keeping, animal rescue facilities, apiaries, aviaries, catteries, commercial growing establishments, dairies, kennels (all classes), produce stands, and stables. The City does not have any ordinances or other regulations, including a right to farm act, that pertain to agriculture.

5.2.3 Beaumont 2040 General Plan and Revised Zoning Ordinance

Beaumont 2040 Plan

The Beaumont 2040 Plan Land Use Map does not designate any lands specifically and exclusively for agricultural use. It includes one policy in the Land Use and Design Element in support of farms and animal keeping.

<u>General Plan Chapter 3 – Land Use and Design</u>

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.12 Encourage and support the keeping of farms, including urban agriculture, and equine animals in suitable locations and upon parcels which are a minimum of one acre in size, with a maximum of two large animals per acre, and shall establish appropriate zoning provisions to accommodate animal keeping.

Revised Zoning Ordinance

Two proposed revisions to the Zoning Ordinance will facilitate agricultural uses within the City. Community Gardens are being added as a permitted agricultural use in all zoning districts except for Recreation/Conservation (RC), Public Facilities (PF), and Manufacturing (M) in BMC Table 17.03-3. The three new proposed zoning districts, R-TN (Residential, Traditional Neighborhood), CN (Commercial, Neighborhood), and UV (Urban Village) allow certain agricultural uses as permitted or conditionally permitted uses.

Community Gardens are a permitted use in the proposed new Traditional Neighborhood (R-TN) Neighborhood Commercial (CN), and Urban Village (UV) zoning districts. Proposed revisions to BMC Table 17.03-3 regarding Agricultural Uses below in **Table 5.2-C** are shown below in underscored text.

Table 5.2-C – Proposed Zoning Ordinance Revisions Regarding Permitted Agricultural Uses in Base Zone Districts

Agricultural Uses	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Animal Keeping (Commercial Use)	N	N	P	C	C	N	C	C	C	C
Animal Keeping (Accessory Use)	N	A	A	A	A	A	C	C	C	C
Animal Rescue Facilities	N	N	P	C	C	N	N	C	C	N
Apiaries	N	N	P	C	C	N	N	N	N	N
Aviaries	N	N	P	N	N	N	N	C	N	N
Catteries	N	N	P	C	C	C	C	C	C	C
Commercial Growing Establishments	N	N	P	N	N	N	N	C	C	N
Community Gardens	N	N	P	P	P	P	P	P	N	P
Dairies	N	N	P	N	N	N	N	N	N	N
Kennels (all Classes)	N	N	P	C	C	N	C	C	C	C
Produce Stands	N	N	P	N	N	N	N	N	N	N
Stables	N	N	P	N	N	N	N	N	N	N

Source: Revised Zoning Ordinance**,** Table 17.03-3, *Permitted Land Uses for Base Zone Districts*

RR: Rural Residential Zone
RTN: Traditional Neighborhood
RSF: Residential, Single-Family Zone
RMF Zone: Residential, Multiple-Family Zone
RC: Recreation/Conservation Zone
PF: Public Facilities Zone
CN: Commercial, Neighborhood Commercial Zone
CC Zone: Community Commercial Zone
M Zone: Manufacturing Zone
UV: Urban Village

N = Not Permitted
P = Permitted
C = Conditionally Permitted
A = Permitted as an Accessory Use

5.2.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- (Threshold B) Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- (Threshold 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));
- (Threshold D) Result in the loss of forest land or conversion of forest land to non-forest use; and/or
- (Threshold E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

5.2.5 Environmental Impacts before Mitigation

For purposes of the analyses herein, the Beaumont 2040 Plan and Revisions to the Zoning Ordinance/Zoning Map discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements. All future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

Threshold 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 non-agricultural use?***

The Beaumont 2040 Plan does not designate any lands for agricultural use. The Zoning Districts that permit agricultural uses, also allow other non-agricultural uses. The Beaumont 2040 Plan does not mandate that landowners terminate agricultural production or convert vacant Farmland to non-agricultural uses. However, because there are no exclusive agricultural land use designations included as part of the Beaumont 2040 Plan, development facilitated by this plan could eventually convert up to 50 acres of Farmland (see **Table 5.2-A – Farmland in the Beaumont Planning Area)** to non-agricultural uses.

The only active agricultural use in the City is private property known as Dowling Farms (see **Figure 5.2-1 – Designated Farmland**). The FMMP designation for this site is Prime and Unique Farmland. Although in current agricultural use as a fruit orchard, the 2007 General Plan land use designation is Industrial (I) and existing zoning is Manufacturing (M) for this site. The Beaumont 2040 Plan will retain the Industrial land use designation and the proposed revision to the Zoning Map will retain the Manufacturing (M) zoning).

The proposed revisions to the Zoning Ordinance are evaluated as part of the Project throughout this Draft PEIR.

As shown on **Figure 5.2-1**, there are approximately 5 acres of Unique Farmland within the City's SOI. This Unique Farmland area is currently zoned R-A-5 by the County and has been identified as Traditional Neighborhood (TN) in the Beaumont 2040 Plan. However, the proposed Project will not change the land use designation or zoning of any property within the SOI. That action will not occur until property is annexed to the City and annexation of the SOI is not proposed at this time.

There is up to 41 acres within the City Limits (46 acres within the Planning Area) that is designated as Farmland by the FMMP as depicted on **Figure 5.2-1**. As discussed above, none of these state-designated areas are zoned for or planned to be agriculture by the existing General Plan nor by the Beaumont 2040 Plan. As described previously, the proposed Project includes Policy 3.3.12 which will encourage and support the keeping of farms and equine animals in suitable locations and upon parcels which are a minimum of one acre in size, with a maximum of two large animals per acre, and shall establish appropriate zoning provisions to accommodate animal keeping. While this policy and the proposed revisions to the Zoning Code supports and permits small scale agricultural uses in residential areas, there are no policies available to mitigate the irreplaceable loss of Prime and Unique Farmland.

Because the Beaumont 2040 Plan and policies do not require the preservation of designated Farmland, and since the revised Zoning Ordinance/Zoning Map does not include zones exclusively for agriculture, implementation of the proposed Project could convert up to 46 acres of Farmland, which is considered to be potentially significant**.** Impacts regarding the conversion of Farmland will be reduced to less than significant through the protection of Farmland via an agricultural easement, cancellation of a Notice (or Notices of Non-Renewal) or placement of a new Williamson Act contract on property at another location in California as required by mitigation measure **MM AG-1**. Through compliance with mitigation measure **MM AG-1**, impacts regarding the conversion of Farmland to non-agricultural use are considered **less than significant with mitigation incorporated.**

Threshold B: ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

Neither the 2007 Beaumont General Plan or the City's existing Zoning Ordinance include a specific "agricultural" land use designation or zoning district. As discussed above in Section 5.2.3, the proposed revisions to the Zoning Ordinance will allow a new agricultural use, Community Gardens, as a Permitted or Conditionally permitted agricultural use in all zoning districts except for RC, PF, and MT. Additionally, the three new proposed zoning districts, R-TN, CN, and UV allow certain agricultural uses as permitted or conditionally permitted uses. (See **Table 5.2-C – Proposed Zoning Ordinance Revisions Regarding Permitted Agricultural Uses in Base Zone Districts**.)

In addition to being the only active agricultural site growing row crops in the City, Dowling Farms is a produce stand within the City's Manufacturing zoning district. Produce stands are not permitted uses in the Manufacturing zoning district. Therefore, in order to bring this existing use into compliance with the Zoning Ordinance, mitigation measure **MM AG-2**, which requires the proposed revision to the Zoning Ordinance include produce stands as permitted uses in the Manufacturing (M) zoning district will be implemented. Table 17.03-3 of the existing Zoning Ordinance identifies Commercial Growing Establishments as a conditionally permitted use in the M zoning district and Retail Sales of Products Manufactured or Stored On-site as a permitted use in the M zone district. Because retail sales are already permitted in the M zone district and Commercial Growing Establishments are a conditionally

permitted use, allowing Produce Stands as a as a permitted use is not anticipated to result in any significant impacts. With the implementation of mitigation measure **MM AG-2**, impacts regarding conflicts with existing zoning for an agricultural use are considered **less than significant with mitigation incorporated**.

As shown in **Figure 5.2-3 – Williamson Act Contracts,** there are currently no Williamson Act contract lands within the Planning Area. Therefore, the policies and land use changes proposed by the Beaumont 2040 Plan and revisions to the Zoning Ordinance/Zoning Map will not conflict with any Williamson Act contracts and **no impacts** will occur in this regard. No impacts will occur to Williamson Act contracts, therefore no mitigation is necessary and impacts to Williamson Act contracts are **considered less than significant.**

Threshold 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))?***

There are no properties within the Planning Area that are zoned for forest land, timberland, or timberland production, as shown on **Figure 5.2-2**. In addition, environmental conditions within the Planning Area are not suitable for the creation of forest land or timberland. Therefore, implementation of the proposed Project will not conflict with zoned forest land, timberland, or Timberland Production lands. **No impacts** will occur.

Threshold D: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use*****?**

There are no forest lands within the Planning Area and environmental conditions within the Planning Area are not suitable for the creation of a mature stand of forest trees. Therefore, implementation of the proposed Project will not result in the loss or conversion of forest land. **No impacts** will occur.

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

There are no forest lands within the Planning Area, nor are there suitable environmental conditions for forest land to be developed; therefore, implementation of the proposed Project will not result in the conversion of forest land to non-forest use.

This threshold is about the potential for development and redevelopment facilitated by the proposed Project to case the indirect cause the indirect conversion of agricultural land to non-agricultural use as a result of land use incompatibilities where agricultural and urban uses interface. Conflicts between agricultural and non-agricultural uses flow in two directions: from existing agricultural use to a newly established non-agricultural use and vice versa.

As discussed under Threshold A, the only location in with City with Prime Farmland is Dowling Farms, which is also the only active agricultural use growing row crops in the City. Dowling Farms is surrounded on three sides by industrial development (warehouses) and SR-60 on the fourth side. Since there are no sensitive receptors associated with industrial development, pressure in the form of complaints from the

industrial users is not anticipated which would adversely affect the ability of the farming to continue on this site Likewise, it is not anticipated that activities from the industrial development will result in Dowling Farms to cease operations.

Because the proposed Project will not exacerbate this historic and on-going urbanization of the Planning Area, impacts with regard to the conversion of Farmland to non-agricultural uses are considered **less than significant**.

5.2.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Based on the above analysis, there is a potential for impacts to occur from the conversion of Farmland to non-agricultural use and for potential zoning conflicts. The following mitigation measures will be required to reduce potential impacts to less than significant levels.

MM AG 1: Because the State revaluates and changes Farmland designations approximately every two years, to determine the specific impacts to designated Farmland sites shown on **Figure 5.2-1 – Designated Farmland** as having Prime Farmland or Unique Farmland, as part of any entitlement process for any future development proposal, the project applicant shall use the most current FMMP data available to determine the number of acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance that would be permanently converted to a non-agricultural use by the proposed future development. This number shall be referred to as the "Acres of Converted Farmland."

If the Acres of Converted Farmland for any future development project is greater than zero, the City shall require the project proponent to provide mitigation in the amount equivalent to the Acres of Converted Farmland. This mitigation may be provided by one or more of the following methods: (i) placement of an agricultural easement on property containing soils that meet the physical and chemical criteria for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, (ii) cancellation of a Notice of Non-renewal or an agreement not to file a Notice of Non-renewal for Williamson Act contracts on property (or properties), (iii) placement of a new Williamson Act contract on property or properties, or (iv) any combination of (i), (ii),or (iii). Other feasible measures to protect the soils and lands designated by the State FMMP program not listed here can be implemented as determined by the City. This mitigation shall be made a condition of project approval and evidence of mitigation shall be provided to the Beaumont Planning Department prior to the issuance of a grading permit.

In order to eliminate the existing non-conforming use of a produce stand in the Manufacturing (M) zone, mitigation measure **MM AG-2** will be implemented.

MM AG-2 In order to allow the operation of produce stands in the Industrial Zoning District as part of the revisions to the Beaumont Zoning Ordinance, Section 17.03.100 and Table 17.03-3 shall be revised to include Produce Stands as a permitted use in the Manufacturing (M) Zone.

as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, additional specific mitigation measures may be required by CEQA.

5.2.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC — City of Beaumont, *Beaumont Municipal Code Title 17, Zoning*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 30, 2020.)

CCC 3482.5 — State of California, *California Civil Code Section 3482.5.* (Available at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=CIV&sectionNum=3482.5, accessed August 29, 2020.)

ECR — City of Beaumont, City of Beaumont General Plan Update Existing Conditions Report. 2016 (Included as Appendix B.)

FMMP — California Department of Conservation, Farmland Mapping and Monitoring Program. (Available at https://www.conservation.ca.gov/dlrp/fmmp, accessed September 1, 2020.)

RCGP 2015 — County of Riverside, *2015 Riverside County General Plan,* December 82018. (Available at https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015, accessed August 30, 2020.)

RCGP EIR 521 — Riverside County General Plan Environmental Impact Report No. 521, public review draft, Agriculture and Forestry Resources, Section 4.5, Feb 2015. (Available at https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015/Draft-Environmental-Impact-Report-No-521, accessed August 30, 2020.)

UWMP — Beaumont Cherry Valley Water District. *2015 Urban Water Management Plan.* January 2017. Accessed December 27, 2017. https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf

Williamson Act — California Department of Conservation, Division of Land Resource Protection, Conservation Program. *Riverside County Williamson Act Map FY 2015/2016.* (Available at www.conservation.ca.gov/dlrp/fmm, accessed July 5, 2019).

5.3 AIR QUALITY

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to air quality because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential conflicts with or obstruction of the implementation of the applicable air quality plan, impacts resulting in a cumulative considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard, exposure of sensitive receptors to substantial pollutant concentrations and result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

In response to the Notice of Preparation, the City received comment letters from the South Coast Air Quality Management District, Ron Roy, and the Southwest Regional Council of Carpenters regarding air quality. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding air quality at the Project's public scoping meeting.

The analysis of air quality impacts uses the most current methodologies prescribed by the South Coast Air Management District (SCAQMD), which is the California Emissions Estimator Model (CalEEMod) version 2016.3.2.

5.3.1 Setting

The City of Beaumont (City) and City's Sphere of Influence (SOI) (herein collectively referred to as "Planning Area") lies within the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. The Basin consists of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Regional and local air quality within the Basin is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude; however, at some elevations, the trend reverses and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants. (SCAQMD 1993, p. A8-2)

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants such as ozone formed under reactions with sunlight. (SCAQMD 1993, p. A8-1-A8-2)

Climate

Terrain and geographical location determine climate in the Basin. The Planning Area lies within the terrain south of the San Gorgonio Mountains and San Bernardino Mountains and northwest of the San Jacinto Mountains. The climate in the Basin is typical of southern California's Mediterranean climate, which is characterized by dry, warm summers, and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn to hazy afternoon sunshine. (SCAQMD 1993, p. A8-1-A8-2)

The following factors govern microclimate differences among inland locations within the Basin: (1) distance of the mean air trajectory from the site to the ocean; (2) site elevation; (3) existence of any intervening terrain that may affect airflow or moisture content; and (4) proximity to canyons or mountain passes. As a general rule, locations farthest inland from the ocean have the hottest summer afternoons, the lowest rainfall, and the least amount of fog and clouds. Foothill communities in the Basin have greater levels of precipitation, cooler summer afternoons, and may be exposed to wind funneling through nearby canyons during Santa Ana winds. Terrain will generally steer local wind patterns. (SCAQMD 1993, p. A8-1-A8-2)

Precipitation and Temperature

Beaumont has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April (Beaumont 2040 Plan, p. 13).

The Basin experiences persistent temperature inversions that limit the vertical mixing of air, thus trapping and concentrating pollutants near the ground. During the summer months, a cool marine air layer is located at the surface of coastal areas and a warm, sinking air layer is located within a high-pressure cell located over the Pacific Ocean. Because of the differential heating and cooling of the marine and land areas, a weak local diurnal pattern of wind carries pollutants eastward during the day. The air masses near the coast are relatively clean though they become more polluted as they move eastward over the urban areas. This polluted air, coupled with the photochemical effect of the sun on reactive organic gases, results in the creation of smog.

On winter nights, cold air from the mountains is transported to the valley floor while warm air remains at higher altitudes. These phenomena also produce temperature inversions that trap emissions near their source.

Winds

The interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while the pattern typically reverses in the evening, flowing from the inland areas to the ocean. Air stagnation may occur in the early evening and early morning during periods of transition between day and nighttime flows.

Approximately 5 to 10 times a year the Project vicinity experiences strong, hot, dry desert winds known as the Santa Ana winds. These winds, associated with atmospheric high pressure, originate in the upper deserts and are channeled through the passes of the San Bernardino Mountains and into the inland valleys. Santa Ana winds can last for a period of hours or days, and gusts of over 60 miles per hour have been recorded.

High winds, including Santa Ana winds, affect dust generation characteristics and create the potential for off-site air quality impacts, especially with respect to airborne nuisance and particulate emissions. Local winds in the Project area are also an important meteorological parameter because they control the initial rate of dilution of locally-generated air pollutant emissions.

Air Pollution Constituents

Pollutants regulated by the federal and state Clean Air Acts correspond to the following categories:

- Criteria air pollutants and
- Toxic air contaminants

Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by ambient air sampling. The focus of the analysis of this Draft PEIR is to ascertain the levels, and potential effects of, criteria pollutant emissions associated with the implementation of the Beaumont 2040 Plan. Criteria air pollutants refer to those pollutants that are subject to both federal and state ambient air quality standards as a means to protect public health. The federal and state standards have been established at levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health.

Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or project-specific.

Criteria Air Pollutants

- Ozone

Ozone (O_3) is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Ozone's attainment status for the Basin is nonattainment under both state and national standards.

- Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. CO's attainment status for the Basin is unclassified/attainment under national standards and attainment under state standards.

- Oxides of Nitrogen

Nitric Oxide (NO) is a colorless, odorless gas formed by a combination of nitrogen and oxygen when combustion takes place under high temperatures and pressures. Nitrogen dioxide (NO_2) is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations, as well as ships, railroads, and aircraft are the primary sources of NO_X. NO_2's attainment status for the Basin is unclassified/attainment under national standards and attainment under state standards.

- Sulfur Dioxide

Sulfur dioxide (SO_2) is colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are desirable since SO_2 is a precursor to sulfate and PM-10. SO_2's

attainment status for the Basin is unclassified/attainment under national standards and attainment under state standards.

- Particulate Matter

Particulate Matter (PM), specifically PM-10, refers to particulate matter that is ten microns or less in diameter. PM-2.5 refers to particulate matter that is 2.5 microns or less. PM-10 and PM-2.5 cause greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. PM-10's attainment status for the Basin is attainment under national standards and nonattainment under state standards; PM-2.5 is in nonattainment under federal and state standards.

- Lead

Lead (Pb) concentrations once exceeded the state and federal air quality standards by a wide margin but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Health effects associated with lead include neurological impairments, mental retardation, and behavioral disorders. At low levels, lead can damage the nervous systems of fetuses and result in lowered IQ levels in children (EPA 2020). Though special monitoring sites immediately downwind of lead sources recorded very localized violations of the state standard in 1994, no violations have been recorded at these stations since 1996. Unleaded gasoline has greatly contributed to the reduction in lead emissions in the Basin. Since the proposed Project will not involve the use or production of leaded gasoline, or other sources of lead emissions, this criteria pollutant is not expected to be a factor with Project implementation.

- Reactive Organic Gases/Volatile Organic Compounds

Reactive Organic Gases/Volatile Organic Compounds (ROG/VOC) are not classified as criteria pollutants; however, they are regulated because a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere, even at low concentrations, are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen (SCAQMD 2005 p. 1-5).

Sources and Effects of Criteria Air Pollutants

Sources and typical effects of criteria pollutants are summarized in **Table 5.3-A – Primary Sources and Effects of Criteria Pollutants**.

The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health impacts from projects that are not regional in scale (e.g. Basin-wide) may not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form (SCAQMD 2015, pp.8-15). To date, SCAQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health. However, if a project in the Basin exceeds the SCAQMD regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standard(s) are met in the Basin.

Monitored Criteria Air Pollutants

The Project is located within SCAQMD Source Receptor Area (SRA) 29. The most recent published data for SRA 29 is presented in **Table 5.3-B – Air Quality Monitoring Summary – 2017 - 2019 (SRA 29)**. This data indicates that the baseline air quality conditions in the Project area include occasional events of very unhealthful air. Atmospheric concentrations of ozone and particulate matter are the two most significant air quality concerns in the Project area. Locally, no second stage alert (0.35 ppm/hour) has been called by SCAQMD in over twenty years. In fact, the last second stage alert was in Upland in 1988.

Remainder of page intentionally blank

Table 5.3-A – Primary Sources and Effects of Criteria Pollutants

Pollutant	Primary Effects
Ozone (O_3)	• Respiratory Symptoms • Worsening of lung diseases leading to premature death • Damage to lung tissue • Crop, forest and ecosystem damage • Damage to a variety of materials, including rubber, plastics, fabrics, paint and metals.
PM 2.5 (particulate matter less than 2.5 microns in aerodynamic diameter)	• Premature death • Hospitalization for worsening of cardiovascular disease • Hospitalization for respiratory disease • Asthma-related emergency room visits • Increased symptoms, increased inhaler usage
PM 10 (particulate matter less than 10 microns in aerodynamic diameter)	• Premature death & hospitalization, primarily for worsening of respiratory disease • Reduced visibility and material soiling
Nitrogen Oxides (NO_X)	• Lung irritation • Enhanced allergic responses
Carbon monoxide (CO)	• Chest pain in patients with heart disease • Headache • Light-headedness • Reduced mental alertness
Sulfur dioxide (SO_2)	• Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits
Lead	• Impaired mental functioning in children • Learning disabilities in children • Brain and kidney damage
Hydrogen Sulfide (H_2S)	• Nuisance odor (rotten egg smell) • At high concentrations: headache & breathing difficulties
Sulfate	• Same as PM-2.5, particularly worsening of asthma and other lung diseases • Reduces visibility
Sulfate	• Same as PM-2.5, particularly worsening of asthma and other lung diseases • Reduces visibility
Vinyl Chloride	• Central nervous system effects, such as dizziness, drowsiness & headaches • Long-term exposure: liver damage & liver cancer
Visibility Reducing Particles	• Reduced airport safety, scenic enjoyment, road safety, and discourages tourism
Toxic Air Contaminants About 200 chemicals have been listed as toxic air contaminants	• Cancer • Reproductive and development effects • Neurological effects

Source: https://ww2.arb.ca.gov/resources/common-air-pollutants

Table 5.3-B – Air Quality Monitoring Summary – 2017-2019 (SRA 29)

	Pollutant/Standard	Monitoring Years		
		2017	2018	2019
No. Days Exceeded	**Ozone (O_3):**			
	Health Advisory - 0.15 ppm	0	0	0
	California Standard:			
	1-Hour - 0.09 ppm	50	33	24
	8-Hour - 0.07 ppm	82	69	69
	Federal Primary Standards:			
	8-Hour - 0.070 ppm	82	69	59
	Max 1-Hour Conc. (ppm)	0.128	0.119	0.119
	Max 8-Hour Conc. (ppm)	0.105	0.106	0.096
No. Days Exceeded	**Carbon Monoxide (CO)[a]:**			
	California Standard:			
	1-Hour - 20 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Federal Primary Standards:			
	1-Hour - 35 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Max 1-Hour Conc. (ppm)	1.9	2.2	2.0
	Max 8-Hour Conc. (ppm)	1.7	2.0	1.3
No. Days Exceeded	**Nitrogen Dioxide (NO_2):**			
	California/Federal Standard:			
	1-Hour - 0.18 ppm (180 ppb) / 0.10 ppm (100 ppb)	0	0	0
	Federal/State Standard:			
	Annual Arithmetic Mean (AAM) (53.4 / 30 ppb)	8.0	8.5	7.5
	Max. 1-Hour Conc. (ppb)	56.3	50.6	43.3
No. Days Exceeded	**Sulfur Dioxide (SO_2) [a]:**			
	California Standards:			
	1-Hour – 0.25 ppm (250 ppb)	0	0	0
	Federal Primary Standards:			
	1-Hour – 0.075 ppm (75 ppb)	0	0	0
	Max. 1-Hour Conc. (ppb)	2.5	1.7	1.7
No. Days Exceeded	**Suspended Particulates (PM-10):**			
	California Standards:			
	24-Hour - 50 $\mu g/m^3$	1	0	2
	Federal Primary Standards:			
	24-Hour – 150 $\mu g/m^3$	0	0	0
	State AAM (20 $\mu g/m^3$)	22.4	19.4	17.9
	Max. 24-Hour Conc. ($\mu g/m^3$)	97	39	63
No. Days Exceeded	**Fine Particulates (PM-2.5) [a]:**			
	Federal Primary Standards:			
	24-Hour – 35$\mu g/m^3$	6	2	9
	Federal/State AAM (12 $\mu g/m^3$)	12.18	12.41	12.53
	Max. 24-Hour Conc. ($\mu g/m^3$)	50.3	50.70	46.70

Notes: AAM = annual arithmetic mean; ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms/cubic meter
[a] Metro Riverside County 1 air monitoring station (SRA 23) data summaries used because this pollutant not monitored for SRA 29.

Toxic Air Contaminants

The California Air Resources Board (CARB) has produced a series of estimated inhalation cancer risk maps based on modeled levels of outdoor composite toxic pollutant levels in the Multiple Air Toxics Exposure Studies (MATES). The MATES provided information on the importance of various Toxic Air Contaminants (TACs) in terms of their relative health risks, as well as their spatial distribution across the Basin. The most recent MATES-IV information can be used to characterize the "background" health risks from both regional and local TAC emission sources based on the available toxics emission inventory for the year 2012.

According to the SCAQMD MATES-IV Carcinogenic Risk Map (SCAQMD MATES IV), individuals residing and working within the City of Beaumont are exposed to inhalation cancer risks of no greater than approximately 602 persons per million. However, it is important to note that these risk maps depict theoretical inhalation cancer risk due to modeled outdoor toxic pollutant levels and do not account for cancer risk due to other types of exposure. The largest contributors to inhalation cancer risk are diesel engines and the MATES-IV program results indicate that diesel particulate matter (DPM) contributes approximately 68 percent of the total cancer risk (MATES Appendices, p. VII-1). As shown on the MATES-IV Carcinogenic Risk Map, the highest cancer risks within the City are generally adjacent to Interstate 10, where truck traffic and DPM concentrations would likely be highest.

Sensitive Receptors

Sensitive receptors are populations that are more susceptible to the effects of air pollution than is the population at large. While the ambient air quality standards are designed to protect public health and are generally regarded as conservative for healthy adults, there is greater concern for protecting adults who are ill or have long-term respiratory problems and young children whose lungs are not fully developed. According to CARB, sensitive receptors include children less than 14 years of age, the elderly over 65 years of age, athletes and people with cardiovascular and chronic respiratory diseases. (CARB 2005 p. ES-1).

SCAQMD identifies the following as locations as tending to contain high concentrations of sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers and athletic facilities. (SCAQMD 2005 p.2-1). The City of Beaumont, which has built-out urban as well as rural communities, contains many of each of these sensitive land uses.

5.3.2 Related Regulations

There are a number of federal and state agencies involved in the development, implementation, and enforcement of regulations related to clean air. The primary agencies include, but are not limited to, the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD).

Federal Regulations

U.S. Environmental Protection Agency

The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act (CAA). As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the "Federal Standards" or NAAQS). They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in

strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The EPA has established ambient air quality standards for the following air pollutants:

- Ozone (O_3)
- Nitrogen dioxide (NO_2)
- Carbon monoxide (CO)
- Sulfur dioxide (SO_2)
- Lead (Pb)
- Particulate matter (PM-10 and PM-2.5).

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the state's air basins. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

The 1977 federal CAA Amendments required the EPA to identify national emissions standards for hazardous air pollutants (HAPs) to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal CAA Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State Regulations

Assembly Bill 617

Assembly Bill 617 (AB 617), approved in July 2017, focuses on criteria air pollutants and toxic air contaminants from non-mobile sources. AB 617 requires CARB to develop an air monitoring plan for the state, and then select, based on the plan, the highest priority locations to deploy community air monitoring systems. AB 617 also requires CARB to prepare a statewide strategy (with input from public stakeholders) to reduce emissions of toxic air contaminants and criteria pollutants in communities affected by a high cumulative exposure burden, which was due October 1, 2018. Air districts (including SCAQMD) that are in nonattainment must adopt expedited schedules to implement Best Available Retrofit Control Technology (BARCT) for existing sources of air pollution, and CARB is required to maintain a statewide clearinghouse that identifies Best Available Control Technology (BACT) and BARCT for criteria air pollutants and related technologies for toxic air contaminants.

In response to Assembly Bill (AB) 617, CARB established the Community Air Protection Program (CAPP or Program). The Program's focus is to reduce exposure in communities most impacted by air pollution. CARB staff has already begun working closely with local air districts, community groups, community members, environmental organizations, and regulated industries to develop a new community-focused action framework for community protection. In September 2018 CARB selected 10 communities, three of these are in SCAQMD's jurisdiction. Muscoy, San Bernardino, one of the 2018 selected communities, is about 30 miles from Beaumont. In December 2019 CARB approved the AB 617, 2019 Community Selections. The 2019 communities located within SCAQMD boundaries are East Coachella Valley and South East Los Angeles, neither of which are proximate to the Planning Area. (CAPP 2019).

California Air Resources Board

CARB is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act (CCAA), meeting State requirements of the Federal Clean Air Act, and the establishment of State ambient air quality standards. CARB is also responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment. In general, these vehicle emissions standards are more restrictive than those established at the federal level. CARB also established passenger vehicle fuel specifications, that became effective in March 1996.

CARB has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA (**Table 5.3-B**). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following:

- Sulfates;
- Vinyl chloride; and,
- Visibility.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by the SCAQMD. The RCPG is a framework for decision-making for local governments, assisting them in meeting federal and state mandates for growth management, mobility and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015 and beyond. Policies within the RCPG address air quality, land use, transportation and economic relationships at all levels of government. SCAG is also charged with developing and implementing Senate Bill 375 (SB 375) with participation from Riverside County and the other local cities and counties of SCAG. See Section 5.7 for further information on SB 375.

South Coast Air Quality Management District

Because Southern California experiences some of the worst air quality in the nation, SCAQMD was created in 1977 with passage of the Lewis Air Quality Management Act. This Act merged four county air pollution control agencies into a single regional special district as a means to better address Southern California's air pollution problems. SCAQMD is now the principal agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range plans to improve air quality, and the enforcement of regulations designed to attain and maintain State and Federal ambient air quality standards. SCAQMD has jurisdiction over a 10,743 square mile area that includes Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County (that includes the Beaumont area).

- Air Quality Management Plan

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures.

SCAQMD updated its AQMP for the Basin in 2016, which included a new approach focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of the nearly 17 million residents within the Basin, including those in disproportionally impacted and environmental justice communities that are concentrated along transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to air quality challenges within the Basin. For that reason, the SCAQMD has been and will continue to be closely engaged with CARB and the EPA who have primary responsibility for these sources. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. These “win-win” scenarios are key to implementation of the 2016 AQMP with broad support from a wide range of stakeholders. The 2016 AQMP includes integrated strategies and measures to meet the NAAQS (SCAQMD 2016).

The control measures and related emission reduction estimates included in the 2016 AQMP are based on emissions projections for a future development scenario derived from land use, population, and employment estimates defined in consultation with local governments. To do this, the AQMP utilizes the population and growth estimates compiled by the Southern California Association of Governments (SCAG) in their Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), the most recent of which is the 2016 RTP/SCS (SCAG 2016) (SCAQMD 2016, pp. 4-41 – 4-42).

SCAG’s population and employment projections are based on the City’s growth projections provided by cities, including from cities’ general plans (SCAG 2016, p. 70). Thus, since the 2016 AQMP is consistent with the 2016 RTP/SCS, the 2016 AQMP is also consistent with the growth assumptions cities include in their general plans. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed and the project would not conflict with implementation of such a plan.

- Rule 220

SCAQMD Rule 220 gives the Executive Officer the power to exempt a source from prohibitions outlined in SCAQMD Regulations IV and XI, Prohibitions and Source Specific Standards respectively, if they can make the finding that the installation of controls and/or process changes required to achieve compliance with the subject prohibitory rule will result in a net adverse impact on air quality. One of the conditions of the permits on exemptions issued under Rule 220 is that alternative controls and/or process changes which will result in the greatest practical net emission reduction be included for project operation.

- Rule 402

SCAQMD Rule 402 (Nuisance) prohibits the discharge of air containments in such quantities that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, but does not apply to odors emanating from agricultural operations necessary for growing of crops or the raising of fowl or animals.

- Rule 403

All projects will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. The potential requirements include the application of water or chemical stabilizers to disturbed soils at least twice a day, covering all haul vehicles before transport of materials, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, it is required to establish a vegetative ground cover on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph (Rule 403). In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD.

- Rule 445

SCAQMD Rule 445, Wood Burning Devices, reduces particulate matter emissions from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- Rule 481

SCAQMD Rule 481 applies to all spray painting and spray coating operations and equipment and requires all spray coating equipment to be (1) operated inside an approved control enclosure, (2) applied using high velocity-low pressure (HVLP), electrostatic and/or airless spray equipment, or (3) applied using which has an equal effectiveness to either of the two approved methods.

- Rule 1108

SCAQMD Rule 1108 applies to cutback and emulsified asphalt used at project sites.

- Rule 1113

SCAQMD Rule 1113 governs the sale of architectural coatings and limits the VOC content in paints and paint solvents. This rule dictates the VOC content of paints and coatings available for use during construction and ongoing maintenance.

- Rule 1143

SCAQMD Rule 1143 aims to reduce emissions of VOCs from the use, storage, and disposal of consumer paint thinners and multi-purpose solvents commonly used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. Additionally, Rule 1143 requires several best management practices to reduce VOCs during use and application of paint thinners and other solvents. For example, this Rule requires containers to be closed when not in use. This Rule also establishes requirements for appropriate labelling and disclosure of contents for containers and storage areas of these corrosive, flammable substances.

- Rule 1186

SCAQMD Rule 1186 is intended to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular traffic on paved and unpaved public roads, and at livestock operations. This includes requirements for local governments that contract for street sweeping services to utilize only certified street sweeping equipment (Rule 1186).

- Rule 1303

SCAQMD Rule 1303 prohibits issuance of permits for any relocation or for any new or modified source which results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia unless a best available control technology (BACT) is employed for the new or relocated source as specified by the CAA or other regulations.

- Rule 2202

SCAQMD Rule 2202 provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. This Rule applies to any employer who employs 250 or more employees.

Local Regulations

City of Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code (BMC) address air quality topics:

Title 9 – Public Peace, Morals, and Welfare, Chapter 9.02 – Noise Control

BMC Chapter 9.02 establishes City-wide standards regulating noise for residential zones, public places, and motor vehicles. Some of these standards limit exposure of sensitive receptors to air pollution. BMC Section 9.02.110 states that no construction activities may occur within one-quarter mile from an occupied residential dwelling between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. between the months of October through May, unless such activities are permitted under written consent of the City's building official.

Title 17 – Zoning, Chapter 17.04 – Performance Standards

This chapter sets performance standards to regulate the use of a building or land area. These performance standards were established to minimize potential risk to the public from hazards and to prevent the creation of nuisances and other conditions that are potentially harmful or discomforting.

BMC Section 17.04.050 establishes the following performance standards with respect to air quality.

A. Smoke and Particulates. No smoke of any type shall be emitted from a source in excess of SCAQMD standards. No elements of dust, fly ash, vapors, fumes, gases or other forms of air pollution shall be permitted in excess of the standards set by the SCAQMD or that can cause damage to human health, animals, vegetation, or that can cause excessive soiling at any location.
B. Permits. Before a building or occupancy permit is issued by the City, the applicant shall be required to show proof that he has secured the necessary permits from the SCAQMD or that the project is exempt from SCAQMD regulations as of the date of filing of the City application.
C. Enforcement and Standards. In enforcing these regulations, the City shall use the same point of measurement as utilized by the SCAQMD.

BMC Section 17.04.060 establishes the following performance standards with respect to the generation of odors.

A. Odor Generating Activities. Any process that creates or emits any odors, gases, or other odorous matter shall comply with the standards set by the South Coast Air Quality Management District.
B. Quantified Standard. No odors, gases, and odorous matter shall be emitted in quantities to be detectable when diluted in a ratio of one volume diluted air to four volumes clean air at the point of greatest concentration.

Title 17 – Zoning, Chapter 17.11 – General Development Standards

This Chapter establishes general development standards for all land uses and development in the City.

BMC Section 17.11.040 states dust shall be controlled by watering or other approved methods.

5.3.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to air quality include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

Goal 3.4: A City that maintains and expands its commercial, industrial and other employment-generating land uses.

Policy 3.4.8 Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors, especially in El Barrio.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.2 Establish buffers between residential development and high-volume roadways, including SR-79, I-10, and SR-60, to protect residents from negative environmental health impacts.

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policy 3.10.1 Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.

Policy 3.10.2 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

Policy 3.10.3 Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

Policy 3.10.4 Designate truck routes to avoid sensitive land uses, where feasible.

Policy 3.10.6 Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

Policy 3.10.7 Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

Beaumont 2040 Plan, Chapter 4 – Mobility

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.1 Reduce vehicular congestion on auto-priority streets to the greatest extent possible.

Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.

Policy 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M26 Truck Route Map. Update the City's truck route map to focus trucks on key streets in the City that should be used for goods movement and reduce heavy vehicle travel adjacent to sensitive areas.

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.6 Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

Goal 6.7: A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.

Policy 6.7.5 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

Policy 6.7.6 Designate truck routes to avoid sensitive land uses, where feasible.

Policy 6.7.8 Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences).

Implementation HEJ19 Idling Ordinance. Update zoning code to support an idling ordinance that reduces emissions from on-road heavy-duty vehicles.

Implementation HEJ20 Particulate Mitigation. Adopt mitigation measures that limit vehicular and construction-related particulate emissions.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.4. A City that improves awareness and mitigation of negative air quality impacts.

Policy 8.4.1 Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

Policy 8.4.2 Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process.

Policy 8.4.3 Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60 high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.

Policy 8.4.4 For sensitive land uses that cannot be avoided within 500 feet of sources of localized air pollution, potential design mitigation options include:

- Providing residential units with individual HVAC systems in order to allow adequate ventilation with windows closed;
- Locating air intake systems for heating, ventilation, and air conditioning (HVAC) systems as far away from existing air pollution sources as possible;
- Using HEPA air filters in the HVAC system and developing a maintenance plan to ensure the filtering system is properly maintained; and
  - Utilizing only fixed windows next to any existing sources of pollution.
  - Using sound walls, berms, and vegetation as physical barriers.
  - Notifying new potential home buyers of risks from air pollution.

Implementation C14 Air Quality Efforts. Partner with local and regional agencies to educate and support efforts that improve local air quality.

Implementation C15 Sensitive Uses. Update the municipal code to prohibit and/or mitigate the impacts of localized air pollution, addressing specific strategies for sensitive receptors.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.

Policy 9.9.2 Require implementation of best practices for dust control at all excavation and grading projects.

Policy 9.9.3 Prohibit excavation and grading during high wind conditions, defined as instantaneous wind speeds that exceed 25 miles per hour by South Coast AQMD.

Implementation S25 Dust Control. Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions.

Beaumont 2040 Plan, Chapter 10 – Noise

Goal 10.2: A City with minimal mobile source-generated noise levels.

Policy 10.2.3 Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Implementation N10 Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policy 11.11.3 Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.5 Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non-vehicular travel.

5.3.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Conflict with or obstruct implementation of the applicable air quality plan;
- (Threshold 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;
- (Threshold C) Expose sensitive receptors to substantial pollutant concentrations; and/or,
- (Threshold D) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.3.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential air quality impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project conflict with or obstruct implementation of the applicable air quality plan?***

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the Air Quality Management Plan (AQMP) if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. According to Southern California Association of Governments (SCAG) growth forecasts in their 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Beaumont will have 27,200 dwelling units, a resident population of 80,600, and 18,000 jobs in 2040 (SCAG 2016, Demographics and Growth Forecast Appendix, p. 27). Development facilitated by the proposed Beaumont 2040 Plan is projected to bring the maximum dwelling units to 40,849, total population to 131,949, and total jobs to 38,224, which includes 31,022 dwelling units, population of 101,416, and 21,497 jobs within the city limits. These projections exceed SCAG's 2040 forecasts from the 2016 RTP/SCS (see Section 5.13 – Population and Housing, for further detail). Within the City limits, the increases from SCAG projections are approximately 12.3 percent dwelling units, 21.5 percent population, and 16.3 percent employment, respectively. As these are not considered substantial increases, the Beaumont 2040 Plan would not be inconsistent with SCAG projections.

Consistency with the 2016 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions in order meet federal and state air quality standards. Even though the anticipated growth from the Beaumont 2040 Plan exceeds the growth projections in the AQMP, the control measures contained within the 2016 AQMP will

still apply to new development, and through this compliance, the development of the Beaumont 2040 Plan will not obstruct implementation of the 2016 AQMP. Such control measures include, for example, further reductions from residential wood burning devices, VOC reductions from architectural coatings, and reductions from commercial space heating. Moreover, the mobile source control measures in the 2016 AQMP were based on a variety of control technologies that focus on accelerated retrofits or replacement of existing vehicles or equipment, acceleration of vehicle turnover through voluntary vehicle retirement programs, and greater use of cleaner fuels. The measures will also encourage greater deployment of zero-emission vehicle and equipment technologies such as plug-in hybrids, battery-electric, and fuel cells. (SCAQMD 2016, p. 4-22). The control measures are implemented by applicable agencies and the development that will result from the Beaumont 2040 Plan will be subject to all applicable measures.

Adoption and implementation of the Beaumont 2040 Plan does not include any specific development proposals. However, it would allow for new development and redevelopment of property throughout the Planning Area, which could result in air contaminant emissions associated with construction and operation of future and existing land uses that would affect how the region attains and maintains air quality standards. Adoption and implementation of the Beaumont 2040 Plan policies and programs would not obstruct implementation of the control measures contained within the AQMP, and because the Beaumont 2040 Plan is not inconsistent with the growth assumptions used in the development of the 2016 AQMP, the development of the Beaumont 2040 Plan would not conflict with or obstruct implementation of the 2016 AQMP. As such, the impacts in this regard are considered **less than significant**.

Threshold 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?***

The portion of the Basin within which the Beaumont 2040 Plan is located is designated as a non-attainment area for PM-10 under state standards, and as a nonattainment area for ozone and PM-2.5 under both state and federal standards. SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD 2003, p. D-3). Consequently, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Project emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the Basin. Cumulative localized impacts for pollutants are also considered, and reflect project air pollutant emissions in the context of ambient conditions.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site preparation and construction activities of new development, whereas long-term impacts are associated with operation of new development.

<u>Short-term Construction Emissions</u>

Construction activity facilitated by the Beaumont 2040 Plan would cause temporary emissions of various air pollutants. Ozone precursor NO_X and PM-2.5 would be emitted by the operation of construction equipment, while VOC emissions result from painting activities and fugitive dust (PM-10) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with individual construction projects.

Construction activity carried out under the Beaumont 2040 Plan could occur throughout the city. Individual developments in these areas of the city would be subject to independent environmental review under CEQA, at which time SCAQMD project-level thresholds would be used to assess the potential

construction-related air quality impacts of the proposal. Depending upon the development type and size, maximum daily emissions associated with individual projects could potentially exceed SCAQMD regional and/or localized significance thresholds, resulting in a significant air quality impact.

Localized significance thresholds (LSTs) only apply to those emissions generated by on-site construction activities, such as emissions from on-site grading, and do not apply to off-site mobile emissions. Because they are localized, and depend on project-level information such as quantities of demolition, grading, and construction, application of LST thresholds is only appropriate for project-level CEQA analysis, not in the program-level CEQA analysis of this PEIR. Analysis of the potential for exceedances of LST thresholds would be carried out on a project-by-project basis, as necessary and appropriate.

The SCAQMD has established Rules 402 and 403, which require that air pollutant emissions not be a nuisance off-site, and reduce the ambient entrainment of fugitive dust. Rule 403 includes best available control measures (BACM) for all construction activity, contingency control measures for large operations, and conservation management practices for confined animal facilities. Major categories addressed by Rule 403 to reduce fugitive dust include earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. During construction, individual property owners, developers, or contractors would be required to comply with applicable SCAQMD rules, which reduce temporary construction-related air pollutant emissions. If required, individual projects that could occur under the Beaumont 2040 Plan would be required to implement additional mitigation if site-specific analysis identifies the potential to exceed applicable thresholds.

Adoption and implementation of the Beaumont 2040 Plan does not include any specific development proposals. However, it would allow new development and redevelopment of property throughout the Planning Area, which would generate air contaminant emissions from short-term construction of planned land uses. These emissions may result in adverse impacts to local air quality, and potential impacts to sensitive receptors, that would be temporary for each construction project, but could occur for multiple projects simultaneously. Adoption and implementation of the Beaumont 2040 Plan policies and programs and adherence to SCAQMD Rules and Regulations would help reduce short-term emissions and these emissions can be mitigated on a specific development basis.

Long-term Operational Emissions

Long-term emissions associated with future development in the City of Beaumont in accordance with the Beaumont 2040 Plan are those associated with vehicle trips and stationary sources (electricity and natural gas). Emissions associated with individual projects, depending on project type and size, could exceed project-specific thresholds established by the SCAQMD. However, such projects would be required to undergo independent project-level CEQA review and to include mitigation measures to address potentially significant project-level impacts.

For informational purposes, operational emissions based on future 2040 conditions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 program for stationary and mobile source emissions. Specific data for the types and amounts of various land use development planned were entered into CalEEMod to determine the pollutant emissions anticipated at full build out. This data includes the number of residential dwelling units and square footage of non-residential land uses from **Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI)**, and vehicle miles traveled from the *Transportation Impact Analysis Beaumont General Plan Update* (Appendix F.1). Where project-specific data was not available, CalEEMod defaults were used. The specific land use inputs and mobile source assumptions are provided in the modeling output and are included in Appendix C.

Stationary source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment and the general operation of commercial and industrial land uses. Mobile emissions would be generated by the vehicles traveling to, within and from land uses within the Plan Area. The peak daily emissions are summarized in **Table 5.3-C – Peak Daily Operation Emissions**.

Table 5.3-C – Peak Daily Operation Emissions

Pollutant	Peak Daily Emissions (lb/day)[2]					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
City Wide [1]						
Area	7,851.94	652.04	16,281.97	37.14	2,103.88	2,103.88
Energy	36.12	314.97	177.73	1.97	24.95	24.95
Mobile	2,276.01	24,548.72	10,570.75	64.62	3,025.22	821.10
Total	**10,164.07**	**25,515.73**	**27,030.45**	**103.73**	**5,154.05**	**2,949.93**
Sphere of Influence Only [1]						
Area	1,745.78	196.96	4,226.38	10.29	538.79	538.79
Energy	16.26	144.46	99.53	0.90	11.23	11.23
Mobile	643.62	6,942.04	2,989.26	18.27	855.49	232.20
Total	**2,405.66**	**7,283.46**	**7,315.17**	**29.46**	**1,405.51**	**782.22**
City and Sphere of Influence Total						
Area	9,597.72	849.00	20,508.38	47.43	2,642.67	2,642.67
Energy	52.38	459.43	277.26	2.87	36.18	36.18
Mobile	2,919.63	31,490.76	13,560.01	82.89	3,888.71	1,053.30
Total	**12,569.73**	**32,799.19**	**34,345.65**	**133.19**	**6,567.56**	**3,732.15**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Note: [1] The emissions shown are the maximum of either summer or winter daily emissions (i.e., worst-case) results from CalEEMod.
[2] lb/day – pound per day; NO_x – oxides of nitrogen; CO – carbon monoxide; PM-10 – particulate matter less than 10 microns in size; PM-2.5 – particulate matter less than 2.5 microns in size

As shown in **Table 5.3.-C**, implementation of the Beaumont 2040 Plan at buildout would generate long-term emissions that exceed the daily SCAQMD thresholds for all criteria pollutants, except SO_2. Therefore, the Project would contribute to the cumulative contribution of criteria pollutants for which the Basin in nonattainment.

The Beaumont 2040 Plan includes goals 3.4, 3.8, 3.10, 4.1, 4.6, 6.5, 6.7, 8.4, 9.9, 10.2, and 11.12 and their associated policies and implementation actions listed in Section 5.3.3, above, that would require siting of sensitive receptors and site planning to minimize the exposure to localized air pollution, as well reduce vehicle emissions and control dust. However, as stated above, analysis of the potential for exceedances of both regional thresholds and LST would be carried out on a project-by-project basis, as necessary and appropriate.

Adoption and implementation of the Beaumont 2040 Plan would generate air contaminant emissions from long-term operation of planned land uses. These emissions may result in adverse impacts to local air quality, and potential impacts to sensitive receptors. Adoption and implementation of the Beaumont 2040 Plan policies and programs and enforcement of SCAQMD Rules and Regulations would help reduce long-term emissions. However, future development projects that would be accommodated by the Beaumont 2040 Plan could exceed the SCAQMD regional and localized emissions thresholds. Therefore, operational air quality impacts associated with future development of the Beaumont 2040 Plan would be **significant and unavoidable**.

Threshold C: ***Would the project expose sensitive receptors to substantial pollutant concentrations?***

As stated above in Section 5.3.1, the SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Existing industrial developments within the City that may emit Toxic Air Contaminants (TACs) include several concrete operations, a steel fabrication plant, plastic manufacturer, and plating, stamping, and tooling manufacturing facility. Locations of TAC emitter facilities include (Beaumont 2040 Plan, p. 202):

- Anderson Charnesky Structural Steel, Inc.
- Dura Plastic Production, Inc.
- Precision Stampings, Inc.
- Rancho Ready Mix Products, LP
- Robertson's Ready Mix – Beaumont #7

When evaluating potential air quality impacts to sensitive receptors, localized concentrations of criteria pollutants and toxic air contaminants is considered. Localized criteria pollutant concentrations are evaluated against the SCAQMD Localized Significance Thresholds (LSTs), as discussed in Threshold B, as well as for the potential to create a CO hot spot. Motor vehicles, and traffic-congested roadways and intersections are the primary source of high localized CO concentrations. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots."

Implementation of the proposed project would not expose existing or future sensitive uses within the Planning Area to substantial CO concentrations. The Basin is in attainment of state and federal CO standards and has been for several years. Background levels of CO are generally low in the Basin. The highest 1-hour and 8-hour average concentration of CO in the Planning Area within the last three years was in 2018 and was reported at 2.2 and 2.0 ppm (see **Table 5.3-B**), respectively, which is well below the state 1-hour and 8-hour standard of 20 pm and 9 ppm, respectively. Although CO is not expected to be a major air quality concern in Riverside County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. However, a CO hot spot analysis was conducted in 2003 the four busiest intersections in Los Angeles at the peak morning and afternoon time periods (the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day) (SCAQMD 2003a, Appendix V, Table 4-7). This hot spot analysis did not predict any violation of CO standards. Considering full build-out of the Beaumont 2040 Plan, the highest average daily trips would be 62,900 trips in on Beaumont Avenue (State Route 79 (SR-74)) south of California Avenue, which is lower than the values studied by SCAQMD (Appendix F.1, pp. 48-49.). Therefore, it can reasonably be concluded that traffic associated with Beaumont 2040 Plan buildout would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that roadway intersections affected by the Project would yield higher CO concentrations if modeled in detail. Thus, the Project would not result in CO hot spots.

As stated above, LSTs only apply to those emissions generated by on-site construction or operation activities and do not apply to off-site mobile emissions. Because they are localized, and depend on project-level information, application of LST thresholds is only appropriate for project-level CEQA analysis, not in the program-level CEQA analysis of this PEIR. The Beaumont 2040 Plan includes goals 3.4, 3.8, 3.10, 4.1, 4.6, 6.5, 6.7, 8.4, 10.2, and 11.12 and their associated policies and implementation actions listed in Section 5.3.3, above, that would require siting of sensitive receptors and site planning to minimize the exposure to localized air pollution, as well reduce vehicle emissions. In addition to criteria pollutant analysis, localized emissions of toxic air contaminants (TAC) are also of concern with respect to sensitive receptors. Sources of TACs include diesel particulate matter from trucks and railroads, emissions from the combustion of airplane fuel, benzene emissions near gasoline dispensing stations, dry cleaners and film processing services that use perchloroethylene, auto body shops due to various solvents, furniture manufacturers and repair facilities that use methylene chloride and print shops that use various solvents.

The primary source of TACs within the City of Beaumont is diesel-fueled trucks and other vehicles traveling the freeways and major roadways. The “Air Quality and Land Use Handbook – A Community Health Perspective,” provides guidance on how to analyze these TAC emission sources in a general plan update and how to apply program-level mitigation (CARB 2005). In particular, the CARB Guidance uses buffer zones to insulate sensitive receptors from sources of TACs. Due to the programmatic nature of the Beaumont 2040 Plan, detailed construction phasing, equipment and intensities are not available. Further, the exact size and location of future development within the City of Beaumont and, in particular, its timing, is unknown at this time. Therefore, project-level analysis for impacts to sensitive receptors cannot be accurately determined. It can, however, be assumed that various sizes and types of projects will be developed and, because of the increased density seen for the land uses and desired proximity of residential land uses to both transit and commercial centers, it can be assumed that both construction and operation of commercial and potentially industrial sources would be developed relatively close to sensitive receptors such as residences or schools. The Beaumont 2040 Plan goals referenced above also apply to TAC emissions.

In addition, the issuance of SCAQMD air quality permits and compliance with all SCAQMD, state, and federal regulations regarding stationary TACs reduce potential stationary sources of TAC emissions such that sensitive receptors would not be exposed to substantial air pollutant concentrations. The SCAQMD limits public exposure to TACs through a number of programs. The SCAQMD reviews the potential for TAC emissions from new and modified stationary sources through the SCAQMD permitting process for stationary sources.

Adoption and implementation of the Beaumont 2040 Plan and enforcement of SCAQMD Rules and Regulations would minimize exposure of sensitive receptors to substantial criteria pollutant and TAC emissions. However, localized criteria pollutant and TAC impacts associated with implementation of the Beaumont 2040 Plan are considered **significant and unavoidable**.

Threshold D: ***Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

The Beaumont 2040 Plan would facilitate development within the city. Some commercial and industrial uses developed under the Beaumont 2040 Plan may generate odor nuisance effects to the public. Examples of commercial uses that have the potential to cause odor impacts include fast food restaurants, photographic studios, and laundry facilities. Industrial uses may also generate odors. However, the Beaumont 2040 Plan Policies 3.4.8, 6.5.6, and 11.11.3 would require siting of sensitive receptors and site planning to minimize the exposure to odors and Municipal Code 17.04.060 requires any process that creates or emits gasses or other odorous matter to comply with standards set by SCAQMD. SCAQMD

Rule 402 (Nuisance) would prohibit any land use (except agricultural land uses) from generating odors that "endanger the comfort, repose, health or safety of any such persons of the public" (SCAQMD 1970).

Therefore, implementation of the Beaumont 2040 Plan and compliance with SCAQMD Rules and Regulations would ensure that a substantial number of receptors are not exposed to substantial odor emissions. As such, significant odor impacts are not anticipated.

Construction activity would also generate temporary airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust) and the application of architectural coatings. However, these odors are not generally considered to be especially offensive. Emissions would be temporary and would be confined to the immediate vicinity of the construction site and activity. Therefore, impacts are considered **less than significant**.

5.3.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Although the Beaumont 2040 Plan includes feasible policies and implementation actions, future development per the Beaumont 2040 Plan could result in air pollutant emissions that exceed applicable thresholds. The following mitigation is proposed:

MM AQ 1: In order to reduce future impacts related to exceedance of air quality standards from criteria pollutants and from TACs impacting sensitive receptors, prior to discretionary approval for development projects subject to CEQA review, project applicants shall prepare and submit a technical analysis evaluating potential air quality impacts, including TAC's where appropriate, to the City of Beaumont for review and approval. The analysis shall be prepared in conformance with current SCAQMD methodology for assessing air quality impacts and TACs. Feasible mitigation measures for each future project shall be incorporated, if applicable.

5.3.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation actions, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to air quality from the Project would be reduced. Mitigation measure **MM AQ 1** would contribute to reduced criteria air pollutant emissions associated with buildout of the Beaumont 2040 Plan. However, no further mitigation measures are available that would reduce impacts to below applicable SCAQMD significance thresholds due to the magnitude and associated emissions generated by the Beaumont 2040 Plan. Therefore, air quality impacts remain **significant and unavoidable**.

The significance of impacts to air quality resulting from specific future development projects will be evaluated on a project-by-project basis (**MM AQ 1**) and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.3.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Beaumont 2040 Plan	*Beaumont General Plan*, Public Draft August 2020, (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

BMC — City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 6, 2020.)

CARB 2005 — California Air Resources Board, *Air Quality and Land Use Handbook: A Community Perspective*, April 2005. (Available at https://ww3.arb.ca.gov/ch/handbook.pdf, accessed August 25, 2020.)

CAPP 2019 — California Air Resource Board. *Community Air Protection Program*, 2020. (Available at https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program, accessed January 22, 2020.)

EPA 2020 — U.S. Environmental Protection Agency, *Criteria Air Pollutants, Webpage.* (Available at https://www.epa.gov/criteria-air-pollutants, accessed August 25, 2020.)

SCAG 2016 — Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, adopted April 7, 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 5, 2020.)

SCAQMD 1970 — South Coast Air Quality Management District. *Rules and Compliance*, 1970. (Available at http://www.aqmd.gov/home/rules-compliance, accessed January 30, 2020.)

SCAQMD 1993 — South Coast Air Quality Management District, *CEQA Air Quality Handbook,* 1993. (Available at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook, accessed January 15, 2020.)

SCAQMD 2003 — South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. (Available at http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf, accessed January 15, 2020.)

SCAQMD 2003a — South Coast Air Quality Management District, *2003 Air Quality Management Plan*, August 1, 2003. (Available at http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp, accessed August 2020.)

SCAQMD 2005 — South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning,* May 2005. (Available at http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf, accessed August 23, 2020.)

SCAQMD 2015 — South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae*, April 13, 2015. (Available at https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf, accessed August 14, 2020.)

SCAQMD 2016 — South Coast Air Quality Management District*, Air Quality Management Plan (AQMP)*, March 2017. (Available at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15, accessed January 15, 2020.)

SCAQMD MATES IV — SCAQMD, *MATES-IV Carcinogenic Risk Map*, available at https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f; accessed August 6, 2020.

SCAQMD Rulebook — South Coast Air Quality Management District, *South Coast AQMD Rule Book*, 2020. (Available at http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book, accessed August 2020.)

5.4 BIOLOGICAL RESOURCES

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Impacts related to the adoption and implementation of the Beaumont 2040 Plan will be addressed herein. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to potential impacts to any species identified as a candidate, sensitive, or special status species; riparian habitat or other sensitive natural community; Federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA); interfere substantially with the movement of any native resident or migratory fish or wildlife species; conflict with a tree preservation policy; or conflict with an adopted Habitat Conservation Plan (HCP).

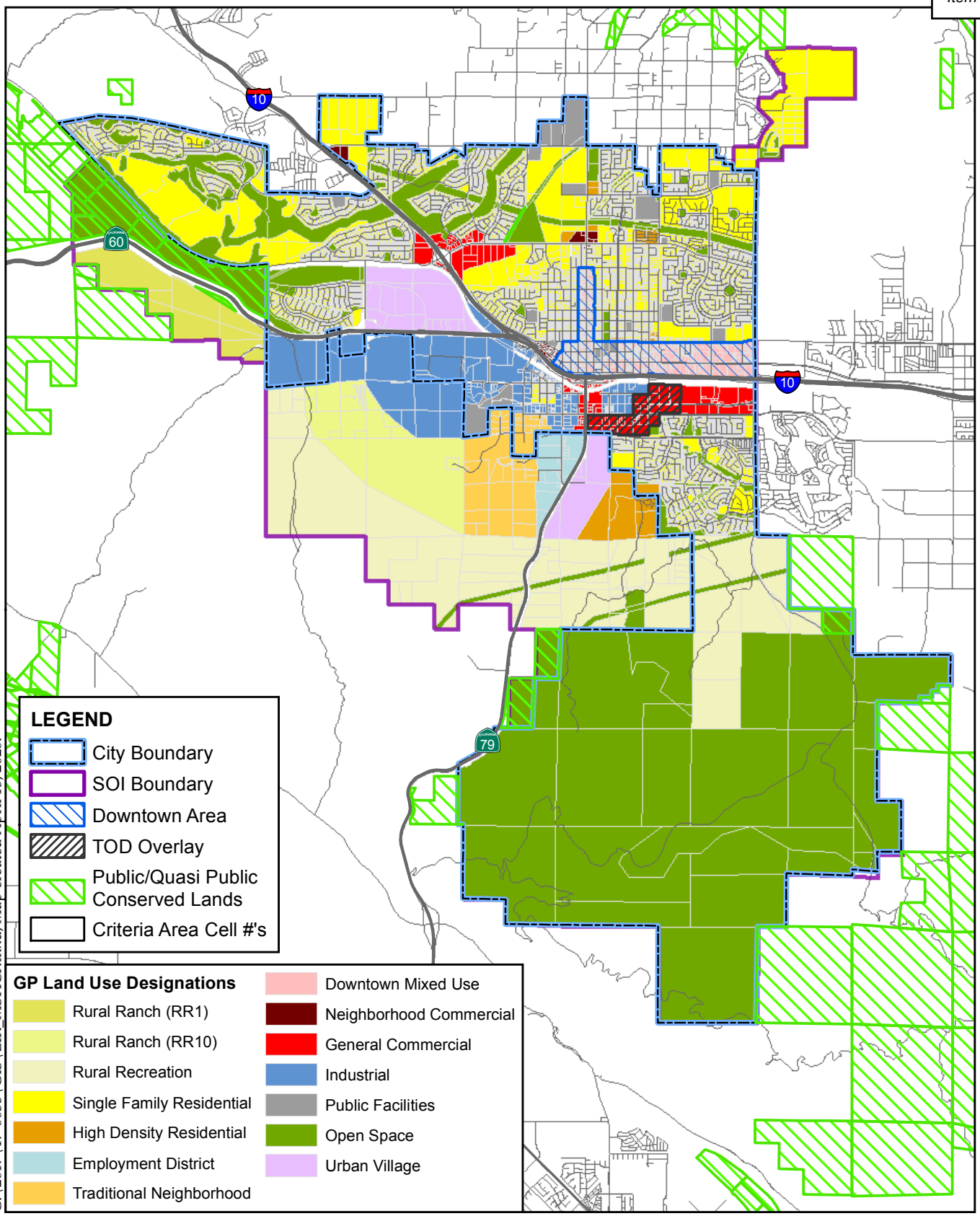
5.4.1 Setting

Since incorporation of the City in 1912, disturbance of native vegetation and wildlife has historically been associated with cultivation/agricultural activities. In more recent times, development activities have resulted in transformation of vacant and rural areas to urban land uses. Thus, within the City, there remain few undisturbed natural areas proximate to the central urban core. Substantial areas of natural habitat do exist in the City's southern sphere of influence (SOI) in the Badlands area.

The City of Beaumont and the City's SOI (herein collectively referred to as "Planning Area") lie within the Pass Area Plan as described by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (see **Figure 5.4-1 – MSHCP Criteria Cells**). One of the primary objectives in development and adoption of the MSHCP is to provide a cohesive and comprehensive view of inter-related habitat and species within urbanizing areas in order to accurately and appropriately identify potential impacts to biological resources, and provide a plan and means for mitigation of those impacts. To these ends, the City has approved the MSHCP, and will employ MSHCP methodologies, plans and programs in the identification of biological resources, as well as potential impacts and mitigation required based on implementation of the Beaumont 2040 Plan.

The MSHCP provides an overview of significant habitat and species within the Planning Area and identifies a range of total target conservation acreages as well as key or unique biological resources and habitat features. Key and descriptive elements of the MSHCP are summarized within the following discussions, and the MSHCP in its entirety is incorporated by reference. Please refer also to the detailed descriptions of vegetation and wildlife resources presented in the MSHCP. The MSHCP is available through Riverside County, or can be reviewed at http://rctlma.org/Portals/0/mshcp/volume1/index.html.

Page intentionally left blank



Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

Figure 5.4-1 MSHCP Criteria Cells

City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Environmental Setting

The Planning Area is at the peak of the San Gorgonio Pass between San Bernardino and Palm Springs, with an elevation range of approximately 2,500-3,000 feet above sea level. The Planning Area has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April. (ECR, p. 2.)

Habitat/Vegetation Communities

The majority of land cover within the Planning Area is developed. Historically, disturbance of the Planning Area's native vegetation and wildlife has been primarily due to activities associated with cultivation/agriculture. The few undisturbed natural areas that remain in the Planning Area are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Small areas of other native plant communities within the Planning Area include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland. (ECR, p. 122.)

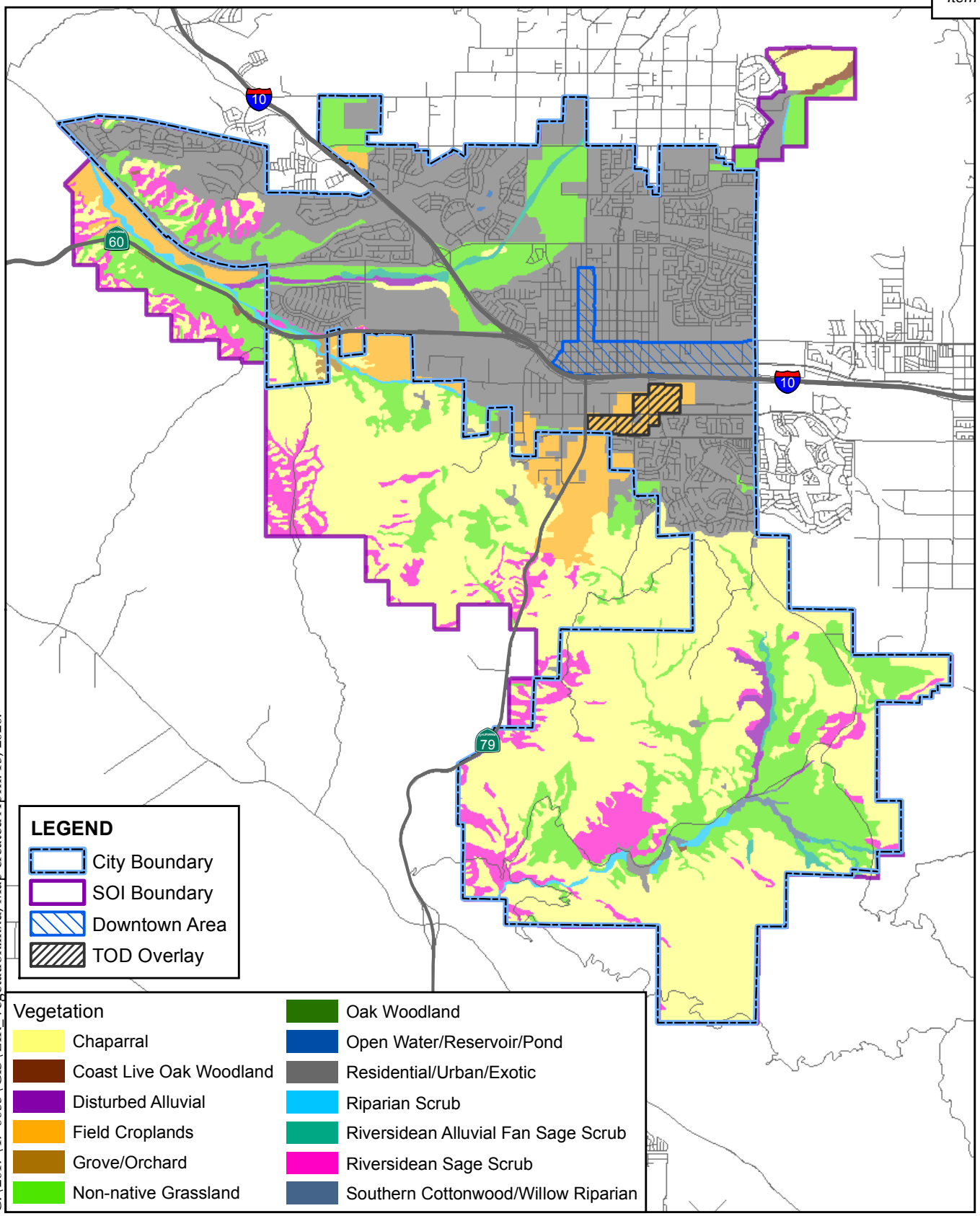
The following paragraphs taken from the *Existing Conditions Report* provide descriptions of the major habitats in the Planning Area. **Figure 5.4-2 – Vegetation and Land Cover** shows the primary vegetation cover types occurring within the Planning Area. **Figure 5.4-3 – Biological Resources within Five Miles of the Planning Area** shows the locations of important habitats and potential sensitive species within five miles of the Planning Area. The major sensitive ecological areas within the Planning Area are located in the southern portion of the Planning Area.

Shrubland and Grassland Communities

Chaparral

Chaparral is a vegetation community that is composed of hardy, woody evergreen shrubs that can form a dense, nearly impenetrable scrub. This community is generally found at higher elevations than coastal scrub, and usually on deeper, heavier soils with a moderate moisture content. (ECR, p. 127.) However, chaparral vegetation at lower elevations can be found on dry ridges with gravelly, shallow soils. Chaparral is a fire-adapted community, which means the plant species that form the community have evolved mechanisms for coping with fire and heat. Chaparral takes a variety of forms, depending on the dominant species present. With the exception of mixed chaparral, each plant association is characterized by a dominant species with a fairly consistent composition of the scrub component. The predominant type of chaparral within the Planning Area is chamise (*Adenostoma fasciculata*) chaparral. Associated species contribute little to cover and mature stands are densely interwoven with very little herbaceous understory or litter. Chamise chaparral is often found on xeric slopes and ridges at low elevations.

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Vegetation.mxd; Map created April. 15, 2020.

Sources: Riverside Co. GIS 2020; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

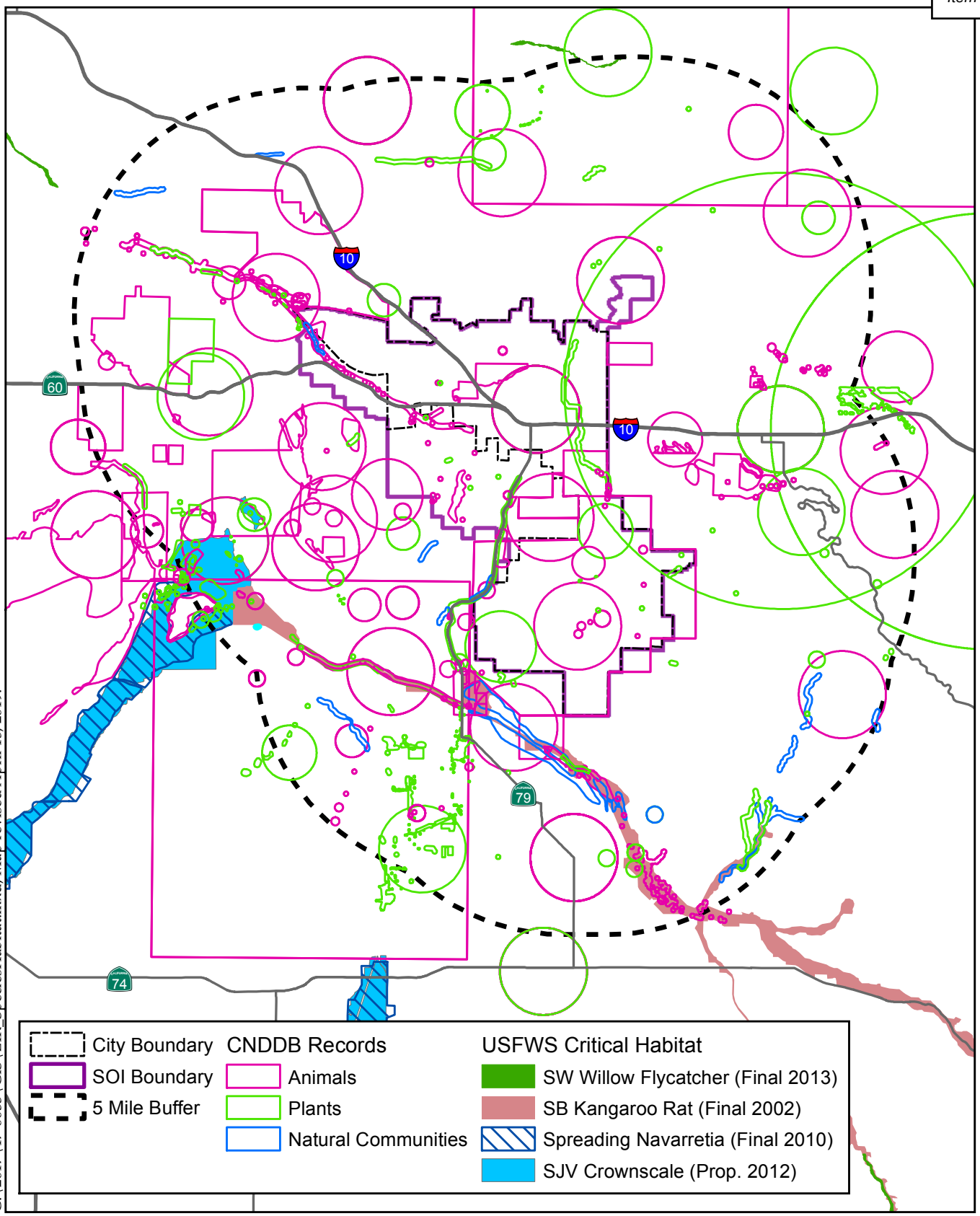
0 1 2 3 Miles

Figure 5.4-2 Vegetation/Land Cover

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_SpeciesHabitat.mxd; Map revised April 15, 2019.

Sources: California Natural Diversity Database, April 2020; US Fish and Wildlife Service, 2018.

0 1 2 3 4 Miles

Figure 5.4-3 Biological Resources within Five Miles of the Planning Area

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Alluvial Fan Sage Scrub
Alluvial fan sage scrub is a vegetation community that occupies coarse alluvial soils of washes and gently sloping alluvial fans, where it is usually indicated by the presence of scalebroom (*Lepidospartum squamatum*) or by a mixture of species typical of Riversidean sage scrub, such as California buckwheat or white sage (*Salvia apiana*), together with evergreen species that are more typical of chaparral, such as lemonade berry (*Rhus integrifolia*), sugar bush (*Rhus ovata*), hollyleaf cherry (*Prunus ilicifolia*), redberry buckthorn (*Rhamnus crocea*), birchleaf mountain mahogany (*Cercocarpus betuloides*), chaparral yucca (*Hesperoyucca whipplei*), and California juniper (*Juniperus californica*). (ECR, p. 127.)

Non-Native Grasslands
Non-native grassland is a vegetation community that is composed primarily of non-native annual herbs and forbs, and typically lacking a shrub or tree cover. Common grass species include wild oats (*Avena spp.*), soft chess brome (*Bromus hordeaceous*), cheat grass (*B. tectorum*), ripgut brome (*B. diandrus*), and red brome (*B. madritensis*). Common forb species include non-native species such as filarees (*Erodium spp.*), bur clover (*Medicago polymorpha*), and short-podded mustard (*Hirschfeldia incana*). (ECR, p. 127.)

Wetlands and Riparian Vegetation

Riparian Scrub
Riparian scrub is a vegetation community that takes a variety of forms, depending on the dominant species, and can include any combination of willow (*Salix lasiandra*, *S. lasiolepis*, *S. laevigata*, *S. gooddingii, S. exigua*), blue elderberry (*Sambucus nigra* ssp. *caerulea*), wild grape (*Vitis girdiana*), poison-oak (*Toxicodendron diversilobum*), mulefat (*Baccharis salicifolia*), salt cedar (*Tamarix* sp.), salt bushes (*Atriplex* spp.), catclaw acacia (*Acacia greggii*), salt grass (*Distichlis spicata*), sedges (*Carex* spp.) and stinging nettle (*Urtica dioica*). This habitat type has the same potential species composition as a riparian forest, but at a younger successional stage, usually a result of either a more recent disturbance or frequent flooding. Riparian scrub is typically found along major drainages, but also occurs in smaller water courses. (ECR, p. 130.)

Southern Cottonwood-Willow Riparian Forest
Southern cottonwood-willow riparian forest is a tall, open broad-leafed, winter-deciduous forest dominated by Fremont cottonwood (*Populus fremontii* ssp. *fremontii*), willows (*Salix spp.*), and western sycamore (*Platanus racemosa*), with an understory usually composed of shrubby willows. The tall riparian trees and dense understory result in an almost full canopy cover. This community occurs at low elevations along the valley floor, typically where the water table is high and/or there is year-round water flow. Frequent winter flows provide areas of scour and sedimentation within the channel. (ECR, p. 130.)

Woodlands and Forest

Coast Live Oak Woodlands
Coast live oak woodland is a plant community dominated by a single oak species, coast live oak (*Quercus agrifolia*); however, it may be interspersed with other broadleaf and coniferous trees, including California bay (*Umbellularia californica*), California walnut (*Juglans californica*), and to a lesser extent, other oaks. Typical understory consists of grasses, herbs, and geophytes. Coast live oak woodland is found throughout the California chaparral and woodlands ecoregion of California in the United States and northwestern Baja California in Mexico and is widespread at lower elevations in coastal California, occurring in interior valleys of the Coast Ranges, Transverse Ranges and Peninsular Ranges. (ECR, p. 130.)

Developed Lands
Developed lands are characterized by areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Typically, Developed Lands consist of permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. For the purpose of this discussion and analysis, agricultural areas and disturbed lands are also considered developed lands. Agriculture refers to lands subject to routine and ongoing commercial operations associated with orchards and vineyards, intensively developed agriculture, such as dairies, nurseries, and ranches, and extensive agriculture such as fields, pastures, and row crops. Disturbed land includes areas in which there is sparse vegetative cover and where there is evidence of soil surface disturbance and compaction from previous human activity and/or the presence of building foundations and debris. Vegetation on disturbed land (if present) has a high predominance of non-native and/or weedy species that are indicators of surface disturbance and soil compaction, such as Russian thistle (*Salsola tragus*), telegraph weed (*Heterotheca grandiflora*), horehound (*Marrubium vulgare*), and sow-thistle (*Sonchus oleraceus*). (ECR, p. 130.)

Wildlife

Shrubland and Grassland Communities
Shrubland habitats, including Riversidean sage scrub, alluvial fan sage scrub, and chamise chaparral, host a variety of animals, most of which are permanent residents. Amphibians such as the California slender salamander (*Batrachoseps attenuatus*), western toad (*Anaxyrus boreas*), and pacific treefrog (*Pseudacris regilla*) are found in moist canyon areas. Reptiles such as the western fence lizard (*Sceloporus occidentalis)*, side-blotched lizard (*Uta stansburiana)*, western whiptail (*Aspidoscelis tigris)*, gopher snake (*Pituophis catenifer*), common kingsnake (*Lampropeltis getula*) and southern Pacific rattlesnake (*Crotalus oreganus helleri)* among others also occupy this habitat. Resident bird species include the Costa's hummingbird (*Calypte costae)*, California towhee (*Melozone crissalis*), wrentit (*Chamaea fasciata*), Bewick's wren (*Thryomanes bewickii*), mourning dove (*Zenaida macroura*), California thrasher (*Toxostoma redivivum)*, greater roadrunner (*Geococcyx californianus*), and California quail (*Callipepla californica*). Shrublands also provide the shelter and refuge required by many wildlife species. Typical mammals found in this habitat include California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), and pocket mice (*Chaetodipus* sp.).

Annual grasslands, including non-native grasslands, provide foraging and nesting habitat for a wide variety of wildlife species including raptors, seed eating birds, small mammals, amphibians, and reptiles. Wildlife species typically associated with grasslands include black-tailed jackrabbit (*Lepus californicus*), California ground squirrel, Botta's pocket gopher, American badger (*Taxidea taxus*), coyote, common garter snake (*Thamnophis sirtalis*), deer mouse (*Peromyscus maniculatus*), western harvest mouse (*Reithrodontomys megalotis*), California vole (*Microtus californicus*), mule deer (*Odocoileus hemionus*), western meadowlark (*Sturnella neglecta*), and savannah sparrow (*Passerculus sandwichensis*). Grasslands also provide important foraging habitat for raptors such as the American kestrel (*Falco sparverius*), turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus hudsonius*), and western burrowing owl (*Athene cunicularia hypugea*).

Wetlands and Riparian Vegetation
Wetlands and riparian vegetation are rich in wildlife species, providing foraging, migration, roosting, and nesting/breeding habitat. Many migratory birds and raptors nest in riparian woodlands, including Swainson's hawk (*Buteo swainsoni*), least Bell's vireo (*Vireo bellii pusillus*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*). Small carnivores that inhabit riparian vegetation include

spotted skunk (*Spilogale gracilis*) and striped skunk (*Mephitis mephitis*), raccoon (*Bassariscus astutus*), and bobcat (*Lynx rufus*). Furthermore, riparian vegetation and associated stream courses are critical for a variety of amphibians, including the Pacific tree frog, western toad, and legless lizard (*Anniella* spp.).

Woodlands and Forest

Of the 632 terrestrial vertebrates (amphibians, reptiles, birds, and mammals) native to California, over 300 species use oak woodlands for food, cover, and reproduction, including at least 120 species of mammals, 147 species of birds, and approximately 60 species of amphibians and reptiles. Oak woodlands are also extremely important for a wide range of insect life. Each species of wildlife has different habitat requirements. For instance, within the Planning Area, cavity trees provide shelter and breeding sites for western gray squirrels (*Sciurus griseus*), raccoons, and certain owls, bats, amphibians and reptiles. The largest group of animals that depends on tree cavities for reproduction are cavity-nesting birds, including western bluebird (*Sialia mexicana*), acorn woodpecker (*Melanerpes formicivorus*), Nuttall's woodpecker (*Picoides nuttallii*), Bewick's wren, oak titmouse (*Baeolophus inornatus*), violet-green swallow (*Tachycineta thalassina*), blue-gray gnatcatcher (*Polioptila caerulea*), wrentit, and ash-throated flycatcher (*Myiarchus cinerascens*). Small mammals such as woodrats (*Neotoma* spp.) and California mouse (*Peromyscus californicus*) nest in and against downed wood, as do many snakes and lizards. Very large pieces of downed wood also can serve as rest and den sites for fox and coyote. Some species of ground-nesting birds, like dark-eyed juncos (*Junco hyemalis*), spotted towhee (*Pipilo maculatus*), and California quail, will place their nest against a piece of downed wood to offer more camouflage and greater protection from nest predators. House wrens (*Troglodytes aedon*), Bewick's wrens, acorn woodpeckers, ash-throated flycatchers, and mourning doves (*Zenaida macroura*) also nest in areas with high cover of downed wood.

Developed Lands

Most urban types of development provide little habitat for native species, but do support several urban-adapted species, such as mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), mice, and rats. Native species that have adapted to urban development include the northern mockingbird (*Mimus polyglottos*), mourning dove, house finch (*Haemorhous mexicanus*), black phoebe (*Sayornis nigricans)*, opossum (*Didelphis sp.*), and striped skunk. The American crow (*Corvus brachyrhynchos*) has also expanded into urban areas where tall structures such as telecommunication towers and power poles provide suitable nesting habitat. Furthermore, migrating songbirds use large stands of ornamental plants during spring or fall, and some species such as white-crowned sparrow (*Zonotrichia leucophrys*) spend the winter in residential neighborhoods. Well-managed, modern agricultural areas used for commercial row crops, orchards, and vineyards can be devoid of wildlife. However, fields and pastures can provide habitat for native small mammals and foraging habitat for raptors, especially northern harriers, red-tailed hawk, and western burrowing owl (*Athene cunicularia hypugea*). White-faced ibis (*Plegadis chihi*), egrets, crows and killdeer (*Charadrius vociferus*) often use fallow or active fields.

Special-Status Biological Resources

The following is a summary of special-status biological resources with potential to occur within the Planning Area. The term special-status biological resources includes those plants, animals, vegetation communities, jurisdictional drainages and other sensitive biological resources that are governed under Federal, State, and/or local laws and regulations. For the purpose of this analysis, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or

Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA) or Native Plant Protection Act; those recognized as Species of Special Concern (SSC) by the CDFW; and plants occurring on lists 1 and 2 of the California Native Plant Society (CNPS) California Rare Plant Rank (CRPR) system. (ECR, pp. 130–131.) Some special status species that occur in Western Riverside County are Covered Species pursuant to the MSHCP. Currently, there are 146 species covered, and 118 species are considered to be adequately conserved. 40 of the 146 require additional surveys, and 28 of the 146 are not considered to be adequately covered under the MSHCP until additional reserve lands are conserved. For 16 of the 28 species, particular species-specific conservation objectives identified in Table 9-3 of the MSHCP must be satisfied to shift them to the list of Covered Species Adequately Conserved. For the remaining 12 species, an agreement must be executed with the U.S. Forest Service before they can also be Covered Species Adequately Conserved.

Plant communities are also considered special-status biological resources if they have limited distributions, have high value for sensitive wildlife, contain special-status species, or are particularly susceptible to disturbance. The CDFW ranks special-status communities as “threatened” or “very threatened” and keeps records of their occurrences in the California Natural Diversity Database (CNDDB). (ECR, p. 131.) **Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area** and **Table 5.4-B – Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area** below lists special-status species known to occur within a 5-mile radius of the Planning Area. **Figure 5.4-3** shows the locations of important habitats and potential sensitive species in the Planning Area and within a 5-mile radius of the Planning Area. It should be noted that only species meeting special-status as defined above are included in **Table 5.4-A**; whereas **Figure 5.4-3** may include additional species with CNPS ranking of 3 and 4, as well as Watch List and Candidate Species.

Special-Status Plant Species

A total of 22 special-status plant species that are known to occur within the 5-mile radius[1] of the Planning Area, five of which have a State and/or Federal listing status, are presented in **Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area** (on the following page).

The general locations of special-status species documented within the Planning Area by the CNDDB (May 2019) are shown on **Figure 5.4-3**. Five special-status plants have been mapped in the CNDDB within Planning Area limits, including Jaeger's milk-vetch (*Astragalus pachypus* var. *jaegeri*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), spiny-hair blazing star (*Mentzelia tricuspis*), and Parry's spineflower (*Chorizanthe parryi* var. *parryi*).

Some plants in Table 5.4-A are identified as within the Narrow Endemic Species Survey Area or the Criteria Area Species Survey Area. Narrow endemic species are plants which are highly restricted by their habitat affinities, edaphic requirements or other ecological factors, and which specific conservation

[1] The CNDDB maps species occurrences using a spatial feature Accuracy Level index of 1 through 10 in which 1 = a specific bounded area with a radius of 80 meters, and 10 = a non-specific, circular feature with an 8,000 meter (5 miles) radius. A search of special-status species within 5 miles of the Plan Area ensures that all CNDDB mapped spatial features adjacent to the Plan Area are included.

measures and survey areas have been identified in Section 6.1.3 of the MSHCP. Criteria Area species are those special status plants for which a habitat assessment is required by Section 6.3.2 of the MSHCP except where developed lands exist as determined by Figure 6-2 of the MSHCP.

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Abronia villosa var. *aurita* chaparral sand-verbena	1B.1	Not covered	Chaparral, coastal scrub, desert dunes. Sandy areas. 60-1570 m.
Allium marvinii Yucaipa onion	1B.2	Covered Narrow Endemic Plant List	Chaparral. In openings on clay soils. 850-1070 m.
Astragalus lentiginosus var. *coachellae* Coachella Valley milk-vetch	FE 1B.2	Not covered	Sonoran desert scrub, desert dunes. Sandy flats, washes, outwash fans, sometimes on dunes. 35-695 m.
Astragalus pachypus var. *jaegeri* Jaeger's milk-vetch	1B.1	Covered	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland. Dry ridges and valleys and open sandy slopes; often in grassland and oak-chaparral. 365-915 m.
Atriplex coronata var. *notatior* San Jacinto Valley crownscale	FE/SE 1B.1	Covered Criteria Area Species Survey Area	Playas, valley and foothill grassland, vernal pools. Alkaline areas in the San Jacinto River Valley. 380-460 m.
Atriplex serenana var. *davidsonii* Davidson's saltscale	1B.2	Covered Criteria Area Species Survey Area	Annual herb. Blooms Apr-Oct. Coastal bluff scrub, coastal scrub. Alkaline soil. 3-250m (10-820ft).
Berberis nevinii Nevin's barberry	FE/SE 1B.1	Covered Criteria Area Species Survey Area	Perennial evergreen shrub. Sandy or gravelly, chaparral, cismontane woodland, coastal scrub, riparian scrub. 70 – 825 m.
California macrophylla round-leaved filaree	1B.1	Covered Criteria Area Species Survey Area	Annual herb. Grasslands and scrub. 6 – 1360 m.
Calochortus palmeri var. *palmeri*	1B.2	Not Covered	Chaparral, lower montane coniferous forest, meadows and

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Palmer's mariposa-lily			seeps. Mesic areas. 710-2390 m.
Calochortus plummerae Plummer's mariposa-lily	4.2	Covered	Chaparral, coastal scrub, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Granitic, rocky areas. 100-1700 m.
Caulanthus simulans Payson's jewelflower	4.2	Covered	Chaparral, coastal scrub. Sandy, granitic areas. 90-2200 m.
Centromadia pungens ssp. *laevis* smooth tarplant	1B.1	Covered Criteria Area Species Survey Area	Valley and foothill grassland, chenopod scrub, meadows and seeps, playas, riparian woodland. Alkali meadow, alkali scrub; also in disturbed places. 5-1170 m.
Chorizanthe parryi var. *parryi* Parry's spineflower	1B.1	Covered	Coastal scrub, chaparral, cismontane woodland, valley and foothill grassland. Dry slopes and flats; sometimes at interface of 2 vegetation types, such as chaparral and oak woodland; dry, sandy soils. 225-1220 m.
Chorizanthe xanti var. *leucotheca* white-bracted spineflower	1B.2	Not covered	Alluvial fan coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Sandy or gravelly areas. 300-1200 m.
Deinandra mohavensis Mojave tarplant	SE 1B.3	Covered	Riparian scrub, coastal scrub, chaparral. Low sand bars in river bed; mostly in riparian areas or in ephemeral grassy areas. 640-1600 m.
Dodecahema leptoceras slender-horned spineflower	FE/SE 1B.1	Covered Narrow Endemic Plant List	Chaparral, cismontane woodland, coastal scrub (alluvial fan sage scrub). Flood deposited terraces and washes; associates include Encelia, Dalea, Lepidospartum, etc. Sandy soils. 200-765 m.

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Gilia leptantha ssp. *leptantha* San Bernardino gilia	1B.3	Not covered	Lower montane coniferous forest. Sandy or gravelly sites. 1500-2560 m.
Horkelia cuneata var. *puberula* mesa horkelia	1B.1	Not covered	Chaparral, cismontane woodland, coastal scrub. Sandy or gravelly sites. 15-1645 m.
Imperata brevifolia California satintail	2B.1	Not covered	Coastal scrub, chaparral, riparian scrub, Mojavean desert scrub, meadows and seeps (alkali), riparian scrub. Mesic sites, alkali seeps, riparian areas. 3-1495 m.
Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	1B.1	Covered Criteria Area Species Survey Area	Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 1-1375 m.
Lepidium virginicum var. *robinsonii* Robinson's pepper-grass	4.3	Not covered	Chaparral, coastal scrub. 1-885 m.
Mentzelia tricuspis spiny-hair blazing star	2B.1	Not covered	Mojavean desert scrub. Sandy or gravelly slopes and washes.150-1280 m.
Nama stenocarpa mud nama	2B.2	Covered Criteria Area Species Survey Area	Marshes and swamps. Lake shores, river banks, intermittently wet areas. 5-500 m.
Petalonyx linearis narrow-leaf sandpaper-plant	2B.3	Not covered	Mojavean desert scrub, Sonoran desert scrub. Sandy, rocky canyons. -25-1115 m.
Pseudognaphalium leucocephalum white rabbit-tobacco	2B.2	Not covered	Riparian woodland, cismontane woodland, coastal scrub, chaparral. Sandy, gravelly sites. 35-515 m.
Sidalcea neomexicana salt spring checkerbloom	2B.2	Not covered	Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub. Alkali springs and marshes. 0-1530 m.

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Symphyotrichum defoliatum San Bernardino aster	1B.2	Not covered	Meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, valley and foothill grassland. Vernally mesic grassland or near ditches, streams and springs; disturbed areas. 2-2040 m.
Tortula californica California screw moss	1B.2	Not covered	Chenopod scrub, valley and foothill grassland. Moss growing on sandy soil. 10-1460 m.
Trichocoronis wrightii var. *wrightii* Wright's trichocoronis	2B.1	Covered Narrow Endemic Plant List	Marshes and swamps, riparian forest, meadows and seeps, vernal pools. Mud flats of vernal lakes, drying river beds, alkali meadows. 5-435 m.

Source: CNDDB and CNPS Online Inventory of Rare and Endangered Plants and MSHCP (May 2019).
Notes:
Regional vicinity refers to within a 5-mile radius of the Planning Area.
MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan
M = meters
FE = Federally Endangered; SE = State Endangered
California Native Plant Society (CNPS) California Rare Plant Rank (CRPR):
1A = Presumed Extirpated in California and either rare or extinct elsewhere
1B = Rare, Threatened, or Endangered in California and elsewhere
2A = Presumed Extirpated in California but common elsewhere
2B = Rare, Threatened, or Endangered in California, but more common elsewhere
3 = Review List: more information is needed
4 = Watch List: limited distribution
CRPR Threat Code Extension:
.1 = Seriously threatened in California (>80% of occurrences threatened/high degree and immediacy of threat)
.2 = Moderately threatened in California (20 to 80% of occurrences threatened/moderate degree and immediacy of threat)
.3 = Not very threatened in California (<20% of occurrences threatened/low degree and immediacy of threat or no current threats known)

Remainder of page intentionally blank

Special-Status Wildlife Species

Several special-status invertebrate, amphibian, fish, reptile, bird, and mammal species that are known or possibly found in the Planning Area, based on the CNDDB, are listed in **Table 5.4-B** below. The general locations of documented species of concern are illustrated on **Figure 5.4-3**. Numerous habitats occur within the Planning Area that can support special-status wildlife species including, but not limited to, Stephen's kangaroo rat (*Dipodomys stephensi*), San Bernardino Merriam's kangaroo rat (*D. merriami parvus*), least Bell's vireo (*Vireo bellii pusillus*), and western burrowing owl (*Athene cunicularia hypogea*).

Some of the wildlife listed in Table 5.4-B are identified as within the Amphibian, Burrowing Owl, or Mammal Survey Areas pursuant to MSHCP Section 6.3.2, which has identified areas, that require additional surveys in order to achieve coverage for these species.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Invertebrates			
Bombus crotchii Crotch bumble bee	SSA	Not covered	Coastal California east to the Sierra-Cascade Crest and south into Mexico. Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.
Amphibians			
Rana mucosa Southern mountain yellow-legged frog[1]	FE/SE	Covered Amphibian Species Survey Area	Federal listing refers to populations in the San Gabriel, San Jacinto and San Bernardino Mountains. Found at elevations of 1,370-3,650 m (4,500–12,000 ft). Always encountered within a few feet of water. Tadpoles may require 2–4 yrs to complete their aquatic development.
Spea hammondii western spadefoot	SSC	Covered	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
Reptiles			
Anniella stebbinsi southern California legless lizard	SSC	Not covered	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in moist sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
			Variety of habitats. Prefers soils with a high moisture content.
Arizona elegans occidentalis California glossy snake	SSC	Not covered	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular Ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose soils.
Aspidoscelis hyperythra orange-throated whiptail	WL	Covered	Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats. Prefers washes and other sandy areas with patches of brush and rocks. Perennial plants necessary for its major food: termites.
Aspidoscelis tigris stejnegeri coastal whiptail	SSC	Covered	Found in deserts & semiarid areas with sparse vegetation and open areas. Also found in woodland & riparian areas. Ground may be firm soil, sandy, or rocky.
Crotalus ruber red-diamond rattlesnake	SSC	Covered	Chaparral, woodland, grassland, & desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas & dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.
Emys marmorata western pond turtle	SSC	Covered	A thoroughly aquatic turtle of ponds, marshes, rivers, streams & irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable upland habitat (sandy banks or grassy open fields) up to 0.5 km from water for estivating.
Phrynosoma blainvillii coast horned lizard	SSC	Covered	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, & abundant supply of ants & other insects.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Salvadora hexalepis virgultea coast patch-nosed snake	SSC	Not covered	Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.
Birds			
Accipiter cooperii Cooper's hawk	WL	Covered	Chiefly of open, interrupted or marginal type woodland. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains, also live oaks.
Agelaius tricolor tricolored blackbird	FC SSC	Covered	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, & foraging area with insect prey within a few km of the colony.
Aimophila ruficeps canescens southern California rufous-crowned sparrow	WL	Covered	Resident in southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.
Aquila chrysaetos golden eagle	FP, WL	Covered	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
Artemisiospiza bellii Bell's sage sparrow	WL	Covered	Nests in chaparral dominated by dense stands of chamise. Found in coastal sage scrub in south of range.
Athene cunicularia burrowing owl	SSC	Covered Burrowing Owl Survey Areas	Open, dry annual or perennial grasslands, deserts & scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Buteo regalis ferruginous hawk	WL	Covered	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly Lagomorphs, ground squirrels, and mice. Population trends may follow Lagomorph population cycles.
Buteo swainsoni Swainson's hawk	ST	Covered	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodents.
Campylorhynchus brunneicapillus sandiegensis coastal cactus wren	SSC	Covered	Southern California coastal sage scrub. Wrens require tall opuntia cactus for nesting and roosting.
Coccyzus americanus occidentalis western yellow-billed cuckoo	FT/SE	Covered	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower understory of blackberry, nettles, or wild grape.
Elanus leucurus white-tailed kite	FP	Covered	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.
Empidonax traillii extimus southwestern willow flycatcher	FE/SE	Covered	Breeds in relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands including lakes and reservoirs. Habitat patches must be at least 0.25 acre in size and at least 30 feet wide.
Eremophila alpestris actia California horned lark	WL	Covered	Short-grass prairie, “bald” hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Icteria virens yellow-breasted chat	SCC	Covered	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.
Lanius ludovicianus loggerhead shrike	SSC	Covered	Broken woodlands, savannah, pinyon-juniper, Joshua tree, & riparian woodlands, desert oases, scrub & washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.
Plegadus chihi white-faced ibis	WL	Covered	Shallow freshwater marsh. Dense tule thickets for nesting, interspersed with areas of shallow water for foraging.
Polioptila californica coastal California gnatcatcher	FT SSC	Covered	Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas & slopes. Not all areas classified as coastal sage scrub are occupied.
Progne subis purple martin	SSC	Covered	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, & Monterey pine. Nests in old woodpecker cavities mostly, also in human-made structures. Nest often located in tall, isolated tree/snag.
Setophaga petechia yellow warbler	SSC	Covered	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Vireo bellii pusillus least Bell's vireo	FE/SE	Covered	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.
Xanthocephalus yellow-headed blackbird	SSC	Not covered	Nests in freshwater emergent wetlands with dense vegetation & deep water. Often along borders of lakes or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects.
Mammals			
Antrozous pallidus pallid bat	SSC	Not covered	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.
Chaetodipus californicus femoralis Dulzura pocket mouse	SSC	Not covered	Variety of habitats including coastal scrub, chaparral & grassland. Attracted to grass-chaparral edges.
Chaetodipus fallax northwestern San Diego pocket mouse	SSC	Covered	Coastal scrub, chaparral, grasslands, sagebrush, etc. Sandy, herbaceous areas, usually in association with rocks or coarse gravel.
Chaetodipus fallax pallidus pallid San Diego pocket mouse	SSC	Not covered	Desert border areas in desert wash, desert scrub, desert succulent scrub, pinyon-juniper, etc. Sandy herbaceous areas, usually in association with rocks or coarse gravel.
Corynorhinus townsendii Townsend's big-eared bat	SSC	Not covered	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls & ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Dipodomys merriami parvus San Bernardino kangaroo rat	FE SSC	Covered Mammal Species Survey Area	Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains. Needs early to intermediate seral stages.
Dipodomys stephensi Stephens' kangaroo rat	FE/ST	Covered	Primarily annual & perennial grasslands, but also occurs in coastal scrub & sagebrush with sparse canopy cover. Prefers buckwheat, chamise, brome grass & filaree. Will burrow into firm soil.
Lasiurus xanthinus western yellow bat	SSC	Not covered	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.
Leptonycteris yerbabuenae lesser long-nosed bat	FE	Not covered	Arid regions such as desert grasslands and shrub land. Suitable day roosts (caves & mines) and suitable concentrations of food plants (columnar cacti & agaves) are critical resources. No maternity roosts known from California; may only be vagrant.
Lepus californicus bennettii San Diego black-tailed jackrabbit	SSC	Covered	Intermediate canopy stages of shrub habitats & open shrub / herbaceous & tree / herbaceous edges. Coastal sage scrub habitats in Southern California.
Neotoma lepida intermedia San Diego desert woodrat	SSC	Covered	Coastal scrub of Southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops & rocky cliffs & slopes.
Onychomys torridus ramona southern grasshopper mouse	SSC	Not covered	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover. Feeds almost exclusively on arthropods, especially scorpions & orthopteran insects.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Perognathus longimembris brevinasus Los Angeles pocket mouse	SSC	Covered Mammal Species Survey Area	Lower elevation grasslands & coastal sage communities in and around the Los Angeles Basin. Open ground with fine sandy soils. May not dig extensive burrows, hiding under weeds & dead leaves instead.
Taxidea taxus American badger	SSC	Not covered	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils & open, uncultivated ground. Preys on burrowing rodents. Digs burrows.

Source: CNDDB Rarefind 5 and BIOS (May 2019), MSHCP (2003)
Notes:
[1]- There are no CNDDB records for Southern mountain yellow-legged frog in the Plan Area. However, the MSHCP requires surveys for this species within the Planning Area and it is therefore included as a species which has a potential to occur within the regional vicinity of the Planning Area.
Regional vicinity refers to within a 5-mile radius of the Planning Area.
MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan
FT = Federally Threatened; FC = Federal Candidate Species; FE = Federally Endangered; SE = State Endangered; ST = State Threatened; SSC = Species of Special Concern; FP = California Department of Fish and Wildlife Fully Protected; WL = California Department of Fish and Wildlife Watch List; SSA = State Special Animal

Nesting Birds

Under the provisions of the Migratory Bird Treaty Act (MBTA), it is unlawful “by any means or manner to pursue, hunt, take, capture (or) kill” any migratory birds except as permitted by regulations issued by the U.S. Fish and Wildlife Service (USFWS). The term “take” is defined by the USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture or collect” any migratory bird or any part, nest, or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the California Fish and Game Code (CFGC; State of California 2017) extends protection to non-migratory birds identified as resident game birds (CFGC Section 3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC Section 3503). Typical nesting bird sites depend on the species, but may include natural areas such as trees, shrubs, bushes, grasses, and rocky outcrops; and also, the built environment such as utility towers, eaves, tunnels, and vacant structures. Therefore, habitat is present within the Planning Area that has the potential to support protected nesting birds.

Jurisdictional Resources

The major water courses associated with the Planning Area are Noble Creek, Little San Gorgonio Creek, and Potrero Creek. Noble Creek and Little San Gorgonio Creek are tributaries of San Timoteo Creek, which drains to the Santa Ana River and eventually to the Pacific Ocean. Potrero Creek is a tributary to the San Jacinto River, which drains into Lake Elsinore. Lake Elsinore has very little outflow, but in years

of heavy rainfall it has overflowed into Temescal Creek, a tributary of the Santa Ana River. Any drainages occurring within the Planning Area that have a nexus to Noble Creek, Little San Gorgonio Creek, or Potrero Creek may be considered jurisdictional waters by Federal and State regulations. (ECR, p. 131.)

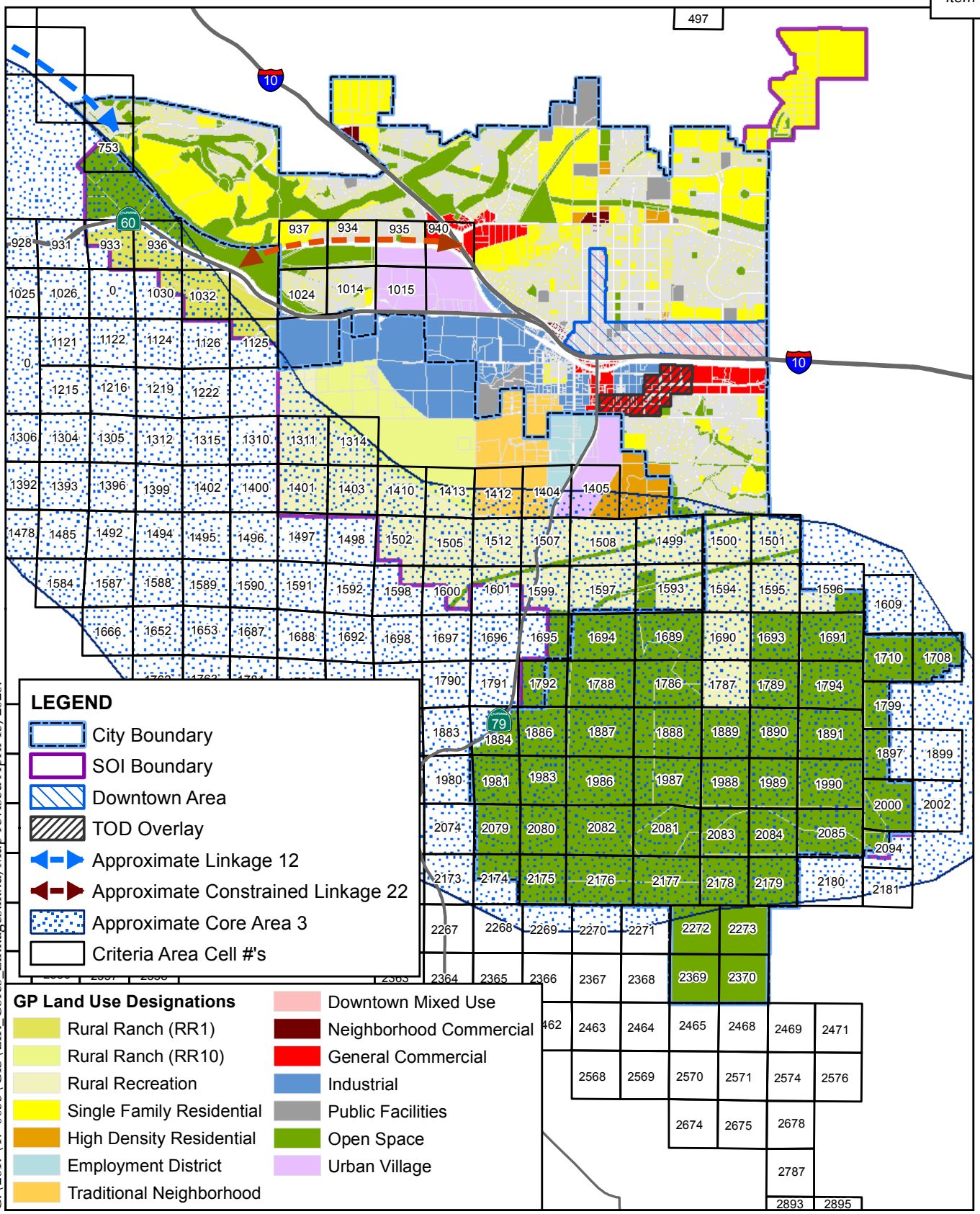
Wildlife Corridors and Preserves

As previously noted, the Planning Area occurs within the regional setting of the Western Riverside County MSHCP. The MSHCP is comprised of a variety of existing and proposed Cores, Linkages, and Habitat Blocks. Within the Planning Area, the MSHCP has identified several Cores and Linkages and a Habitat Block, including a portion of Proposed Core 3, Proposed Linkage 12, and Proposed Constrained Linkage 22 (**Figure 5.4-4 – MSHCP Cores and Linkages**).

Proposed Core 3

Proposed Core 3 (Badlands/Potrero) consists mainly of publicly owned lands (CDFW) and is considered Public/Quasi-Public areas in the MSHCP; it is located in the northwest to southern portions of the City's sphere of influence. Proposed Core 3 is connected to Proposed Linkage 12 (north San Timoteo Creek), Proposed Linkage 4 (Reche Canyon), Proposed Constrained Linkage 22 (east San Timoteo Creek), Existing Core H (Lake Perris), Existing Core K (San Jacinto Mountains), Proposed Linkage 11 (Soboba/Gilman Springs), and Proposed Constrained Linkage 21. Proposed Core 3 also functions as a Linkage, connecting the San Bernardino National Forest to the southwest with San Bernardino County and other conserved areas to the north of the Core. With a total acreage of approximately 24,920 acres, Proposed Core 3 is one of the largest MSHCP Core Areas. In addition, the Core is contiguous with Existing Core H (Lake Perris/Mystic Lake) and Existing Core K (San Jacinto Mountains), thus greatly enlarging the functional area of the Core. Proposed Core 3 has both a large proportion of its area unaffected by edge (approximately 23,420 acres of the total 24,940 acres) and is only partially constrained by existing agricultural use. Within Proposed Core 3, important live-in and movement habitat is provided for Bell's sage sparrow (*Artemisiospiza belli*), loggerhead shrike (*Lanius ludovicianus*), cactus wren (*Campylorhynchus brunneicapillus*), Stephen's kangaroo rat (*Dipodomys stephensi*), southern California rufous-crowned sparrow (*Aimophila ruficeps*), and mountain lion (*Puma concolor*), which have key populations in the Badlands. Management of edge conditions will be necessary in the Badlands to maintain high quality habitat for these species in areas which may be affected by covered facilities including Lambs Canyon Road, San Timoteo Canyon Road, and Gilman Springs Road. (ECR, pp. 131–132.)

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Cores_Linkages.mxd; Map revised April 15, 2020.

Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

Figure 5.4-4 MSHCP Cores and Linkages

City of Beaumont General Plan Update

Page intentionally left blank

Proposed Linkage 12
Proposed Linkage 12 is comprised of riparian habitats associated with San Timoteo Creek; it is located at the northwestern-most tip of the City boundary. Planning Species which use Proposed Linkage 12 include yellow warbler (*Setophaga petechia*), white-tailed kite (*Elanus leucurus*), yellow-breasted chat (*Icteria virens*), least Bell's vireo (*Vireo bellii pusillus*), and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*). Proposed Linkage 12 likely provides for movement of common mammals such as bobcat (*Lynx rufus*) connecting to San Bernardino County and Core Areas in the Badlands. Maintenance of habitat quality and wetland functions and values of San Timoteo Creek are important for these species.

Proposed Linkage 12 is relatively unconstrained by adjacent land uses, which include planned rural mountainous land uses and rural portions of the City of Calimesa. Widening of San Timoteo Creek may affect resources within Proposed Linkage 12 by contributing to edge effects such as runoff and trash. Improvements to this Covered Activity should be conducted away from the creek to conserve wetland functions and values.

Proposed Constrained Linkage 22
Proposed Constrained Linkage 22 is comprised of the portion of San Timoteo Creek extending west from Interstate 10 (I-10) freeway to De Anza Cycle Park within the City's sphere of influence. Proposed Constrained Linkage 22 provides habitat for certain species and a connection to Core 3 in the Badlands. Proposed Constrained Linkage 22 is constrained by I-10 to the east, San Timoteo Canyon Road and railroad tracks to the north, State Route 60 (SR-60) freeway to the south, and by existing agricultural land uses within the City. Planning Species for which habitat is provided for within this Proposed Constrained Linkage 22 include least Bell's vireo (*Vireo bellii pusillus*) and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*). In addition to maintenance of habitat quality, maintenance of floodplain processes along the San Timoteo Creek is important for this species. Proposed Constrained Linkage 22 likely provides for movement of common mammals such as bobcat (*Lynx rufus*). Upon Reserve Assembly of Proposed Constrained Linkage 22, management of edge conditions will be necessary to ensure maintenance of floodplain processes and movement of mammals through this Linkage. Flood control or alteration of hydrology associated with land use activities in the City and with widening of major existing roadways may affect habitat supporting least Bell's vireo (*Vireo bellii pusillus*) and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*).

5.4.2 Related Regulations

Federal Regulations

Federal Endangered Species Act (FESA)

The USFWS, under the auspices of the Federal Endangered Species Act (FESA) of 1973 (as amended), manage and protect species listed as endangered or threatened with extinction. The USFWS can issue a permit for incidental "take" of listed species as a result of otherwise lawful activities if that take is found not likely to jeopardize the continued existence of the species or modify the species' critical habitat. Take as defined under FESA means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct. The permitting process is used to determine if a project would jeopardize the continued existence of listed species and what mitigation measures would be required to avoid or minimize impacts to listed species. Procedures for obtaining a permit for incidental take are identified under Section 7 of the Act for Federal properties or where Federal actions are involved and are identified under Section 10 of the Act for non-Federal actions. Candidate species do not have the full

protection of the FESA; however, the USFWS advises applicants that candidate species could be elevated to listed species at any time.

The MSHCP was prepared to provide for the take and mitigation of the 146 species covered under the MSHCP pursuant to the FESA. The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis.

Clean Water Act (CWA), Section 401

Section 401 of the CWA requires an applicant to obtain certification for any activity that may result in a discharge of a pollutant into Waters of the United States (Waters of the U.S.). As a result, proposed fill in waters and wetlands requires coordination with the appropriate State Regional Water Quality Control Board (RWQCB) that administers Section 401 and provides certification. The RWQCB also plays a role in review of water quality and wetland issues, including avoidance and minimization of impacts. Section 401 certification is required prior to the issuance of a Section 404 permit.

Clean Water Act (CWA), Section 404

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (ACOE) regulates the discharge of dredged and/or fill material into the waters of the United States, which includes federally-defined wetlands. Wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. The term, “waters of the United States”, is defined in the Navigable Waters Protection Rule. When a 404 Permit is required, then the applicant shall obtain a 401 Permit.

Navigable Waters Protection Rule

The U.S Environmental Protection Agency (EPA) and ACOE published the Navigable Waters Protection Rule (Final Rule) on April 21, 2020, in order to define the scope of waters subject to federal regulation under the CWA. The Final Rule went into effect nationwide on June 22, 2020. Paragraph (a) of the Final Rule identifies four categories of waters that are “waters of the United States”, these waters are referred to as “jurisdictional”; paragraph (b) of the Final Rule identifies those waters and features that are excluded from the definition of “waters of the United States”; and paragraph (c) of the Final Rule defines applicable terms.

The term “Waters of the U.S.” means:

(1) The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide;

(2) Tributaries;

(3) Lakes and ponds, and impoundments of jurisdictional waters; and

(4) Adjacent wetlands.

The ACOE typically regulates as Waters of the U.S. any body of water displaying an ordinary high-water mark (OHWM). ACOE jurisdiction over non-tidal waters of the U.S. extends laterally to the OHWM or beyond the OHWM to the limit of any adjacent wetlands, if present. The OHWM is defined as “that line on

the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area." Jurisdiction typically extends upstream to the point where the OHWM is no longer perceptible.

Permits authorized by ACOE under the Act typically contain mitigation to offset unavoidable impacts on wetlands and other Waters of the U.S. in a manner that achieves no net loss of wetland acres or values.

Executive Order 11990, Protection of Wetlands

This Executive Order from May 1977 establishes a national policy to avoid adverse impacts on wetlands whenever there is a practicable alternative. On projects with federal actions or approvals, impacts on wetlands must be identified in the environmental document. Alternatives that avoid wetlands must be considered. If wetland impacts cannot be avoided, then all practicable measures to minimize harm to those wetlands must be included. This must be documented in a specific 'Wetlands Only Practicable Alternative Finding' in the final environmental document for the proposed project.

Migratory Bird Treaty Act

Disturbing or destroying active nests of any native bird is a violation of the Migratory Bird Treaty Act (MBTA) of 1918. Nests and eggs are also protected under Section 3503 of the California Fish and Game Code. As a result, special precautions must be taken to avoid disturbances to birds during their breeding seasons (most commonly between February and August). The MBTA, implemented by the USFWS, is an international treaty that makes it unlawful to take, possess, buy, sell, purchase, or barter, any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs or products, except as allowed by implementing regulations (under 50 CFR 21). The Western Riverside County MSHCP take permits constitute 'special purpose permits' pursuant to the MBTA. Specifically, the Biological Opinion for the Western Riverside County MSHCP stipulates that covered activities must comply with the MBTA and that clearing of habitat would be avoided during the active breeding season within the MSHCP's Criteria Areas and on public/ quasi-public lands. For other birds protected by the MBTA and not listed under FESA, no take is authorized (including killing and wounding of any such birds, or take of eggs and active nests). Thus, standard MBTA compliance measures would still be required.

Federal Bald and Golden Eagle Protection

This act was originally passed in 1940 and provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, sale, purchase, barter, offer to sell, purchase or barter, transport, export or import, of any bald or golden eagle, alive or dead, including any part, nest or egg, unless allowed by permit. 'Take' includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb. The 1972 amendments increased civil penalties for violating provisions of the Act to a maximum fine of $5,000 or one year imprisonment with $10,000 or not more than two years in prison for a second conviction. Felony convictions carry a maximum fine of $250,000 or two years of imprisonment. The fine doubles for an organization.

State Regulations

California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) is similar to FESA in that its intent is to protect species of fish, wildlife and plants that are in danger of, or threatened with, extinction because their habitats are threatened with destruction, adverse modification or severe curtailment, or because of overexploitation, disease, predation or other factors. CESA establishes California State policy to conserve, protect, restore

and enhance threatened or endangered species and their habitats. CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy.

'Take' as defined under CESA means hunt, pursue, capture or kill, or attempt to do so. Under certain conditions, CESA has provisions to authorize take pursuant to a California Fish and Game Code (CFGC) Section 2081 permit or Memorandum of Understanding (MOU). Impacts of authorized take must be minimized and fully mitigated. No permit may be issued if it would jeopardize the continued existence of the species. The CDFW is the primary regulatory agency for enforcement of California State species protection laws in the state, including CESA. CDFW may designate a species as a 'species of special concern' (SSC) prior to considering the species for protected status under CESA if the CDFW has information indicating that the species is declining. This status applies to animals that, while not listed under FESA or CESA, are declining at a rate that could result in listing or historically occur in low numbers and known threats to their persistence currently exist. While SSC species do not receive the same protections as listed species, their identification is intended to focus attention on the species to help avert the need for costly listing under FESA or CESA. SSC species are often considered during the environmental review process and are a component of the Western Riverside County MSHCP.

The MSHCP was prepared to provide for the take and mitigation of species covered under the MSHCP pursuant to the California Natural Community Conservation Planning Act (NCCP). The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis.

Natural Community Conservation Planning Act (NCCP)

The purpose of the NCCP is to sustain and restore those species and their habitat identified by CDFW that are necessary to maintain the continued viability of those biological communities impacted by human changes to the landscape while accommodating compatible land use. It is also the policy of the State to conserve, protect, restore, and enhance natural communities. The State may acquire a fee or less than fee interest in lands consistent with approved NCCPs and may provide assistance with the implementation of those plans. The MSHCP satisfies the requirements of the NCCP Act by allowing for the issuance of take at the local level by Permittees such as the City, thereby streamlining the take authorization process on a project-by-project basis.

Native Plant Protection Act (NPPA) of 1977

The NPPA (e.g., CFGC Sections 1900-1913) directs CDFW to carry out the legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA gives the California Fish and Game Commission the power to designate native plants as endangered or rare, since CESA does not explicitly cover rare plants**.** Accordingly, the CDFW's Wildlife and Habitat Data Analysis Branch maintains a 'special plants' list of approximately 2,000 native plant species, subspecies or varieties that are tracked by the CNDDB. The NPPA prohibits the taking of listed plants from the wild and requires notification of the CDFW at least 10 days in advance of any change in land use which would adversely impact listed plants. This requirement allows CDFW to salvage plants that would otherwise be destroyed.

The CNPS publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California. The inventory assigns a ranking status. Plants on the 1A, 1B and 2 lists of the CNPS Inventory consist of plants that may qualify for listing and CDFW requires that they be addressed under CEQA.

Oak Woodlands Conservation Act 1360

The Oak Woodlands Conservation Act is intended to work in concert with local planning and zoning strategies to conserve oak woodlands. Jurisdictions may prepare an Oak Woodlands Management Plan and thereby qualify for State of California financial incentives to protect the oak resources described therein. Through this Act, it is the State of California's intent to support and encourage voluntary, long-term private stewardship and conservation of California's oak woodlands by offering landowners financial incentives to protect and promote biologically functional oak woodlands over time and encourage local land use planning that is consistent with the preservation of oak woodlands, particularly special oak woodlands habitat elements. The Oak Woodlands Conservation Act also establishes a fund for oak woodlands conservation to which future appropriations for oak woodlands protection may be made.

Fish and Game Code Section 1600 et seq.

The CDFW, through provisions of the Fish and Game Code Sections 1600–1603, is empowered to issue agreements (Streambed Alteration Agreements) for projects that would "divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake" (Fish and Game Code Section 1602[a]). Streams and rivers are defined by the presence of a channel bed and banks, and intermittent flow. The limits of CDFW jurisdiction are also based on riparian habitat and may include wetland areas that do not meet ACOE criteria for soils and/or hydrology (e.g., where riparian woodland canopy extends beyond the banks of a stream away from frequently saturated soils).

California Wetlands Conservation Policy

California wetlands policy is more restrictive than Federal wetlands policy. The goal of California Wetlands Conservation Policy (1993) is to ensure no net loss of wetlands within the State. This policy, incorporated in an executive order by then Governor Pete Wilson, also encourages a long-term net gain in the State's quantity, quality, and permanence of wetlands acreage and values. Interpretation of this order indicates that any developer wishing to fill in wetlands for construction for new development must perform mitigation in the form of constructed wetlands elsewhere at ratios ranging from 2:1 to 10:1. In addition to the ACOE, State regulatory agencies claiming jurisdiction over wetlands include the CDFW and the State Water Resources Control Board (SWRCB).

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act charges the SWRCB and nine RWQCB statewide with protecting water quality throughout California. Typically, the SWRCB and RWQCB act in concert with the ACOE under Section 401 of the CWA in relation to permitting fill of Federal jurisdiction of the ACOE under Section 404 pf the CWA. This action did not limit the State's regulatory jurisdiction over Waters of the State. Waters of the State are defined in Section 13050(c) of the Porter-Cologne Water Quality Control Act "… any surface water or groundwater, including saline waters, within the boundaries of the State." Currently, an applicant would delineate the wetlands on their property utilizing methodology presented in the 1987 Corps of Engineers Wetland Delineation Manual and the delineation would be verified by the ACOE. In cases where an area meets the criteria to be considered a wetland, but the ACOE does not have jurisdiction, the applicant is referred to the appropriate RWQCB. In these cases, the project must receive a permit for Waste Discharge Requirements or Waiver of Waste Discharge Requirements from the RWQCB. Projects that affect Waters of the State are required by the RWQCB to incorporate mitigation. Mitigation ratios are determined on a project specific basis during the permitting process and are based on the quality of the wetlands impacts by the project.

Unlawful Take or Destruction of Nests or Eggs (Fish and Game Code Sections 3505.5-3513)

Section 3503.5 of the California Fish and Game Code specifically protects birds of prey, stating:

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

Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating:

> *It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act.*

Regional Regulations

Western Riverside County Multiple Species Habitat Conservation Plan

The Planning Area is located within an area subject to the Western Riverside County MSHCP. The MSHCP is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP Plan Area encompasses approximately 1.26 million acres (1,966 square miles); it includes all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The MSHCP covers multiple species and multiple habitats within a diverse landscape, from urban centers to undeveloped foothills and montane forests, all under multiple jurisdictions. It extends across many bioregions as well, including the Santa Ana Mountains, Riverside Lowlands, San Jacinto Foothills, San Jacinto Mountains, Agua Tibia Mountains, Desert Transition, and San Bernardino Mountains.

The MSHCP will serve as an HCP pursuant to Section 10(a)(1)(B) of the FESA of 1973 (FESA), as well as a NCCP under the NCCP Act of 2001. The Endangered Species Act prohibits the “taking” of Endangered species. The MSHCP will be used to allow the participating jurisdictions to authorize “take” of Covered plant and wildlife species identified within the Plan Area. The MSHCP currently does not grant “take” of species not adequately conserved in the Plan Area. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The USFWS issued a Biological Opinion and FESA Section 10 permit for the MSHCP on June 22, 2004, and CDFW issued an NCCP Approval and take Authorization on the same date. The USFWS and CDFW (hereafter “Wildlife Agencies”) have authority to regulate the take of Threatened, Endangered, and rare Species. Under the MSHCP, the Wildlife Agencies will grant “Take Authorization” for otherwise lawful actions such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP Conservation Area in exchange for the assembly and management of a coordinated MSHCP Conservation Area.

The MSHCP identifies 20 Core Areas, 10 Non-contiguous Habitat Blocks, 28 Linkages, between areas of habitat as the system of conserved lands that would meet the MSHCP goals for habitat preservation and species protection. A definition of each of these areas is provided in Volume 1 of the MSHCP. The MSHCP also establishes conservation targets within each of the member cities and each of the 16 Area Plans in Western Riverside County covered by the Riverside County General Plan.

As a local Permittee, the City has adopted and is signatory to the Implementing Agreement of the MSHCP. Properties within the Criteria Area which is represented by "Criteria Cells" (consisting of 160-acre areas) are subject to the MSHCP "criteria" which lays out the conservation objectives for that particular Cell. Criteria Areas are areas in which land can be acquired as Additional Reserve Lands to meet MSHCP conservation goals. The Criteria Cells affecting the Planning Area are shown on **Figure 5.4-1 – MSHCP Criteria Cells**.

The MSHCP allows the City, as a Permittee, to "take" (i.e. impact) adequately conserved plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the City, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed which is required for any project occurring within the Criteria Area (as depicted on Figure 5.4-1). The Criteria Area is used to identify where the Reserve will be built from in order to protect lands in perpetuity for conservation of habitats and species. . This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP requirements. Future specific development projects will be required to pay an impact fee that will be used in part to acquire appropriate lands for conservation. The MSHCP is available through Riverside County, or can be reviewed at http://rctlma.org/Portals/0/mshcp/volume1/index.html.

MSHCP Target Conservation Acreages

The Planning Area is within The Pass Area Plan of the MSHCP. The MSHCP broadly identifies total target conservation acreages for The Pass Area Plan, as discussed below:

> The target conservation acreage range for The Pass Area Plan is 22,510 to 27,895 acres; it is composed of approximately 13,970 acres of existing Public/Quasi-Public Lands and 8,540 to 13,925 acres of Additional Reserve Lands. The City of Banning, City of Beaumont, and City of Calimesa sit entirely within The Pass Area Plan. The target acreage range within the City of Banning is 50 to 90 acres. The target acreage range within the City of Beaumont is 5,440 to 9,060 acres. The target acreage range within the City of Calimesa is 1,240 to 2,240 acres. The target acreages of the three cities are included within the 8,540 to 13,925 acres target conservation range on Additional Reserve Lands for the entire The Pass Area Plan.

Core Areas and Linkages

Within The Pass Area Plan, the MSHCP also identifies certain Core Areas and Linkages. A "Core Area" is considered to be a block of Habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more MSHCP Covered Species. "Habitat" is generally defined as the combination of environmental conditions of a specific place providing for the needs of a species or a population of such species. "Linkages" provide connection between Core Areas with adequate size, configuration and vegetation characteristics to generally provide for "live-in" habitat and/or provide for genetic flow for identified Planning Species. Cores and Linkages within The Pass Area Plan which are located within the Planning Area include (See Figure 5.4-4):

- Proposed Constrained Linkage 22,
- A portion of Proposed Core 3, and
- Proposed Linkage 12.

The Criteria identified by each Criteria Cell identifies the areas needed for conservation in order to build out the above listed Reserve Features which will then contribute to the overall MSHCP Conservation Area.

The Pass Area Plan Subunits

The Pass Area Plan is divided into three Subunits – Subunit 1: Potrero/Badlands, Subunit 2: Badlands/San Bernardino National Forest, and Subunit 3: San Timoteo Creek. The Planning Area lies predominantly within Subunit 1: Potrero/Badlands. The Planning Area also encompasses portions of Subunit 2: Badlands/San Bernardino National Forest and Subunit 3: San Timoteo Creek. Each Subunit in turn is divided into Cells, and Cell Groups. **Figure 5.4-1** depicts all the Cells and Cell Groups affecting the Planning Area. Section 3 of the MSHCP provides more details on the Criteria Cells for the Pass Area Plan.

Outside the Criteria Area

Projects (private development projects as well as public projects) outside of the Criteria Cells are subject to a consistency analysis based on an examination of "Other Plan Requirements" in accordance with the following sections from the MSHCP:

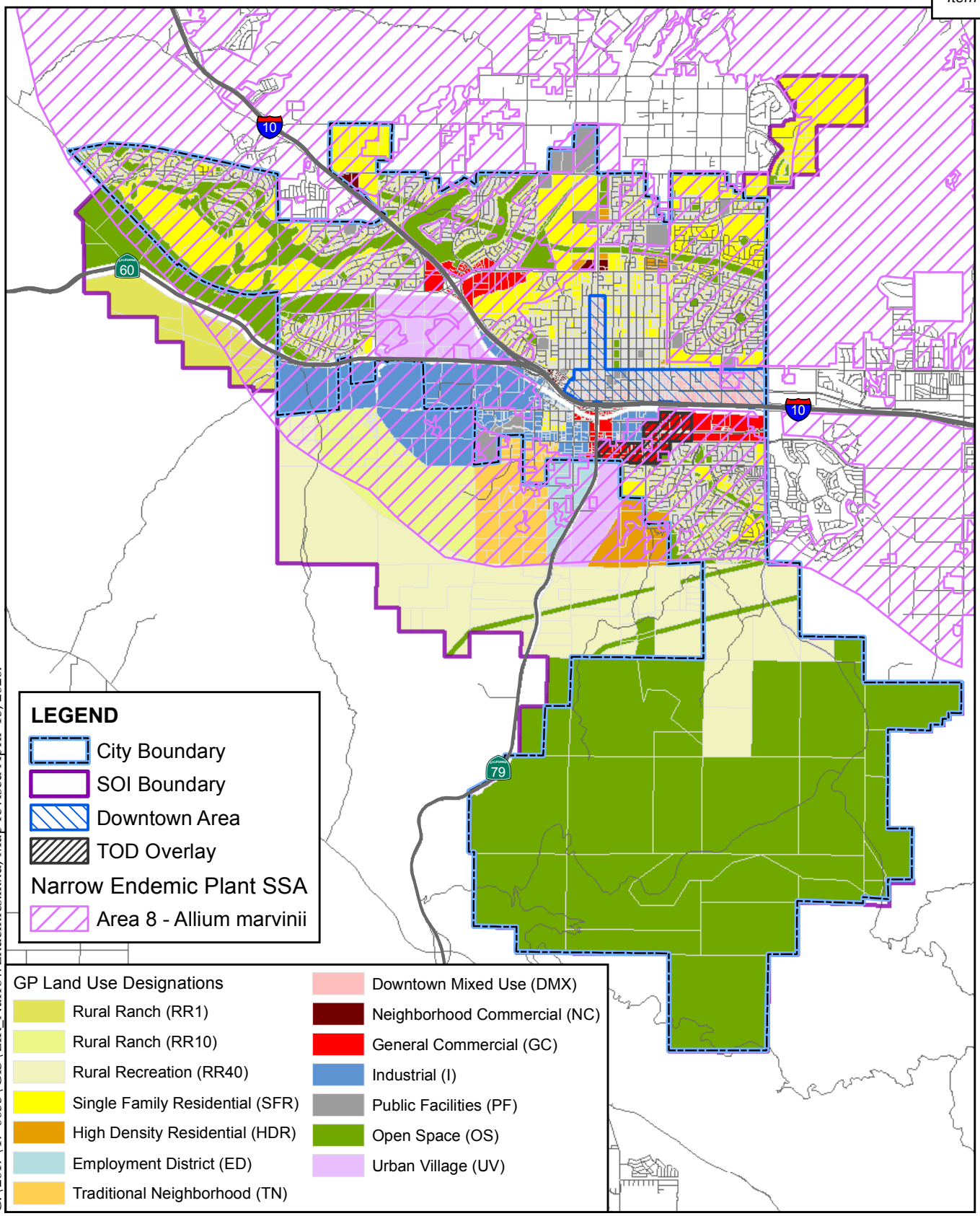
Section 6.1.2 - Riparian/Riverine and Vernal Pool/Fairy Shrimp: This section sets forth the biological survey and report requirements regarding riparian/riverine habitat and associated species, focusing on riparian/ riverine areas, vernal pools and fairy shrimp habitat. Listed fairy shrimp that are known to occur in Western Riverside County include Riverside fairy shrimp (*Streptocephalus woottoni),* vernal pool fairy shrimp (*Branchinecta lynchi),* Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*).

Section 6.1.3 - Narrow Endemic Plant Species Survey Area (NEPSSA): This section sets forth the biological survey and report requirements regarding narrow endemic plant species, and requires focused surveys (generally during the bloom period) for all public and private projects proposed within the NEPSSA and when suitable habitat is determined to be present. **Figure 5.4-5 – MSHCP Narrow Endemic Species Survey Areas** illustrates where the NEPSSA overlaps with the Planning Area. As identified in **Table 5.4-A**, suitable habitat for three plants on the Narrow Endemic Plant Species list is located in the Planning Area: Yucaipa onion, slender-horned spineflower, and Wright's Trichocoronis.

Section 6.3.2 - Additional Survey Needs and Procedures: This section sets forth the biological survey and report requirements regarding the Criteria Area Species Survey Area (CASSA) plant species, amphibian species, burrowing owl and small mammal species. The Planning Area is within the amphibian species, CASSA, burrowing owl, and small mammal survey areas of Section 6.3.2 of the MSHCP.

Section 6.1.4 - Urban/Wildland Interface Guidelines: This section sets forth a range of measures to eliminate, reduce or minimize edge effects associated with the interface between development and the natural environment.

Section 6.9 - Application of Certain FESA Requirements: This section addresses USFWS proposed or adopted critical habitat designations and future recovery plans. It stipulates that FESA recovery plans do not require any additional land or financial compensation by the Permitees. Additionally, Section 6.9 provides that "to the maximum extent allowable" the USFWS shall ensure that any future FESA Biological Opinions issued for future projects are consistent with the no jeopardy ruling granted by the MSHCP, as long as the project is "consistent with the terms and conditions of the MSHCP and its Implementing Agreement." Through implementation of the MSHCP requirements found in Sections 6.1.2, 6.1.3, 6.3.2, 6.1.4 and 6.9, development projects outside of the Criteria Areas can be found consistent with the MSHCP, thereby ensuring impacts to Covered Species would be less than significant.



G:\2017\17-0033\GIS\EIR_NarrowEndemics.mxd; Map revised April 15, 2020.

Sources: Riverside Co. GIS 2020/RCA; Raimi+; Assoc., 2019; Rincon Consultants, Aug. 2018.

0 1 2 3 Miles

Figure 5.4-5 MSHCP Narrow Endemic Species Survey Areas

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Inside the Criteria Area
The following provides an additional explanation of what the consistency analysis will need to include for any project in the Planning Area to document MSHCP consistency:

Other Plan Requirements: The requirements are the same as outlined for "Outside Criteria Areas." Specifically, the MSHCP relevant sections that require documentation to determine consistency are Sections 6.12, 6.1.3, 6.1.4, and 6.3.2.

Joint Project Review Process: Once a development project has been reviewed and a determination of consistency/inconsistency with the MSHCP is made by the City, the project is reviewed by the Western Riverside County Regional Conservation Authority (RCA) through the Joint Project/Acquisition Review (JPR) process (as described in Section 6.6.2E of the MSHCP). To ensure that the requirements of the MSHCP are properly adhered to by all applicable parties, all projects within Criteria Cells are reviewed by the RCA through this process. Additionally, the JPR process includes a 10-day comment period for the USFWS and CDFW should they wish to comment on a decision made by the RCA.

The JPR Process includes a review of the project's relationship on three geographic levels. All projects within the Criteria Area must be reviewed for consistency with the following three reserve units: (1) Cores and Linkages, (2) Area Plans and Subunits, and (3) Criteria Cells.

The Habitat Acquisition and Negotiation Strategy (HANS) process (Section 6.1.1 of the MSHCP) outlines a methodology for Permittees to negotiate for the setting aside or purchase of areas needed for conservation (i.e., Reserve Assembly). Permittees may utilize incentives such as density bonuses or waivers of other local impact fees in return for conservation of a portion of a project site deemed important for MSHCP reserve assembly. The HANS process (Section 6.1.1 of the MSHCP)

Permittee MSHCP Findings: Once the JPR process is complete, the Permittee prepares MSHCP findings for inclusion in final project entitlement or approval documents and staff reports. Findings of MSHCP consistency/ inconsistency cannot be made until the JPR process is complete. Through implementation of these requirements, development projects inside Criteria Areas can be found consistent with the MSHCP. Impacts to covered species (candidate, sensitive or special status species) and their habitats resulting from development projects that are consistent with the MSHCP would be deemed less than significant because of their MSHCP compliance.

Riverside County Oak Tree Management Guidelines

In March 1993, the County of Riverside issued Oak Tree Management Guidelines to address the treatment of oak woodlands in areas where zoning and/or General Plan density restrictions allow the effective use of clustering. The guidelines are generally considered to be the most effective where minimum lot sizes are 2.5 acres or larger, or where oak woodlands are concentrated in a relatively small portion of a project site. The guidelines include recommendations for oak inventories, land use designs to cluster home sites in order to reduce impacts to oaks and mitigation measures for oak conservation.

Ordinance No. 559 – Regulating the Removal of Trees

Ordinance No. 559 regulates the removal of living native trees on parcels of property greater than one-half acre, located above 5,000 feet within the unincorporated area of Riverside County without first obtaining a permit to do so. The purpose of the ordinance is to ensure that the timberlands of Riverside County are protected, and the ecological balance of such timberlands is preserved.

Local Regulations

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a biological resource report is required for an implementing development project if: native soils and habitats such as wetlands are within, or in proximity to the project area, and/or construction activities will result in trenching, excavation of undisturbed soils.

5.4.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to biological resources include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.6 Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.

Policy 3.1.12 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Implementation LUCD23 Tree Planting Program. Partner with local non-profit organization to implement a tree planting program (Planting of trees on City-owned and private property).

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

Goal 5.7: A unique location that celebrated Beaumont's location, history, and community.

Policy 5.7.6 Support the growth of the eco-tourism industry in Jack Rabbit and Potrero Reserve by preserving as open space and recreation areas.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

Policy 7.5.3 Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Policy 7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments are redevelopment projects will not cause hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.5: A City that preserves and enhances its natural resources.

Policy 8.5.1 Minimize the loss of sensitive species and critical habitat areas in areas planned for future development.

Policy 8.5.2 Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

Policy 8.5.3 Encourage new development to support a diversity of native species and manage invasive species.

Policy 8.5.4 Support the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's City of Beaumont and its Sphere of Influence.

Policy 8.5.5 Protect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation.

Policy 8.5.6 Continue to support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.

Policy 8.5.7 Discourage the use of plant species on the California Invasive Plant Inventory.

Policy 8.7.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.

Policy 8.7.6 Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policy 8.8.1 Promote the maintenance of open space through the implementation of the General Plan.

Policy 8.8.2 Protect and preserve open space and natural habitat wherever possible.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Policy 8.8.4 Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.

Policy 8.8.5 Encourage residential clustering as a means of preserving open space. This policy is implemented through the Land Use and Community Design Element.

Policy 8.8.6 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 8.9: A City where the extent of urban development in the hill sides is minimized and mitigated.

Policy 8.9.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Goal 8.10: A City that promotes the protection of biological resources through MSHCP implementation.

Policy 8.10.1 Work with landowners and government agencies in promoting development concepts that are sensitive to the environment and consider the preservation of natural habitats and further the conservation goals of the MSHCP.

Policy 8.10.2 Work with landowners and government agencies in identifying areas within the City of Beaumont and its Sphere of Influence that should be preserved as open space for passive recreation, resource management, or public safety and which meet the City's preservation obligations per the MSHCP.

Policy 8.10.3 Encourage the protection of existing wildlife in the conservation areas located in the southerly portion of the City of Beaumont and its Sphere of Influence.

Policy 8.10.4 Preserve significant habitat and environmentally sensitive areas, including hillsides, rock outcroppings, and viewsheds through the application of the Hillside Ordinance Policies.

Implementation C18 On-site Wildlife Habitat. Encourage the protection of undisturbed native plants and habitat areas, instead of individual native plants sprinkled around a development.

Implementation C23 Future Development. Partner with landowners and government agencies in the sphere of influence to promote future development concepts, coordinate on open space uses, and protect existing wildlife.

Implementation C24 Habitat Management Plan. Work collaboratively with the County to develop a Habitat Management Plan for sensitive areas in the sphere of influence, in conformance with habitat management requirements.

<u>Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan</u>

Implementation DAP12 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

5.4.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold 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;

- (Threshold 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;
- (Threshold 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;
- (Threshold 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;
- (Threshold E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or,
- (Threshold 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.

5.4.5 Environmental Impacts before Mitigation

A variety of regulatory measures, including compliance with and implementation of Federal, State, regional, and local regulations as well as City's applicable Beaumont 2040 Plan goals, policies, and implementation would serve to ensure potential impacts to biological resources are reduced to the point where impacts are less than significant. See full discussion on environmental impacts and applicable mitigation measures below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Project.

For purposes of the below analyses, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold 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?

The following assumptions were used when analyzing impacts to species and their habitat:

- Any area with a proposed designation of Residential except Rural Residential (1 DU per 40 acres), Urban Village South, Retail, Office, Commercial, Industrial, Downtown Mixed Use, or Neighborhood Center were considered to be impacted throughout the land use area, with a potential for the future complete loss of all biological resources not protected under existing regulations. Areas proposed for Hillside Residential or Rural Residential designations are expected to leave a portion of the area in a natural state due to steep slope development restrictions, as described in the Beaumont 2040 Plan.
- Areas adjacent to any Residential, Urban Village, Retail, Office, Commercial, Industrial, Downtown mixed use, or Neighborhood Center designation were assumed to experience

potential development-associated impacts due to increased noise, lighting, traffic, increased percentage of non-permeable surface area, and, in the case of potential residential development, the introduction of domestic animals.

Adoption and implementation of the Beaumont 2040 Plan itself would not result in significant direct impacts to existing biological resources; however, the adoption of the Beaumont 2040 Plan could lead to potential impacts as a result of future development. These potential impacts could be both direct and indirect. This discussion identifies potential impacts that could result from future development at a programmatic level. Specific potential direct and indirect impacts resulting from individual future development projects will be analyzed on a case-by-case basis as they are submitted to the City.

Impacts that may occur as a result of project implementation vary according to future proposed projects and include potential habitat loss and diminished habitat quality. Wherever future projects are implemented, the following impacts have the potential to occur:

- Direct loss of sensitive plants and/or communities from construction activities;
- Direct loss or disturbance of sensitive wildlife species from construction activities;
- Direct mortality resulting from removal of trees with active nests;
- Direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants;
- Direct mortality resulting from fill of wetlands features;
- Loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands;
- Loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation;
- Abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special status migratory birds resulting from human-generated noises;
- Loss or disturbance of rookeries and other colonial nests;
- Loss of suitable foraging habitat for special-status raptor species;
- Wildlife disturbance caused by the presence and activities of humans, domestic animals, and vehicles adjacent to directly impacted areas;
- Artificial lighting that alters nocturnal wildlife activity;
- Alterations in the natural landscape with the placement of impermeable surfaces and an associated increase in urban runoff, potentially containing herbicides, fungicides, pesticides, and fertilizers, which can enter and negatively impact waterways or aquatic habitat;
- Increased habitat fragmentation with a potential corresponding decrease in species diversity and abundance; and
- Increased invasive plant species and adverse impacts to native habitats.

Species at risk for the aforementioned adverse effects are identified in **Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area** and **Table 5.4-B – Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area**.

Pursuant to these tables, 22 special-status plant species and 34 special-status wildlife species are considered candidate, sensitive, or special status under FESA, CESA and/or CNPS/CRPR designation. These include species that are listed as endangered or threatened under FESA, species proposed, or candidates for such listing and species similarly listed under CESA. This list also includes species covered and not covered by the Western Riverside County MSHCP. Proposed planning actions could result in the permanent loss of habitat by allowing future development to occur.

In addition, proposed planning actions have the potential to produce indirect impacts that could adversely modify the composition and value of wildlife habitat adjacent to development areas. Indirect harm includes direct secondary impacts due to construction activities, such as: disturbed breeding, feeding, nesting or foraging behaviors; loss of foraging habitat; loss of food sources; loss of burrows; and, loss of nesting or roosting habitat. Indirect harm also includes ongoing secondary impacts due to human occupation, such as: disturbance by human intrusion, increased invasive plants and impacts to native habitat, increased night-time lighting, introduction of new species (particularly dogs and house cats) and increased urban-associated predators (such as raccoons, opossums or coyotes) due to greater availability of scavenged food sources, i.e., refuse and pet foods. These impacts from future projects will need to be analyzed on a case-by-case basis when projects are submitted to the City.

The implementation of the MSHCP (further discussed under Threshold F below) for future implementing projects consistent with the Beaumont 2040 Plan at a project-specific level would minimize direct, indirect, and cumulative biological impacts. The MSHCP was prepared to provide for the take and mitigation of the 146 species covered under the MSHCP pursuant to the FESA, which includes most of the species listed above in **Table 5.4-A** and Table 5.4-B The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis.

Any open space set aside on a site or conserved elsewhere (for example, as part of MSHCP requirements) would provide protected habitat for the benefit of the common species as well as sensitive and protected species. As required by the MSHCP Implementing Agreement (Section 8.5), payment of the LDMF and compliance with all applicable requirements of the MSHCP provides full mitigation under CEQA, NEPA, FESA, and CESA for all direct, indirect and cumulative impacts to MSHCP covered species and habitats. The MSHCP also addresses indirect impacts through Cores and Linkages, Criteria Cells and MSHCP fees. Furthermore, for MSHCP covered species, the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (State Clearinghouse No. 2001101108, CEQ Number 020463, ERP Number SFW-K99032-CA) prepared for the MSHCP was a project-specific EIR/EIS and found that with a combination of impact reduction features incorporated into the MSHCP, including reserve configuration, adaptive management and monitoring, and species survey and avoidance/minimization policies, development consistent with the MSHCP would have less than significant impacts to covered species.

Impacts to certain species not covered by the MSHCP as identified in **Table 5.4-A** and **Table 5.4-B**, if present on a site and going to be impacted, may require additional mitigation measures. For species Not Covered by the MSHCP, mitigation measure **MM BIO-1 will be incorporated to ensure potential impacts remain less than significant related to these uncovered species**. For MSHCP Covered Species, through compliance with the MSHCP and mitigation measure **MM BIO-2**, which addresses impacts to nesting birds, impacts from adoption and implementation of the Beaumont 2040 Plan are considered **less than significant with mitigation incorporated**.

Threshold 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?

Beaumont 2040 General Plan and Revised Zoning Map

The Planning Area includes riparian habitats as well as other sensitive habitats such as Riversidean Alluvial Fan Sage Scrub habitats. Impacts to these areas could result from future implementing projects and would need to be assessed on a project-specific basis once those projects are proposed. For the Beaumont 2040 Plan and Zoning Map revisions, the sensitive habitats within the Planning Area are shown on **Figure 5.4-2 – Vegetation and Land Cover** and include: Riparian Scrub, Riversidean Alluvial Fan Sage Scrub, Southern Cottonwood/Willow Riparian, Open Water/Reservoir/Pond, and land immediately adjacent to open water. Adoption and implementation of the Beaumont 2040 Plan itself would not result in significant direct impacts to existing biological resources including riparian and other sensitive natural community; however, the adoption of the Beaumont 2040 Plan could lead to potential impacts from future development implemented consistent with the Beaumont 2040 Plan. These potential impacts could be both direct and indirect. This discussion identifies potential impacts that could result from future development at a programmatic level. Impacts that may occur as a result of development may occur according to future proposed projects and include potential habitat loss and diminished habitat quality. Wherever future projects are implemented, the following impacts have the potential to occur:

- Fill of waters of the U.S. or of the State subject to existing regulatory requirements per Section 404, 401 of the Clean Water Act, Porter Cologne Act and California Department of Fish and Game (CDFW) Streambed Alteration Agreements;
- Direct loss of sensitive plants and/or communities from construction activities;
- Alterations in the natural landscape with the placement of impermeable surfaces;
- Increased urban runoff, potentially containing herbicides, fungicides, pesticides, and fertilizer required to maintain turf and landscaping; and
- Increased habitat fragmentation with a potential corresponding decrease in species diversity and abundance.

Habitat may be lost or significantly altered due to direct impacts as well as indirect impacts resulting from development. Direct impacts are generally those in which habitat is lost to grading and filling. Indirect impacts to riparian or other sensitive habitats generally occur through edge effects, habitat alterations, disturbances, fragmentation or degradation. Edge effects occur where urban development meets open space. In these areas, the potential for indirect impacts to wildlife within the open space are the greatest. Types of urban disturbances potentially affecting natural open space areas include: change in runoff quality and pattern; introduction of toxic chemicals (particularly fertilizers and other gardening chemicals) and manure; spill-over of nighttime lighting; increased ambient noise levels and spill-over noise; introduction of non-native plants (including potentially invasive species); increased risk of trash and refuse; and increased potential for human disturbances of open spaces.

Under the MSHCP, Section 6.1.2, any proposed project will require an assessment for impacts to riparian habitat, including riverine, fairy shrimp and vernal pool habitat, therefore, determining the presence/absence, quantity, and quality of such habitat and the measures necessary to mitigate potential direct and indirect impacts of the given proposal. Section 6.1.2 of the MSHCP outlines the requirements and protection of riparian/riverine areas, fairy shrimp and vernal pools within the MSHCP area. A mitigation plan or Determination of Biologically Equivalent of Superior Preservation (DBESP) must be in

place prior to project approval in order to meet the requirements of Section 6.1.2 MSHCP related to riparian/riverine habitats.

In addition to the MSHCP riparian/riverine habitats that are required to be assessed and mitigated through the MSHCP, future projects also have the potential to impact sensitive habitats regulated areas through Section 401, 404 of the Clean Water Act (CWA) and Streambed Alteration Agreements from CDFW. Regulatory permits (i.e. 404, 401 and 1600 permits) would be required per these existing federal and state regulations for any future implementing projects. The City would need to see that future projects have mitigated for impacts to sensitive habitats and waters of the state or U.S. at a ratio deemed acceptable to the various resource agencies. The following measures can be incorporated by the City to ensure impacts associated with riparian and/or sensitive habitats are analyzed:

- Preparation of a Jurisdictional Delineation of Waters of the U.S. and wetlands pursuant to the CWA and ACOE protocol. If avoidance is infeasible, then applicants must obtain a CWA Section 404 permit from the ACOE prior to project grading. These permits must include measures or other equivalent requirements necessary to reduce impacts to riparian and wetlands resources and ensure no net loss of wetlands.
- Preparation of a Jurisdictional Delineation of Waters of the State including wetlands pursuant to the Porter-Cologne Water Quality Act. If avoidance is infeasible, and no federal 404 Permit is required, then applicants must obtain a Waste Discharge Requirement (WDR) Permit from the RWQCB prior to project grading. If a federal 404 Permit will be required, then applicants will instead obtain a 401 Permit from the RWQCB prior to project impacts.
- Preparation of a Jurisdictional Delineation of streams and vegetation within drainages and native vegetation of use to wildlife pursuant to CDFW and California Fish and Game Code Sect 1600 *et seq*. Where necessary, applicants are required to obtain a Section 1601 or 1603 permit and a Streambed Alteration Agreement from CDFW. These permits must include measures or other equivalent requirements that reduce impacts to riparian and wetlands resources to ensure no net loss of wetlands.
- Riparian/Riverine evaluation pursuant to Section 6.1.2 of the MSHCP. Applicants must avoid impacts to riparian areas to preserve the function and value of such habitats. Where avoidance is infeasible, a DBESP will be required.

These measures above shall be incorporated into mitigation measure **MM BIO-3** to ensure impacts to riparian/riverine or sensitive habitat resources are less than significant. Compliance with Section 6.1.2 of the MSHCP, applicable Federal, State, regional, and local requirements, and implementation of mitigation measure **MM BIO-3** will reduce impacts to a **less than significant level with mitigation incorporated**.

Threshold 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?

Section 404 of the CWA requires that a permit be obtained from the ACOE prior to the discharge of dredged or fill materials into any Waters of the U.S., as defined by the Navigable Water Protection Rule, effective June 22, 2020, which includes (1) territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide; (2) Tributaries; (3) Lakes and ponds, and impoundments of jurisdictional waters; and (4) Adjacent wetlands.

In addition to any potential wetlands, the limits of ACOE jurisdiction extends to the OHWM of streams and lakes, which is defined at 33 CFR 328.3(e) as:

> *…that line on the shore established by the fluctuation of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.*

Section 404 Permits usually require mitigation to offset losses of these habitat types and a Section 404 Permit triggers the need for a 401 Permit from the RWQCB. Mitigation preference by the regulatory agencies is typically in the order of mitigation banks first, then in-lieu fee programs, and finally applicant-sponsored mitigation. The ACOE is required to consult with the USFWS, EPA, and RWQCB, when appropriate in carrying out its discretionary authority under Section 404.

Stream channels that do not meet the Federal definition of a wetland may still be regulated by the State of California under the Porter-Cologne Water Quality Act as a Water of the State. In addition, they are generally regulated within California by Section 1600 of the California Fish and Game Code and will most likely also be considered riparian/riverine per Section 6.1.2 of the MSHCP.

Direct impacts to federally protected wetlands would occur if future development resulted in direct removal, fill, hydrological interruption or other disturbance to these resources. Such effects are often associated with clearing and grubbing, grading, paving and building for new development, redevelopment and construction of roads, flood control projects and other infrastructure located in and/or adjacent to the following identified habitats/resources: Riparian Scrub, Riversidean Alluvial Fan Sage Scrub, Southern Cottonwood/Willow Riparian, Open Water/Reservoir/Pond, and land immediately adjacent to open water.

Should certain proposed development be located within wetland areas, Federal and State laws and regulations would be implemented to protect resources from development through the ACOE Section 404 permitting process, the California Wetlands Conservation Policy (CWCP), and compliance with applicable MSHCP policies. The CWCP is intended to ensure that no net loss of wetlands would occur within the State. This is a related policy to a Federal Executive Order that also mandates no net loss of wetlands. With respect to the State's policy, it also encourages a long-term net gain in the quantity, quality, and permanence of wetland acreage and values. Interpretation of this order indicates that any developer wishing to fill in wetlands for construction of new development must provide mitigation of in-kind habitat at ratios likely from 2:1 up to 10:1. Section 6.1.2 of the MSHCP outlines the requirements and protection of riparian/riverine areas and vernal pools within the MSHCP area which typically match the areas considered wetlands/riparian per the CWCP. Implementation of mitigation measure **MM BIO-3** would ensure impacts to wetlands are less than significant. Accordingly, strict adherence to the identified Federal and State laws and regulations, the MSHCP, the "no net wetland loss" policy currently in place, and implementation of mitigation measure **MM BIO-3** would ensure impacts to jurisdictional waters and wetlands would be **less than significant with mitigation incorporated**.

Threshold 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?

Future development with implementation of the Beaumont 2040 Plan Update could result in creation of new barriers to animal movement in the urbanizing portions of the City; however, impacts to wildlife

movement would be mitigated through the establishment of corridors and linkages established by compliance with the Western Riverside MSHCP, as described below.

As part of the Western Riverside MSHCP, a system of corridors and linkages has been established within the Planning Area to accommodate wildlife movement within the open areas. Specifically, MSHCP Proposed Constrained Linkage 22, Proposed Constrained Linkage 23, a portion of Proposed Core 3, a portion of Proposed Linkage 6, Proposed Linkage 12, a portion of Existing Core I, a portion of Existing Core K, and a portion of Existing Noncontiguous Habitat Block B are within the Planning Area and generally provides a connection to Core Area in the Badlands, connection to San Timoteo Creek and Core Areas in the Badlands to San Bernardino County, connection from the San Bernardino National Forest to the southwest with San Bernardino County, connection to a portion of the San Bernardino Mountains, and connection to Bogart County Park. The Cores, Linkages, and Habitat Blocks mentioned above and described in detail in MSHCP Section 3.2.3: Cores and Linkages within the MSHCP Conservation Area.

Future intensified development within these Cores, Linkages, and Habitat Blocks would have the potential to result in direct or indirect impacts. Direct impacts to wildlife movement corridors generally occur from blockage or interference with the connectivity between blocks of habitat, a decrease in the width of a corridor or linkage that constrains movement, or the loss of visual continuity within a linkage or corridor. Even when not directly constrained by development, corridors are also vulnerable to edge effects and human encroachment as well. Future projects within MSHCP Criteria Cells would be required to comply with the necessary conservation requirements and objectives identified in the species-specific conservation objectives for those species (refer to Section 9.0 of the MSHCP). that would prevent substantial interference with wildlife movement and corridors. This includes Section 7.5.2 – Guidelines for Construction of Wildlife Crossings.

Wildlife nursery sites include areas that provide the resources necessary for reproduction of a species, including foraging habitat, breeding habitat and water sources. Direct impacts to nursery sites from implementation of the Beaumont 2040 Plan would include removal of habitat for development and infrastructure. Indirect impacts to nursery sites would have the potential to result from noise, lighting and changes in drainage patterns, introduction of pests or domestic animals and other edge effects. These impacts can substantially interfere with native wildlife nursery sites. Determining whether or not a specific area is a nursery site requires field surveys, which are often only valid for a given breeding season depending on the wildlife species present. In their role as NCCPs, the Western Riverside County MSHCP is required by Federal and State permitting authorities to provide for the movement of species, protect wildlife corridors and facilitate genetic flow. The MSHCP protects native wildlife nursery sites by conserving large blocks of representative native habitats suitable for supporting species' lifecycle requirements and the essential ecological processes of species which depend on such habitats. The EIR for the MSHCP concluded that the Plan provides for the movement of species through established wildlife corridors and protects the use of native wildlife nursery sites; therefore, compliance with the conservation requirements for the Cores, Linkages, and Habitat Blocks in the Planning Area mentioned above would ensure wildlife nursery sites are not adversely impacted. Additionally, future project will need to comply with the MBTA (**MM BIO-2**). Thus, through the protections afforded by the MSHCP and implementation of mitigation measure **MM BIO-2**, future development with implementation of the Beaumont 2040 Plan would have a **less than significant impact with mitigation incorporated.**

Threshold E: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Implementation of the proposed Beaumont 2040 Plan would be subject to all applicable Federal, State, regional, and local policies and regulations related to the protection of biological resources as outlined above in this section. The City does not have a tree preservation policy or ordinance. However, an application and approval from the City is required for any removal of front yard/street tree or trees. Those areas in the SOI within the jurisdiction of the County would still be subject to Riverside County goals, policies (compliance with Riverside County's Oak Tree Management Guidelines, Riverside County Ordinance No. 559), and project review process as long as annexation into the City did not occur. The Beaumont 2040 Plan goals, policies, and implementation outlined above would be incorporated into future development projects, and therefore the Beaumont 2040 Plan and Revised Zoning Ordinance and Zoning Map would not result in conflicts. Based on the required compliance with the Beaumont 2040 Plan, along with the requirement to get a permit from the City for the removal of trees, impacts are considered to be **less than significant and no mitigation is required.**

Threshold 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?

There are two adopted Habitat Conservation Plans/Natural Community Conservation Plan within the Planning Area. Namely, the Stephens Kangaroo Rat Habitat Conservation Plan (SKR HCP) and the Multiple Species Habitat Conservation Plan/Natural Communities Conservation Plan (MSHCP).

Implementation of the Beaumont 2040 Plan within the southern portion of the City limits would be subject to the SKR HCP. The Beaumont 2040 Plan is in conformance with the SKR HCP as evidenced by the area remaining as Open Space Reserve in the Potrero Reserve area, which is designated as a SKR Study Area in the SKR HCP.

Implementation of the proposed Beaumont 2040 Plan would be subject to the Western Riverside MSHCP. Goals and policies listed in Section 5.4.2 above require compliance with the MSHCP to ensure that that there are no conflicts with local biological resource protections. Properties within MSHCP Criteria Cells (see **Figure 5.4-1 – MSHCP Criteria Cells**) would be subject to the Criteria Cell's conservation objectives and requirements, outlined in Section 3.3 of the MSHCP, which could require the need for land to be set aside for Conservation, and not developed. The process of evaluating a project's location in terms of the areas that are described for Conservation by the Cell Criteria is referred to as Reserve Assembly. A Beaumont 2040 Plan land use designation and zoning designation do not supersede the requirements of the Criteria Cells to have land set aside for Conservation. The primary area of Criteria Cells in the City limits are in the southern portion of the City and Sphere of Influence, and a targeted area north of SR-60 and west of I-10. (See **Figure 5.4-1**).

MSHCP Criteria Area
The Planning Area is located within The Pass Area Plan of the MSHCP. The target conservation acreage range for The Pass Area Plan is 22,510 to 27,895 acres; it is composed of approximately 13,970 acres of existing Public/Quasi-Public Lands and 8,540 to 13,925 acres of Additional Reserve Lands. The target acreage range within the City is 5,440 to 9,060 acres. The Pass Area Plan is further divided into Subunits, Cell Groups, and Cells with specific conservation objectives, as shown on **Figure 5.4-1**.

Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the MSHCP through the JPR Process, which includes project consistency with the Reserve Assembly (i.e. Section 6.1.1 of the MSHCP – the Habitat Acquisition and Negotiation Strategy - HANS process or equivalent process). The HANS process ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated if required. Once properties are deemed consistent with the Reserve Assembly requirements of the MSHCP (See Section 3.3), then , projects within the City of Beaumont shall receive take authorization of covered species adequately conserved through the permits issued to the City pursuant to the MSHCP. Proposed development projects and public projects located within Criteria Area will also undergo a review process to ensure consistency with the MSHCP Reserve Assembly (MSHCP Section 6.1.1) and special survey requirements (Sections 6.1.2, 6.1.3, 6.1.4 and 6.3.2 of the MSHCP outlined below) referred to as the Joint Project Review (JPR) process which is conducted by the Regional Conservation Authority (RCA). The City is responsible for ensuring all projects within the Criteria Area go through the JPR process prior to project approvals.

MSHCP Conservation Area Cores and Linkages/Wildlife Corridors

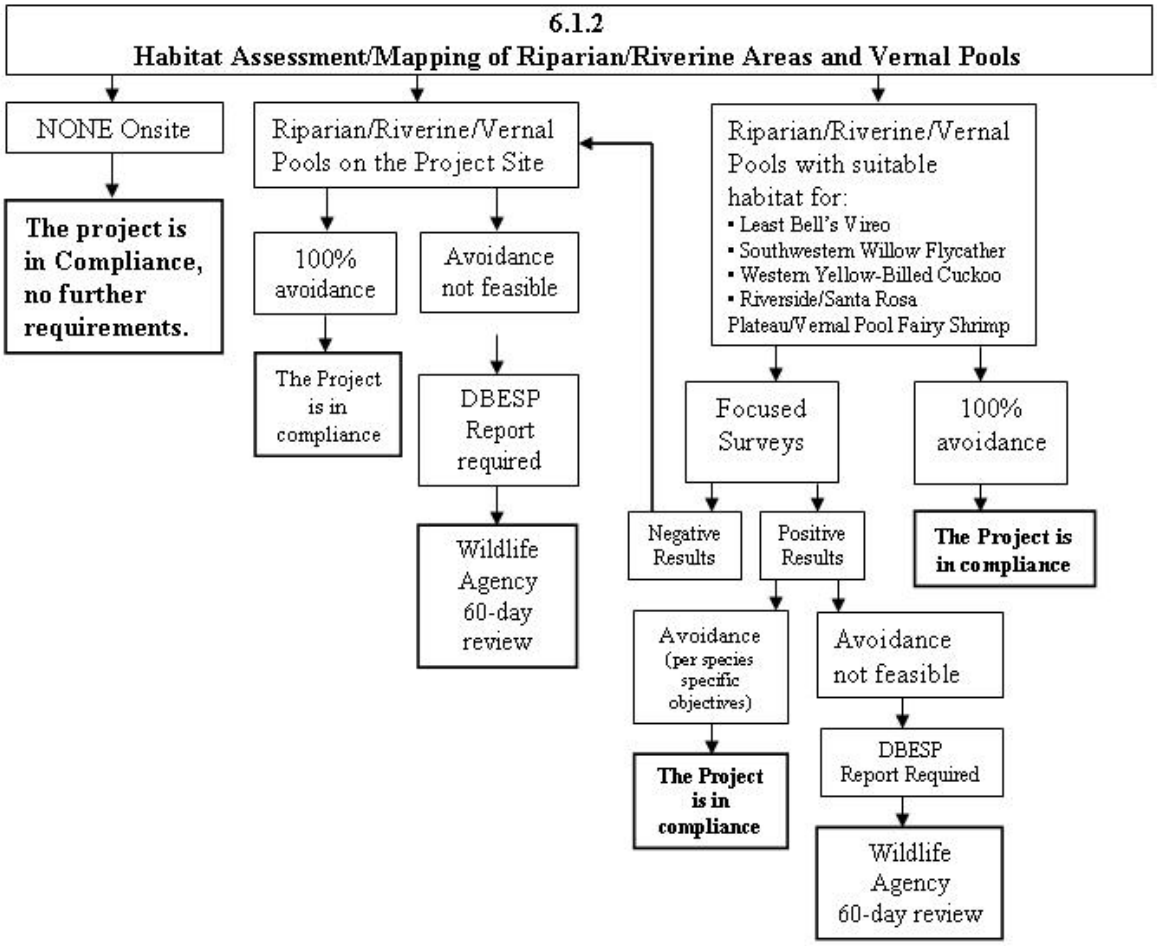
The MSHCP Conservation Area within the Planning Area is made up of lands which are already conserved (i.e. the portion of the Potrero Subunit owned by CDFW is considered Conserved per the MSHCP and designated as Open Space per the Beaumont 2040 Plan (**Figure 5.4-1 – MSHCP Criteria Cells**). As depicted on Figure 5.4-1, the areas designated as Open Space are located variously in the southern and northwestern portions of the Potrero Subunit. The Planning Area is comprised of a variety of existing and proposed Cores, Linkages, and Habitat Blocks some of which already have lands Conserved, and some of which still need to be conserved through the Reserve Assembly/HANS process. The MSHCP identifies cores for habitat conservation and linkages for wildlife movement. **Figure 5.4-4 – MSHCP Cores and Linkages** illustrates how the cores and linkages in the MSHCP overlap with the Planning Area. Proposed Constrained Linkage 22, a portion of Proposed Core 3, and Proposed Linkage 12, are within the Planning Area and generally provide a connection to Core Area in the Badlands, connection to San Timoteo Creek and Core Areas in the Badlands to San Bernardino County, connection from the San Bernardino National Forest to the southwest with San Bernardino County, connection to a portion of the San Bernardino Mountains, and connection to Bogart County Park. The Cores, Linkages, and Habitat Blocks are described in detail in Section 3.2.3: Cores and Linkages within the MSHCP Conservation Area. As projects are proposed within the Planning Area, an evaluation of how the project might contribute to, or conflict with, assembly of the MSHCP Conservation Area consistent with reserve configuration requirements shall be performed through the HANS and JPR processes.

Riparian/Riverine Areas, Vernal Pools and Fairy Shrimp

As outlined in Section 6.1.2 of the MSHCP, riparian/Riverine areas as defined in the MSHCP are lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or portion of the year. Riparian habitats are shown on **Figure 5.4-2** and include: Riparian Scrub, Riversidean Alluvial Fan Sage Scrub, Southern Cottonwood/Willow Riparian, Open Water/Reservoir/Pond, and land immediately adjacent to open water. Vernal pools are seasonal wetlands that occur in depression areas that have wetland indicators of all three parameters (soil, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portions of the growing season. Listed fairy shrimp are typically associated with certain soil types and ponded areas. Listed and common fairy shrimp can be found in man-made features such as road ruts, tire ruts and stock ponds.

As projects are proposed within the Planning Area, an assessment of the potentially significant effects of those projects on riparian/riverine areas, vernal pools and fairy shrimp shall be performed as currently required pursuant to Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools*. If riparian/riverine areas, vernal pools and/or fairy shrimp occur on site and project implementation does not completely avoid these areas, a DBESP must be prepared (see Flow Chart on next page).

Section 6.1.2 of the MSHCP lists various species that are associated with riparian, riverine, vernal pools or fairy shrimp habitat. As shown in **Table 5.4-B**, least Bell's vireo, southwestern willow flycatcher and western yellow billed cuckoo are listed in Section 6.1.2 of the MSHCP and are known to occur within the Pass Area Plan and the Planning Area. A habitat assessment survey for this species would be needed. If a habitat assessment identifies suitable habitat for any of these Section 6.1.2 species in this section of the MSHCP and the project design does not incorporate avoidance, focused surveys shall be conducted, and avoidance and minimization measures shall be implemented in accordance with the species-specific objectives for the species occurring on site. The flow chart below defines the process as to how future implementing projects would be assessed for consistency with Section 6.1.2 of the MSHCP:



Narrow Endemic Plant Species Survey Area (NEPSSA)

Under Section 6.1.3, *Protection of Narrow Endemic Plant Species*, of the MSHCP, site-specific focused surveys for NEPSSA species shall be required where appropriate or suitable habitat is present within the identified survey areas (as depicted on **Figure 5.4-5** NEPSSA Areas). As shown on **Figure 5.4-5**, the Planning Area overlaps with the NEPSSA in the northern half of the Planning Area. Additionally, as identified in Table 5.4-A, three plants on the Narrow Endemic Plant Species list of the MSCHP have potential to occur in the Planning Area: slender-horned spine flower, Wright's trichocoronis, and Yucaipa onion. Projects with the potential to affect NEPSSA species shall be subject to avoidance, minimization, and mitigation strategies as outlined in Section 6.1.3 of the MSHCP. The flow chart below outlines how future implementing projects would be required to assess consistency with Section 6.1.3 of the MSHCP.

Additional Survey Needs and Procedures
As outlined in Section 6.3.2, *Additional Survey Needs and Procedures,* of the MSHCP, habitat assessments are required for proposed projects located within the survey areas. If any proposed project is located within the Amphibian Survey Area, Burrowing Owl Survey Area, Mammal Survey Area, or the plants in the CASSA as illustrated on **Figures 5.4-6 – MSHCP Criteria Area Species Survey Areas** and **5.4-7 – MSHCP Burrowing Owl, Mammal and Amphibian Survey Areas**, habitat assessments are required, which need to address potential habitat for these species. If potential habitat for these species is determined to be located within a future implementing project's site, focused surveys are required during the appropriate season for said species.

As shown in **Table 5.4-A** and **Table 5.4-B**, there is suitable habitat within the Planning Area for the following species listed in Section 6.3.2 of the MSHCP:

- Burrowing owl
- Coulter's goldfields
- Davidson's saltscale
- Los Angeles pocket mouse
- Mountain yellow-legged frog
- Mud nama
- Nevin's barberry
- Round-leaved filaree
- an Bernardino kangaroo rat
- San Jacinto Valley crownscale
- Smooth tarplant

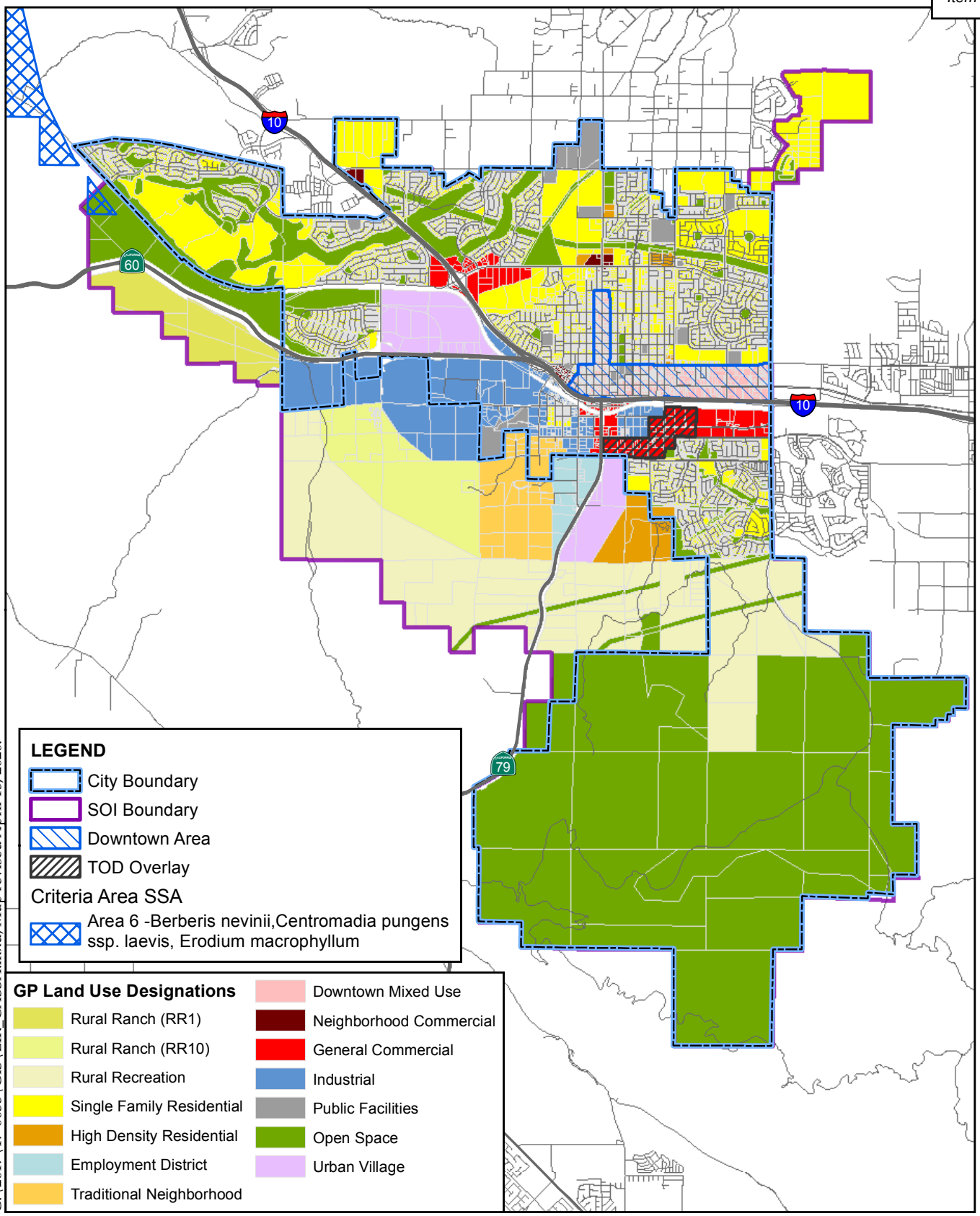
If any proposed project within the Planning Area fall within survey areas shown on **Figure 5.4-6** and **Figure 5.4-7,** the project applicant must follow the procedures shown below on flow charts for Sections 6.1.3 and 6.3.2 for the City to determine compliance with the MSHCP.

Projects that are proposed within a CASSA area as shown in **Figure 5.4-6** must comply with the survey requirements in MSHCP Section 6.3.2. The CASSA affects a small section of land within the SOI that is designated as Open Space; it is located north of Interstate 60, west of Oak Valley Parkway/San Timoteo Canyon Road in the northern most corner of the SOI.

Within the Planning Area, there are four species with survey areas shown in **Figure 5.4-7**: Burrowing Owl, Los Angeles Pocket Mouse (LAPM), San Bernardino Kangaroo Rat, and Mountain Yellow-legged Frog. These survey areas for small mammals and an amphibian encompass areas throughout the Planning Area. For amphibians, the survey area is only in the southern portion of the SOI in areas that are already designated for open space and conservation. The LAPM survey area is located in pockets throughout the Planning Area; the largest area is again in the southern portion of the City in an area designated as Open

Space; other LAPM areas are located between Interstate 10 and the City's northern boundary and south of Interstate 60 and east of Jack Rabbit Trail. The LAPM survey area to the east of Interstate 10 goes through portions of drainage features, including San Timoteo creek. The survey areas for the San Bernardino Kangaroo Rat and LAPM are located in the southern and northern portions of the Planning Area; to the north, the survey area straddles Interstate 10 to the east and west of Brookside Avenue, continuing along the City boundary to the west. In the southern portion of the Planning Area the survey area is located in an area designated as Open Space. Projects that are proposed within these areas for MSHCP small mammal and amphibian surveys must comply with the survey requirements set forth in Section 6.3.2.

Remainder of page intentionally left blank



G:\2017\17-0033\GIS\EIR_CASSA.mxd; Map revised April 15, 2020.

Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

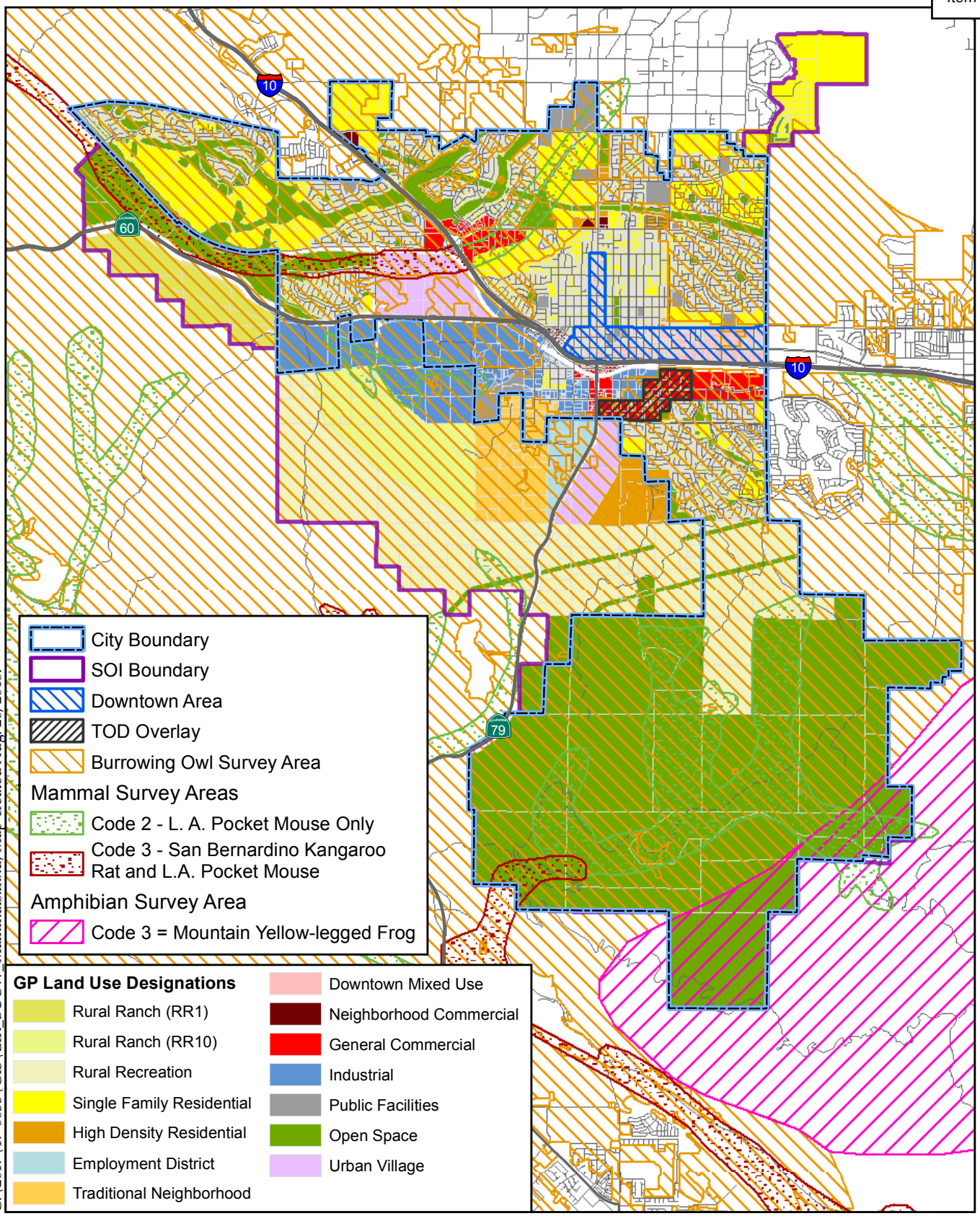
0 1 2 3 Miles

Figure 5.4-6 MSHCP Criteria Area Species Survey Areas

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_BUOW_Mammals.mxd; Map created Aug. 20, 2018.

Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc. 2019; Rincon Consultants, Aug. 2018.

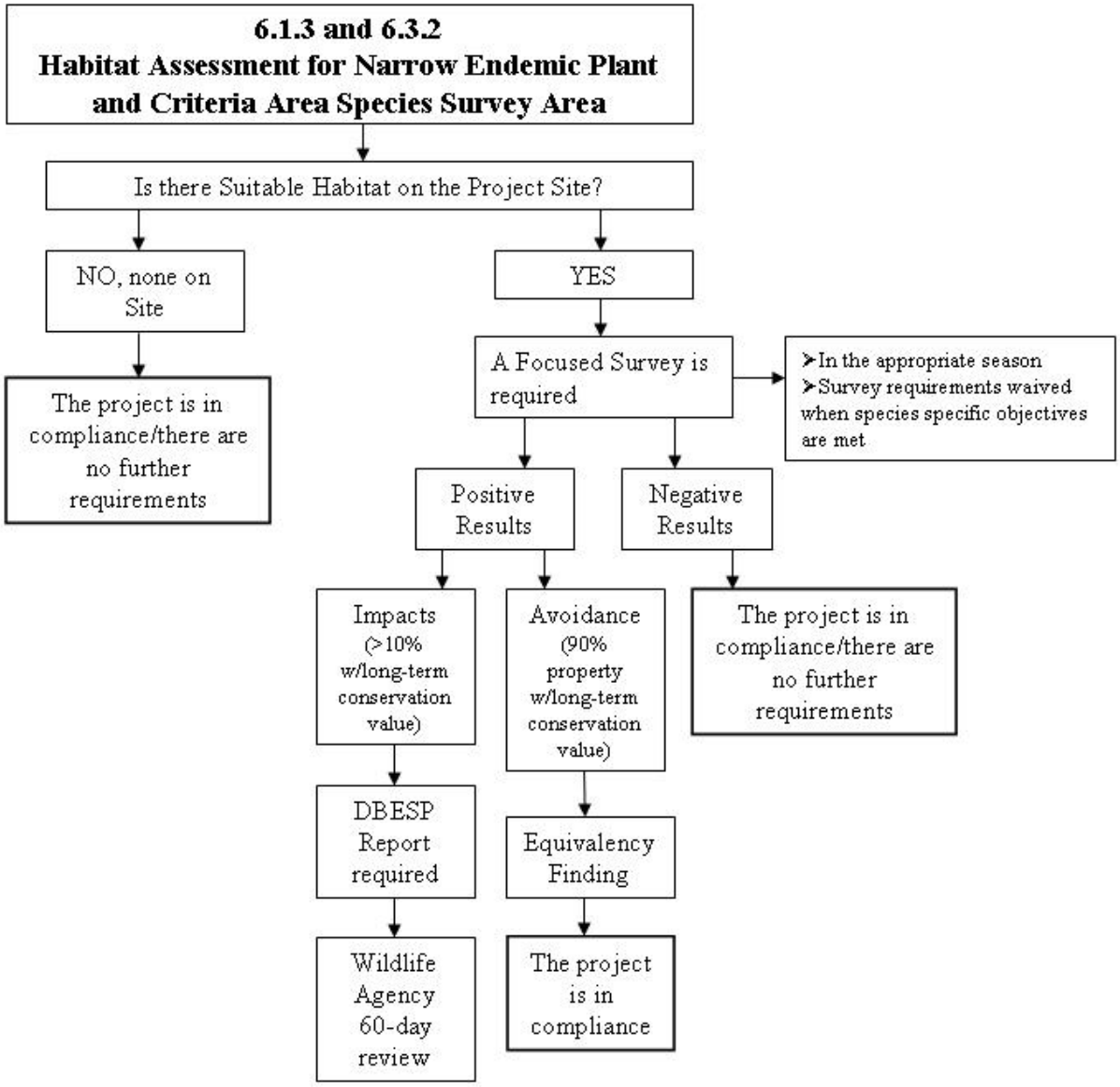
Figure 5.4-7 MSHCP Burrowing Owl, Mammal and Amphibian Survey Areas

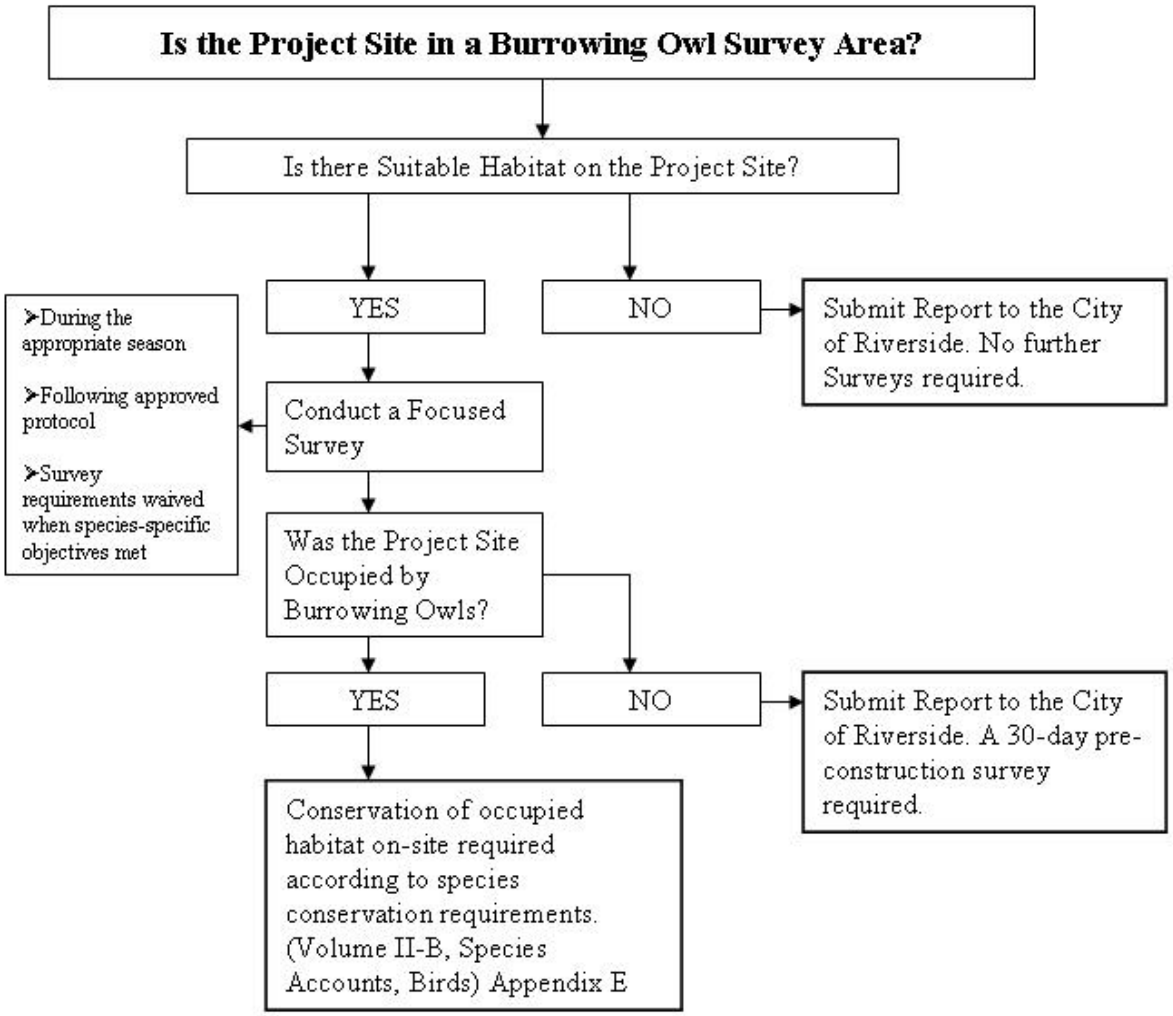
City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank


6.1.3 and 6.3.2
Habitat Assessment for Narrow Endemic Plant and Criteria Area Species Survey Area
Is there Suitable Habitat on the Project Site?
NO, none on Site
YES
The project is in compliance/there are no further requirements
A Focused Survey is required
➢In the appropriate season
➢Survey requirements waived when species specific objectives are met
Positive Results
Negative Results
Impacts (>10% w/long-term conservation value)
Avoidance (90% property w/long-term conservation value)
The project is in compliance/there are no further requirements
DBESP Report required
Equivalency Finding
Wildlife Agency 60-day review
The project is in compliance



Urban Wildlands Interface Guidelines

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface*, of the MSHCP, outlines the minimization of indirect effects associated with locating development in proximity to the MSHCP Conservation Area (i.e. lands already Conserved or future lands to be Conserved). To minimize these effects, guidelines in Section 6.1.4 of the MSHCP shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following: drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development.

There are no project-specific impacts as a result of adoption of the Beaumont 2040 Plan; therefore, no impacts exist at a programmatic level. The City is a Permittee of the MSHCP and must thereby comply with provisions set forth through the MSHCP for projects proposed within the City. The County of Riverside is also a Permittee of the MSHCP and must thereby comply with provisions set forth through the MSHCP for projects under its jurisdiction in the City's SOI. Any individual development projects constructed pursuant to the Beaumont 2040 Plan and public projects constructed to implement the Beaumont 2040 Plan will follow the measures of the MSHCP, as stated above, and will be in compliance with the MSHCP.

Thus, the implementation of all goals, policies, and implementation listed in Section 5.4-3, implementation of mitigation measure **MM BIO-3**, and compliance with the MSHCP and SKR HCP will ensure that the proposed project does not conflict with any HCPs. Therefore, impacts associated with potential inconsistencies with the MSHCP and SKR HCP for the Planning Area would be **less than significant with mitigation incorporated**.

5.4.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Based on the above analysis, there is a potential for impacts to occur to some sensitive species not covered by the MSHCP and for nesting birds, for potential future impacts to jurisdictional waters and/or wetlands. The following mitigation measures will be required to reduce potential impacts to less than significant levels.

MM BIO-1: **For impacts identified to Species Not Covered by the MSHCP,** potential direct and indirect impacts to Federal Species of Concern, California Species of Special Concern, California Species Animals or plants on lists one through four of the California Native Plant Society (CNPS) Inventory will require habitat assessments prepared by a qualified biologist for future implementing projects. The habitat assessment report identifying potential impacts to the Not Covered MSHCP species shall be provided in a report and submitted to the City Planning Department prior to issuance of grading permits. The following determinations shall be made by the City based on the habitat assessment:

- If the findings of the habitat assessment show no suitable habitat or sensitive species Not Covered by the MSHCP occur on site, then no additional surveys or mitigation measures are required.
- If the potential for sensitive species exists or suitable habitat for sensitive species exists on site, focused surveys shall be completed within one year of the submittal to the City for review unless a separate process has been established for that species that is consistent with the MSHCP. Focused surveys conducted in the appropriate season for each species, as identified in the habitat assessment report, shall be conducted to determine presence/absence status, unless the protocol for a species requires just a pre-construction survey.
- If no sensitive species are identified through focused surveys, then no additional surveys or mitigation measures are required.
- If sensitive species Not Covered by the MSHCP are found on site and are not avoided by project design, coordination with the appropriate regulatory agencies (i.e. USFWS and/or CDFW) would be required to obtain necessary take permits and implement project-specific mitigation prior to any ground disturbing activities.

MM BIO-2: If future implementing project activities are planned during the bird nesting (February 15 to August 31) season and there are trees or vegetation on site, nesting bird survey(s) within 7 days prior to ground disturbance, clearing and/or demolition activities shall be conducted to ensure birds protected under the Migratory Bird Treaty Act (MBTA) are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional measures are required.

If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g.,

incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume.

MM BIO-3: The City shall require the following for all future implementing projects in order to mitigate for impacts to riparian/riverine or sensitive habitats associated with waters of the US and State:

- Preparation of a Jurisdictional Delineation of Waters of the U.S. and wetlands pursuant to the RCA as well as CWA and ACOE protocol where drainages are located on site. If avoidance of the drainages is infeasible, then applicants must obtain a CWA Section 404 permit from the ACOE prior to project grading. These permits must include measures or other equivalent requirements necessary to reduce impacts to riparian and wetlands resources and ensure no net loss of wetlands.
- Preparation of Jurisdictional Delineation of Waters of the State and wetlands pursuant to the State Porter-Cologne Act and RWQCB requirements where drainages are located onsite. If a 404 Permit from ACOE is required, then a 401 Permit from RWQCB shall be obtained. If a 404 Permit is not required, but the project impacts Waters of the State that cannot be avoided, then a WDR Permit from the RWQCB shall be obtained. The 401 and WDR Permits must outline how the project avoided, minimized, and/or mitigated impacts to jurisdictional features. A Draft Restoration Plan and Draft Compensatory Mitigation Plan will be submitted to the satisfaction of the RWQCB should temporary impacts require restoration or if compensatory mitigation is necessary.
- Preparation of a Jurisdictional Delineation of streams and vegetation within drainages and native vegetation of use to wildlife pursuant to CDFW and California Fish and Game Code Sect 1600 *et seq*. Where necessary, applicants are required to obtain a Section 1601 or 1603 permit and a Streambed Alteration Agreement from CDFW. These permits must include measures or other equivalent requirements that reduce impacts to riparian and wetlands resources ensure no net loss of wetlands.
- Riparian/Riverine evaluation pursuant to Section 6.1.2 of the MSHCP. Applicants must avoid impacts to riparian areas to preserve the function and value of such habitats. Avoided areas shall be protected in perpetuity through a legal instrument such as a conservation easement or deed restriction. Where avoidance is infeasible, a DBESP will be required to be reviewed and approved by the RCA and/or US Fish and Wildlife Services and California Department of Fish and Game.

5.4.7 Level of Significance After Mitigation

With adherence to and implementation of the above-listed Beaumont 2040 Plan goals, policies, and implementation from Section 5.4.3 above, the above listed mitigation measures, as well as adherence to standard Federal, State, regional, and local regulations, including the Western Riverside County MSHCP, impacts to biological resources are considered **less than significant with mitigation incorporated**. The significance of impacts to biological resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan goals. Policies, and implementation, as

well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.4.1 References

The following references were used in the preparation of this section of the Draft PEIR:

County of Riverside	*Western Riverside County Multiple Species Habitat Conservation Plan.* (Available at http://rctlma.org/Portals/0/mshcp/volume1/index.html, accessed February 7, 2018.)
Development Related Fee Schedule	City of Beaumont, Development Related Fee Schedule July 2020. (Accessed at https://www.beaumontca.gov/DocumentCenter/View/2313/Development-Fee-Schedule-Planning-Public-Works-Building--Fire?bidId=Accessed August 30, 2020)
ECR	City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

5.5 CULTURAL RESOURCES

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to direct or indirect potential impacts from a substantial adverse change in the significance of historical resources or archaeological resources, or disturbing any human remains. In response to the Notice of Preparation, the City received comment letters from the Native America Heritage Commission, Agua Caliente Band of Cahuilla Indians, and Morongo Band of Mission Indians regarding cultural resources. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding Cultural Resources at the Project's public scoping meeting.

5.5.1 Setting

The following discussion describes the environmental, prehistoric, ethnographic, and historical cultural setting of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area") to provide a context for understanding the nature and significance of cultural resources identified within the Planning Area. Tribal cultural resources are discussed in Section 5.17 – Tribal Cultural Resources and paleontological resources are discussed in Section 5.7 – Geology and Soils.

Environmental Setting

The City is within the San Gorgonio Pass region of Southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California. The region surrounding the City is a geologically complex area, in part due to movement along faults such as the San Andreas Fault, Banning Fault, and San Gorgonio Fault. Annual precipitation in the area ranges from 18 to 20 inches. The City encompasses a portion of the South Coast Bioregion that is sparsely vegetated with scrub brush and grasses and populated by a variety of reptiles, small mammals, birds, and insects. (Æ(a), p. 6.)

The Peninsular Ranges extend approximately 125 miles from the Los Angeles Basin to the tip of Baja California and are bounded by the Elsinore Fault Zone and the Colorado Desert on the east and the Pacific Coast on the west. The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the Southern California batholith; and Cenozoic marine and terrestrial deposits. The highest point in the range is San Jacinto Peak at 10,805 feet above mean sea level. (Æ(a), p. 6.)

Prehistoric Setting

For purposes of this discussion, the prehistoric setting will begin at 9500 before present (B.P.), because no evidence of the earlier Paleo-Indian Period (ca. 12,000–9500 B.P.) has been found within the vicinity of the City. The Prehistoric setting for the Planning Area is drawn from the cultural sequence developed for the Eastside Reservoir Project study area. (Æ(a), p. 7.)

Early Archaic Period (ca. 9500-7000 B.P.)

The Early Archaic period saw a continuation of weather patterns resulting in the desert interior apparently much more favorable for human occupation than the cismontane valleys of southern California. It has been postulated that small, highly mobile groups still traveled over a wide home range utilizing highly portable tool kits to procure and process critical resources, with brief and anticipated intervals of seasonal sedentism. However, because of the arid conditions within the interior valley areas, prehistoric use of the general study area would still have been negligible; populations would still have favored the coastal or interior desert regions. Nonetheless, those populations exploiting the interior valleys would still have been tethered to the few reliable, drought-resistant water sources such as Lake Elsinore, Mystic Lake, and possibly the Cajalco Basin. (Æ(a), p. 7.)

Middle Archaic Period (ca. 7000-4000 B.P.)

The Middle Archaic saw a reversal of the weather patterns which had prevailed throughout much of cismontane southern California for several millennia. By about 6000 B.P., local environmental conditions ameliorated while conditions in the deserts deteriorated, reaching maximum aridity of the postglacial period, which postulated that the inland areas would see an increase in prehistoric use and occupation after about 6000 B.P. as compared to the earlier periods. The Middle Archaic components include several intensively used residential bases and/or temporary camps containing abundant cultural debris including temporally diagnostic artifacts (Pinto and Silver Lake projectile points, crescents), at least nine complex lithic scatters which appear to have functioned as resource extraction and processing sites, and one human burial covered with large rocks and ground stone artifacts. In addition, evidence of ephemeral Middle Archaic use is present at several sites in the form of isolated radiocarbon-dated features and/or sparse scatters of obsidian debitage dated by obsidian hydration methods. The more intensively used residential locations occur along alluvial fan margins, while less intensively used areas tend to be situated on arroyo bottoms or upland benches. (Æ(a) 2017, p. 7.)

Late Archaic Period (ca. 4000-1500 B.P.)

The beginning of the Late Archaic coincides with the Little Pluvial, a period of increased moisture in the region, which allowed for more extensive occupation of the region. In general, sites showing evidence of the most intensive use tend to be on range-front benches adjacent to permanent water sources such as perennial springs or larger streams which led to increased sedentism with a change to a semi-sedentary land-use and collection strategy. Less intensively used locales occurred either on upland benches or on the margins of active alluvial fans. The profusion of features, and especially refuse deposits in Late Archaic components, suggests that seasonal encampments saw longer use and more frequent reuse than during the latter part of the Middle Archaic, with increasing moisture improving the conditions of southern California after ca. 3100 B.P. (Æ(a), pp. 7-8.)

Saratoga Springs Period (ca. 1500-750 B.P.)

Cultural trends in the early portion of the Saratoga Springs Period were, in large part, a continuation of the developments that begun during the end of the Late Archaic Period. However, the Medieval Warm, a period of even more persistent drought, began by 1060 B.P., and conditions became significantly warmer and drier. These climatic changes were experienced throughout the western United States although the inland areas of cismontane southern California may have been less affected than the desert interior. The area was used on at least a semi-permanent basis during the Medieval Warm Interval and that residential bases show evidence (e.g., refuse deposits, midden development) that activities intensified at those settlements. People were also intentionally caching toolstone and ground stone tools, suggesting that they anticipated returning to the same locations. Characteristics of the ground stone assemblages from the Medieval Warm demonstrate that plant foods were more important than in any other period; plant

processing intensified and acorns apparently became an important staple. The faunal assemblages also show that resource stress was accommodated with similar strategies by intensifying the use of lagomorphs and by further expanding diet breadth, adding animals (i.e., medium-sized carnivores) to the diet that were rarely consumed during other periods. The most abundant evidence of trade also occurs in the Medieval Warm components, suggesting that this was another mechanism for dealing with resource stress. (Æ(a), p. 16.)

Late Prehistoric Period (ca. 750-410 B.P.)

The Medieval Warm extended into the Late Prehistoric Period, ending about 550 B.P. At the end of the Medieval Warm, however, and lasting throughout the ensuing Protohistoric Period (410-150 B.P.), a period of cooler temperatures and greater precipitation ushered in the Little Ice Age during which time ecosystem productivity greatly increased along with the availability and predictability of water. With the return of more mesic conditions after approximately 550 B.P., resulting in less resource stress, people returned to a less intensive, semi-sedentary land-use strategy similar to that identified for the Late Archaic Period. Evidence of intensive occupation dating to the Late Prehistoric Period occurs at five residential sites comprising 16 separate components; all of these coincide with sites that were occupied during earlier periods, and all are situated on elevated bedrock benches near active springs and overlook the valley floor. (Æ(a), p. 18.)

Protohistoric Period (ca. 410-180 B.P.)

The ameliorated, productive conditions of the Little Ice Age continued throughout the Protohistoric Period. Generally speaking, sedentism intensified during the Protohistoric Period, with small, but apparently fully sedentary villages forming. Increased hunting efficiency (through the use of the bow and arrow) and widespread exploitation of acorns and other hard nuts and berries (indicated by the abundance of mortars and pestles) provided reliable and storable food resources. This in turn, promoted greater sedentism. Related to this increase in resource utilization and sedentism are sites with deeper middens, suggesting central-based wandering or permanent habitation. These would have been the villages, or *rancherias*, noted by the early non-native explorers. (Æ(a), p. 19.)

Ethnographic Setting

The City lies within the traditional territory of the Pass (or Wanakik) Cahuilla. A wealth of information exists regarding traditional and historic Cahuilla society and culture. The Cahuilla language, divided into Desert, Pass, and Mountain dialects, has been assigned to the Cupan subfamily of the Takic branch of the Uto-Aztecan linguistic family. Territory traditionally claimed by the Cahuilla was topographically complex, including mountain ranges, passes, canyons, valleys, and desert. (Æ(a), p. 21.)

The Cahuilla in pre-contact times had nonpolitical, nonterritorial patrimoieties that governed marriage patterns, as well as patrilineal clans and lineages. The Cahuilla words for these moieties mean “coyote” and “wildcat.” The Cahuilla had “political-ritual corporate units (clans) composed of 3 to 10 lineages, dialectically different, named, claiming a common genitor, with one lineage recognized as the founding one.” Clans owned a large territory in which each lineage owned a village site with specific resource areas. Clan lineages cooperated in defense, in large communal subsistence activities, and in performing rituals. Settlements, occupied by one or more lineages, could be politically autonomous or allied with several villages under one chief. The hereditary chiefs had religious, economic, and military power and were role models for their people. They were aided in their duties by one or more assistants. The chiefs and their families, along with the very wealthy, were the elites of the society. (Æ(a), p. 22.)

The Cahuilla were, for the most part, hunting, collecting, harvesting, and protoagricultural peoples. Clans were apt to own land in the valley, foothill, and mountain areas, providing them with the resources of

many different ecological niches. As in most of California, acorns were a major staple, but the roots, leaves, seeds, and fruit of many other plants also were used. Fish, birds, insects, and large and small mammals were available. Mountain sheep, deer, and antelope were some of the large mammals hunted. When filled, Lake Cahuilla was on the Pacific Flyway for migratory birds; hence, ducks, geese, and other migratory birds would have been caught. Mountain lion, black bear, grizzly bear, deer, and wild boar also were hunted in historic times. (Æ(a), p. 22.)

To gather and prepare various food resources, the Cahuilla had an extensive inventory of equipment. Bows and arrows were the most important hunting tools, but traps, nets, disguises, blinds, throwing sticks, and slings were also part of the hunting technology. For fishing; nets, traps, spears, hooks and lines, and fish poisons were used. Gathering required few tools: poles for shaking down pine nuts and acorns, cactus pickers, chia hooks, seed beaters, digging sticks, weights for digging sticks, and pry bars. Materials associated with transportation mainly were used to move food and include burden baskets, carrying nets, game bags, and saddle pads. Some food was stored in large baskets. Pottery ollas and baskets treated with asphaltum were used to store and carry water and seeds. Wood, clay, and steatite were used to make jars, bowls, and trays. Skin and woven grass were used to make bags. Food processing required hammers and anvils for cracking nuts; mortars and pestles for grinding acorns; manos and metates for grinding seeds and berries; winnowing shells and baskets; strainers; leaching baskets and bowls; knives of stone, bone, wood, and Carrizo cane; bone saws; and drying racks made of wooden poles to dry fish. Basket mortars, with asphaltum or pine pitch used to attach an open-bottomed basket to a mortar, were important for food processing. The food was served in wooden and gourd dishes and cups and in basket bowls that were sometimes tarred. Wood, shell, and horn were used for spoons. (Æ(a), p. 22.)

Cahuilla shelters were often made of brush, fan palm fronds, or arrowweed. In prehistoric times, they were dome-shaped; later they tended to be rectangular. Near such dwellings usually stood brush-covered ramadas under which domestic chores were done. Earth-covered sweathouses for purification and curing rituals and ceremonial houses with fenced areas for ceremonial use were found in most villages. The chief's house was the largest and was usually next to the ceremonial house. Each village also had several granaries. (Æ(a), p. 22.)

European contact with the Cahuilla was by the Juan Bautista de Anza expedition, which passed through the region in 1774. Initially, the Indians were hostile to the Europeans. Subsequently, the Europeans used sea routes to populate California because the land route had been closed by the Quechan Indians in 1781. The Cahuilla, therefore, had little direct contact with Europeans except for those baptized at missions in San Gabriel, San Luis Rey, and San Diego and, thus, integrated into the mission system. In 1819, several asistencias were established near the Cahuilla area; Cahuillas became partially involved with the Spanish and adopted some Spanish economic practices such as cattle raising, agriculture, trade, and wage labor, as well as cultural traits such as clothing styles, language, and religion. Some Cahuilla worked seasonally for the Spaniards and lived for the remainder of the year in their villages. At the time of the American invasion of California, the Cahuilla still maintained their political and economic autonomy. (Æ(a), p. 22.)

Historical Setting

The historic context focuses on the exploration, settlement, and development of the region since the Spanish period of occupation in Southern California beginning in 1769 and continuing through the American Period which began in 1848. From there, the discussion turns to a more localized historical background focused specifically on the Beaumont area. (Æ(a), p. 23)

The Spanish Period (1769-1822)

The Historical Period in California formally began in 1769 with the Spanish occupation of Alta California and the founding of the San Diego de Alcala mission in San Diego when written records began to be compiled. The years 1769 to 1822 represent the Spanish Period in California. (Æ(a), p. 23.)

In 1774, Captain Juan Bautista de Anza crossed the San Jacinto plains with a small party of soldiers and servants. Anza's expeditionary force crossed the Cahuilla Valley, skirted the Santa Rosa Mountains, made their way up through Coyote Canyon, descended into the San Jacinto Valley via Batista Creek, and trekked northwest across the San Jacinto Valley into Moreno Valley. From there, the expedition passed through the Riverside area and crossed the Santa Ana River near present-day Jurupa, then continued northwest to reach the mission at San Gabriel. (Æ(a), p. 23.)

Riverside County lacked a mission proper but remained connected to the California presidio and mission system through Franciscan outposts known as ranchos and *asistencias.* The Riverside area was considered to be a part of the San Diego District, a military designation associated with the San Diego presidio; most of the territory fell under the authority of Mission San Luis Rey. Founded in 1798, Mission San Luis Rey was the eighteenth of California's 21 missions. During much of the Spanish Period, European settlement in Riverside County was slow and sporadic. By the end of the Spanish Period, few Europeans had settled permanently within the region. (Æ(a), p. 23.)

Mexican Rancho Period (1822-1848)

In 1821, after 10 years of intermittent rebellion and warfare, Mexico and the territory of California won independence from Spain. On December 15, 1821, the Mexican *Cortes* (the legislative body of the Mexican government) ended the older regime's strict isolationist policies that were designed to protect the traditional Spanish monopoly on trade and decreed that California ports (namely San Diego and Monterey) be open to foreign merchants. (Æ(a), pp. 23-24.)

Following the Secularization Act of 1833, which called for the immediate privatization of Franciscan lands, the Mexican government secularized all of the California missions. During the two-year period of 1834 to 1836, this radical process quickly and effectively reduced the missions to parish churches. Although the original secularization schemes called for redistribution of mission lands to those Native Americans who were responsible for the physical construction of the mission empire, the vast mission land and livestock holdings were redistributed by the Mexican government into several hundred land grants privately owned by Mexican citizens. These landowners subsequently released their neophyte Native American "workers" to fend for themselves. During the resultant Mexican Rancho Period (1834-1848), livestock and horticulture dominated the economics of Southern California. Ranches were predominantly devoted to the cattle industry and large tracts of land were used for grazing. (Æ(a), p. 24.)

American Period (1848-Present)

With the signing of the Treaty of Guadalupe Hidalgo in 1848, which ended the Mexican-American War, California entered into the American Period and, in 1850, became a recognized state in the United States. During the late 1840s, there began the decline of old California's cattle ranching industry, which for over half a century represented the currency and staple of the rancho system. By the 1850s to 1860s, cattle ranching in the general region had greatly declined, and ranchos changed ownership regularly. Through the years, settlement continued to develop across the inland valley of what would eventually become western Riverside County. With the influx of new settlers and decline of the cattle industry, some of the larger ranchos were subsequently subdivided into smaller parcels. In 1852, San Diego organized into a

county; in 1853, San Bernardino followed suit. Riverside County would be formed in 1893, carved out of portions of San Bernardino and San Diego counties. (Æ(a), p. 24.)

The completion of the Southern Pacific Railway's transcontinental railroad in 1869 opened California to agricultural settlement and brought the previous era of large-scale ranching to a close. The arrival of the Southern Pacific across the San Gorgonio Pass and into the San Bernardino Valley resulted in a dramatic influx of new settlers into what is now western Riverside County. The Riverside Colony was founded in 1870, and agricultural lands in the region quickly began to be settled by homesteaders. During the 1880s and 1890s, similar to the phenomena occurring in the area surrounding the Riverside Colony, irrigation canals were built, and the regional citrus industry took root in the fertile valleys of the surrounding region. The arrival of reliable water sources coincided with the arrival of a second transcontinental railroad; in 1882, construction of a competing rail line into Southern California was underway, financed by the Atchison, Topeka, and Santa Fe Railway Company. The line of a Santa Fe subsidiary, the California Southern, was built from San Diego to Perris and on to Riverside and San Bernardino in 1882. (Æ(a), p. 24.)

During the years from about 1908 through American entry into World War I in 1917, there was renewed interest in farm settlement and farming in California and elsewhere in the western United States. This was reflected in a sharp surge in Homestead filings on remaining public lands in rural California at that time. The decade of the 1920s offered regional urban growth in southern California that was helpful to many farmers in the region. However, it also brought sustained national declines in the prices of many agricultural commodities due to major increases in agricultural production in the United State and elsewhere. Turnover in land ownership during the 1930s and the eventual recovery of agricultural prices by the eve of World War II (WWII) was followed by the disruptions of the exodus of younger people into military service or leaving to work in urban areas. Water from the Colorado River Aqueduct was piped to the region beginning in the early 1940s. Alfalfa, potatoes, watermelons, and sugar beets soon after became the mainstay of farming in many parts of the region. (Æ(a), pp. 24-25.)

The post-WWII era ushered in a boom in commercial, industrial, and residential development in and near the region's urban centers, followed by the construction of several freeways linking urban areas to one another. As urban areas were spread outward by development, once-rural areas took on a more semi-rural character, dotted by small "mini-ranch" subdivisions. In more recent years, housing and urban development have spread outward from urban areas and swallowed up former agricultural land at an exponential rate, forever changing the character of the region. (Æ(a), p. 25.)

History of the City of Beaumont

As early as the 1850s, the United States government surveying parties passed through the vicinity of what is now Beaumont. The location of the town of Beaumont was originally called San Gorgonia for a post office that was established on August 21, 1879, at the Southern Pacific Railroad's Summit station. At the summit of the San Gorgonio Pass, the Southern Pacific's Summit station served as a rest stop for railway travelers who had just crossed the Mojave Desert on their way to Los Angeles. The railroad station, comprising a small red building, an adjacent turntable, a water tank and well head, and a few other buildings were all that made up the location. In 1884, George C. Egan purchased the land at Summit station from the Southern Pacific and platted a 320-acre town site named San Gorgonio. In November 1887, an investment company run by H.C. Sigler, bought Egan's share in the town site and renamed the town Beaumont, after Sigler's hometown of Beaumont, Texas. The name "Beaumont" has been used extensively in place names, and is derived from the French word for "beautiful mountain." Beaumont was incorporated as a city on November 18, 1912. It was around this same time that the first cherry trees were planted in Beaumont. By the 1960s, around 40 cherry groves dotted the landscape

between Beaumont and Cherry Valley, while farther to the north at Oak Glen an apple industry has been thriving since the 1890s. (Æ(a), p. 25; ECR, pp. 33-38.)

Although few buildings in Beaumont pre-date 1900, there is a section of the community that exemplifies the old-town character and contains several buildings of historic interest: the segment of Sixth Street between Orange Avenue and Veile Avenue, and Fifth and Eighth Streets. This area is considered by the City to be of special historic significance, and therefore it should be preserved, restored, and redeveloped in relation to its historic character. **Table 5.5-A – Historic Buildings** identifies the name of the historic building, its general location, and current use.

Table 5.5-A – Historic Buildings

Historic Building	Location	Current Use
Old Bank	500 Egan Avenue	Precision Stampings, Inc. (PSI)
Old High School	550 East 6th Street	City Hall
Beaumont Carnegie Library	125 East 8th Street	Beaumont Library District
Beaumont Woman's Club	303 East 6th Street	Beaumont Woman's Club and San Gorgonio Pass Historical Society Museum
Old Church	701 Egan Avenue	First Christian Church
St. Stephen's Episcopal Church	225 East 8th Street	St. Stephen's Episcopal Church
San Gorgonio Catholic Church	1234 Palm Avenue	St. Kateri Tekakwitha Catholic Community
Beaumont Hotel	Burned down 1909	

Source: ECR, *Existing Conditions Report*, p. 34, Table 4.1

In addition to the historic buildings identified above, there are several California Points of Historical Interest in the Planning Area. California Points of Historical Interest are buildings, sites, features, or events that are of local significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. (ECR, p. 35.) **Table 5.5-B – Local California Points of Historical Interest** lists the resource and location (when known) identified by the California Office of Historic Preservation within the Planning Area.

Table 5.5-B – Local California Points of Historical Interest

Resource	Location
Beaumont Carnegie Library	125 East 8th Street
Bogart House	545 Euclid Street
Frink Ranch	Unlisted
Noble's Ranch	Unlisted
St. Boniface School	Unlisted

Source: ECR, *Existing Conditions Report,* p. 35, Table 4.2

A literature and records search of the general project location was completed by Æ at the Eastern Information Center (EIC) of the California Historical Resources Information System housed at the University of California, Riverside, on April 7, 2017 and July 19, 2017. Additional sources consulted

during the archaeological literature and records searches by Æ include the Office of Historic Preservation Archaeological Determinations of Eligibility and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

Results of the archaeological literature and records search at the EIC indicate that 293 cultural resources have been documented within the Planning Area, which are listed in **Table 5.5-C – Cultural Resources in the Planning Area**. The majority of these (201) are built-environment resources consisting in large part of single-family residences, but also included commercial properties, civic buildings, transmission lines, flood control structures, roadways, and at least one trail. The remaining resources consisted of 52 prehistoric archaeological sites, 35 historical archaeological sites, and five (5) sites containing both historical and prehistoric components. (Æ(a), p. 17.)

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-000190	CA-RIV-190	Prehistoric	Lithic scatter
33-000239	CA-RIV-239/H	Multicomponent	AH04 (Privies/dumps/trash scatters); AP02 (Lithic scatter); AP03 (Ceramic scatter); AP05 (Petroglyphs); AP06 (Pictographs); AP14 (Rock shelt; Habitation/campsite with adobe fragments, rock art, rock shelters, milling station
33-000240	CA-RIV-240	Prehistoric	Bedrock milling feature
33-000268	CA-RIV-268/H	Prehistoric	Rock Art in rock shelter; slick; abalone pendant; hammer stones; Lamb family homestead
33-001405	CA-RIV-1405	Prehistoric	Rock shelter composed of 3 large granite boulders. Site was not relocated in 1986 or 1989.
33-001631	CA-RIV-1631	Historic period	Foundations/structure pads, well, refuse scatter
33-002639	CA-RIV-2639	Prehistoric	Four mortars
33-002830	CA-RIV-2830	Prehistoric	Bedrock milling feature
33-003064	CA-RIV-3064	Prehistoric	Large boulder containing a rock shelter. One has a cuple feature and milling features. Evidence of midden is present. Rock art?
33-003065	CA-RIV-3065	Prehistoric	Ceramic scatter
33-003066	CA-RIV-3066	Prehistoric	Bedrock milling station with two slicks.
33-003073	CA-RIV-3073	Prehistoric	Artifact scatter; midden
33-003074	CA-RIV-3074	Prehistoric	Hammerstone, quartzite flake, chopper
33-003445	CA-RIV-3445H	Historic period	Former railroad station remains, including a cement foundation and a scatter of historic debris. Refuse includes glass, metal, ceramics, building material, bricks, 1 complete bottle with "SELICK PERFUMER NEW YORK"
33-003446	CA-RIV-3446H	Historic period	Very sparse historic debris scatter and a broken cement foundation. Artifacts include 5 pieces of amethyst glass, 12+ pieces of white ceramics, 1 aqua bottle base.
33-003447	CA-RIV-3447	Historic period	Sparse refuse scatter
33-003928	CA-RIV-3928H	Historic period	Refuse scatter

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-003946	CA-RIV-3946	Multicomponent	Complex lithic scatter/refuse
33-004038	CA-RIV-4038	Prehistoric	Lithic scatter
33-004322	CA-RIV-4322	Prehistoric	Rock shelter
33-004323	CA-RIV-4323	Prehistoric	Rock shelter
33-004324	CA-RIV-4324	Prehistoric	Rock shelter/hunting blind
33-004326	CA-RIV-4326	Prehistoric	Rock shelter with rock art
33-004327	CA-RIV-4327	Prehistoric	Lithic scatter
33-004328	CA-RIV-4328	Prehistoric	Lithic reduction site
33-004329	CA-RIV-4329	Prehistoric	Bedrock milling features and lithic scatter
33-004330	CA-RIV-4330	Prehistoric	Temporary food processing station
33-004331	CA-RIV-4331	Prehistoric	Milling station
33-004462	CA-RIV-4462	Prehistoric	IRI-POT-10; MWD-II Reservoirs
33-004715	CA-RIV-4715H	Built Environment	Historic stage road linking Beaumont and San Jacinto Valley. No artifacts were found in association.
33-005060	CA-RIV-5060H	Historic period	Refuse scatter, dense
33-005061	CA-RIV-5061H	Historic period	Refuse scatter
33-005062	CA-RIV-5062	Prehistoric	Bedrock milling feature, rock shelter/cave, lithic scatter, ceramic scatter
33-005063	CA-RIV-5063	Prehistoric	Bedrock milling feature
33-005064	CA-RIV-5064	Prehistoric	Bedrock milling feature, rock shelter/cave
33-005065	CA-RIV-5065/H	Multicomponent	Bedrock milling feature and refuse scatter
33-005066	CA-RIV-5066	Prehistoric	Trails/linear earthworks
33-005067	CA-RIV-5067H	Historic period	Foundations/structure pads
33-005068	CA-RIV-5068H	Historic period	Foundations/structure pads and well
33-005069	CA-RIV-5069H	Historic period	Foundations/structure pads and well
33-005070	CA-RIV-5070H	Historic period	Well
33-005071	CA-RIV-5071H	Historic period	Refuse scatter and well
33-005072	CA-RIV-5072H	Historic period	Foundations/structure pads and a refuse scatter
33-005073	CA-RIV-5073H	Historic-period	Well
33-005074	CA-RIV-5074H	Historic-period	Refuse scatter
33-005075	CA-RIV-5075H	Historic-period	Foundations/structure pads, landscaping/orchard, refuse scatter, and wall
33-005094	CA-RIV-5094	Prehistoric	Bedrock milling feature site
33-006093		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006094		Built Environment	Stucco Mediterranean/Spanish Revival style residence built in 1935
33-006095		Built Environment	Vernacular wood frame residence built in 1908
33-006096		Built Environment	Vernacular wood frame house with bungalow characteristics built in 1917

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006097		Built Environment	Vernacular wood frame residence with bungalow characteristics built in 1919
33-006098		Built Environment	Craftsman-bungalow style residence built in 1920
33-006099		Built Environment	Mediterranean/Spanish style residence built in 1934
33-006100		Built Environment	Vernacular/craftsman style residence built in 1922
33-006101		Built Environment	Tutor Revival style home built in 1937
33-006102		Built Environment	Craftsman/bungalow style residence built in 1913
33-006103		Built Environment	Craftsman/bungalow style residence built in 1909
33-006104		Built Environment	Vernacular style residence built in 1911
33-006105		Built Environment	Shotgun/vernacular style residence built in 1912
33-006106		Built Environment	Bungalow style home built in 1933
33-006107		Built Environment	Vernacular style residence built in 1912
33-006108		Built Environment	Vernacular style residence built in 1929
33-006109		Built Environment	Bungalow style residence built in 1911
33-006110		Built Environment	Small, Vernacular Ranch style house with a porch.
33-006111		Built Environment	Vernacular style residence built in 1922
33-006112		Built Environment	Vernacular/bungalow style residence built in 1932
33-006113		Built Environment	Vernacular style wood frame house built in 1925
33-006114		Built Environment	Vernacular style residence built in 1925
33-006115		Built Environment	Vernacular style residence built in 1927
33-006116		Built Environment	Late period Bungalow style residence built in 1925
33-006117		Built Environment	Colonial Revival style residence built in 1910
33-006118		Built Environment	Vernacular style residence built in 1907
33-006119		Built Environment	Bungalow style residence built in 1925
33-006120		Built Environment	Vernacular style residence built in 1915
33-006121		Built Environment	Vernacular style residence built in 1915
33-006122		Built Environment	Bungalow style residence built in 1928
33-006123		Built Environment	Vernacular style residence built in 1923
33-006124		Built Environment	Vernacular style residence built in 1922
33-006125		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006126		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006127		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006128		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006129		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006130		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006131		Built Environment	Vernacular style residence built in 1915

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006132		Built Environment	Vernacular style residence built in 1901
33-006141		Built Environment	Vernacular style residence built in 1931
33-006142		Built Environment	Vernacular style residence built in 1932
33-006143		Built Environment	Vernacular style residence built in 1912
33-006144		Built Environment	Vernacular style residence built in 1908
33-006145		Built Environment	Eastlake Victorian style residence built in 1887
33-006146		Built Environment	Vernacular style residence built in 1937
33-006147		Built Environment	Vernacular style residence built in 1907
33-006148		Built Environment	Vernacular style residence built in 1910
33-006149		Built Environment	Bungalow style residence built in 1920
33-006150		Built Environment	Bungalow style residence built in 1913
33-006151		Built Environment	Vernacular style residence built in 1913
33-006152		Built Environment	Vernacular style residence built in 1915
33-006153		Built Environment	Vernacular style residence built in 1913
33-006154		Built Environment	Bungalow style residence built in 1925
33-006155		Built Environment	Vernacular ranch style residence built in 1892
33-006156		Built Environment	California Ranch style residence built in 1918
33-006157		Built Environment	Bungalow style residence built in 1920
33-006158		Built Environment	Bungalow style residence built in 1926
33-006159		Built Environment	Vernacular style residence with colonial revival columns built in 1908
33-006160		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1908.
33-006161		Built Environment	Vernacular style wood frame house built in 1909.
33-006162		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1909.
33-006163		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006164		Built Environment	Vernacular style wood frame house built in 1908.
33-006165		Built Environment	Church built in a local, vernacular version of the Second Renaissance Revival built in 1917.
33-006166		Built Environment	Vernacular style residence built in 1912
33-006167		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006168		Built Environment	Vernacular style residence built in 1915
33-006169		Built Environment	Vernacular style residence built in 1937
33-006170		Built Environment	Bogart House
33-006171		Built Environment	Bungalow style residence built in 1927
33-006172		Built Environment	Vernacular style duplex built in 1929
33-006173		Built Environment	Vernacular style residence built in 1926
33-006174		Built Environment	Craftsman Bungalow style residence built in 1920

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006175		Built Environment	Vernacular style residence built in 1917
33-006176		Built Environment	Gothic Revival style church built in 1935
33-006177		Built Environment	Vernacular style residence built in 1907
33-006178		Built Environment	Vernacular style residence built in 1913
33-006179		Built Environment	Vernacular style residence built in 1922
33-006180		Built Environment	Vernacular style residence built in 1890
33-006181		Built Environment	Vernacular style residence built in 1915
33-006182		Built Environment	Vernacular style residence built in 1910
33-006183		Built Environment	Mediterranean/Spanish Revival style residence built in 1924
33-006184		Built Environment	Vernacular style residence built in 1935
33-006185		Built Environment	Mediterranean/Spanish Revival style structure built in 1939. It was used as Beaumont's City Hall.
33-006186		Built Environment	Vernacular style residence built in 1910
33-006187		Built Environment	Vernacular style residence built in 1919
33-006188		Built Environment	Vernacular style residence built in 1920
33-006189		Built Environment	Vernacular style residence built in 1900
33-006190		Built Environment	Bungalow style residence built in 1920
33-006191		Built Environment	Single family residence
33-006192		Built Environment	Gothic Revival style church built in 1913
33-006193		Built Environment	Vernacular style residence built in 1938
33-006194		Built Environment	Vernacular style residence built in 1907
33-006195		Built Environment	Vernacular style residence built in 1912
33-006196		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006197		Built Environment	Small, Vernacular Ranch style house with a stone chimney built in 1937.
33-006198		Built Environment	Vernacular style residence built in 1910
33-006199		Built Environment	Bungalow style residence built in 1918
33-006200		Built Environment	Single family residence
33-006201		Built Environment	Single family residence
33-006202		Built Environment	Provincial Revival style residence built in 1930
33-006203		Built Environment	Single family residence
33-006204		Built Environment	Single family residence
33-006205		Built Environment	Bungalow style residence built in 1918.
33-006206		Built Environment	Vernacular style wood frame house built in 1915.
33-006207		Built Environment	Vernacular style wood frame house built in 1912.
33-006208		Built Environment	Vernacular/Bungalow style residence built in 1914
33-006209		Built Environment	Vernacular style residence built in 1925
33-006210		Built Environment	[Resource record not obtained from the EIC; like single family residence]

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006211		Built Environment	3 story commercial bank building; combined modern/beaux arts classic revival style built in 1923.
33-006212		Built Environment	Vernacular wood frame building built in 1918. Site of the Beaumont Women's Club, organized in 1908.
33-006213		Built Environment	Vernacular style wood frame house with bungalow elements built in 1909.
33-006214		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1912.
33-006215		Built Environment	Spanish Eclectic/Mediterranean Revival style building built in 1928
33-006216		Built Environment	Stucco building with Pueblo Revival style characteristics built in 1932.
33-006217		Built Environment	Vernacular style residence built in 1914
33-006218		Built Environment	Vernacular style wood frame house built in 1920.
33-006219		Built Environment	Vernacular style house build in 1912.
33-006220		Built Environment	Single family residence
33-006221		Built Environment	Vernacular style residence built in 1930
33-006222		Built Environment	Victorian style residence built in 1908
33-006223		Built Environment	Vernacular style ranch house built in 1908
33-006224		Built Environment	Vernacular ranch style residence built in 1908
33-006225		Built Environment	Bungalow style residence built in 1908
33-006226		Built Environment	Vernacular style residence built in 1923
33-006227		Built Environment	Bungalow style residence built in 1923
33-006228		Built Environment	Ranch complex which dates to 1908. Originally produced olives, then became a stock farm.
33-006229		Built Environment	Jackrabbit Trail
33-006230		Built Environment	Single family residence
33-006231		Built Environment	Single family residence
33-006232		Built Environment	Single family residence
33-006233		Built Environment	Classical revival style library built in 1914.
33-006239		Built Environment	Rest area
33-006735			Vernacular style residence built in 1915
33-007295		Built Environment	Historic Haskell Ranch including 3 primary residences, 2 workers' residences, a foreman's house, bunkhouse, hay barn, blacksmith shop, milk house, milk/feed storage building, calf pens, silos, grain storage bins, concrete lined reservoir, sheds
33-007296		Built Environment	Historic Singleton Ranch including the 1927 Woodhouse residence, 2 guest houses, a collapsed barn, and metal silos. Subsurface features may be present. See also P-33- 15002, which details the irrigation and water port within the ranch site.
33-009027		Prehistoric	Isolated mano

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-009498	CA-RIV-6381H	Built Environment	Historic Southern Pacific Railroad, acquired by Union Pacific Railroad in the 1990s
33-009780	CA-RIV-6508	Prehistoric	Complex lithic scatter, ceramics, bones
33-009781	CA-RIV-6509	Prehistoric	Lithic scatter
33-009782	CA-RIV-6510	Prehistoric	Numerous lithics of unusual materials transported to the site. Site is considered sensitive due to its proximity to the Indian villages 'Yukaipa't' and 'Saahatapa'
33-009783	CA-RIV-6511	Prehistoric	Lithic and groundstone scatter. Site is considered sensitive due to its proximity to the Indian villages 'Yukaipa't' and 'Saahatapa'
33-010791	CA-RIV-6512	Prehistoric	Lithic Scatter; site is considered sensitive due to its proximity to the Indian villages 'Tukaipa't' and 'Saahatapa'
33-010792		Built Environment	Flood control structure
33-010794		Historic period	Historic era collapsed shed
33-011808		Historic period	Isolated artifact
33-012306		Prehistoric	Lithic scatter
33-012307		Prehistoric	Lithic scatter
33-012308		Prehistoric	Isolated mano
33-012309		Prehistoric	Isolated mano
33-012548		Prehistoric	Isolated metate frags
33-012549		Prehistoric	Isolated metate frags
33-012639		Historic period	Isolated glass fragment(s)
33-012640		Historic period	Isolated glass fragment(s)
33-012641		Historic period	Isolated glass fragment(s)
33-012816		Prehistoric	Isolated basin metate
33-013151		Prehistoric	Isolated hammerstone/core
33-013157		Prehistoric	Lithic scatter
33-013159		Multicomponent	Isolated refuse light; flake
33-013161		Historic period	Isolated white ware dish base
33-013162		Prehistoric	Isolated flake
33-013313		Historic period	Rocket test site
33-013427	CA-RIV-7462H	Historic period	Historic-era refuse scatter. This site has recently been pot hunted and its boundary has been extended to include additional artifacts.
33-013449	CA-RIV-7468	Prehistoric	Milling slick
33-013612		Prehistoric	Isolated sherd
33-013640	CA-RIV-007504	Historic period	Remnants of a cherry orchard with apricot and pecan trees and a water irrigation system
33-013677		Prehistoric	Isolated hammerstone
33-013827		Historic period	Refuse scatter
33-013828		Historic period	Refuse scatter

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-013829		Historic period	Historic Palm Trees, Building Foundations, Refuse
33-013829	33-013829	Historic period	Remains of two adobe buildings, including cobble foundations, adobe rubble, wooden architectural debris, and fragment artifacts associated with the foundations.
33-015033	CA-RIV-7997H	Historic period	This site was updated in 2013 to include an additional pipe feature. The rest of the site features are in the same condition as originally recorded.
33-015035		Built Environment	Devers-San Bernardino 220kV Transmission Line; constructed in 1945 by SCE. Approximately 43 miles.
33-015243		Built Environment	livestock pen
33-015438	CA-RIV-8139H	Prehistoric	Bedrock milling features
33-015439		Prehistoric	Isolated mano fragment
33-015441		Prehistoric	Isolated metate fragment
33-015672		Historic period	Water Storage tank
33-015673		Historic period	Concrete pad and wire
33-015720	CA-RIV-8189H	Built Environment	Historic Paved Ranch Road
33-016122	33-017922	Multicomponent	Potrero Water Tank Site
33-016815		Prehistoric	Rock shelter/cave, cairns/rock features
33-017122		Built Environment	Lantis Property
33-017922		Built Environment	Single family residence
33-017938	CA-RIV-9469	Prehistoric	Lithic scatter
33-019885	CA-RIV-10119H	Historic period	Ranching farmstead
33-020295		Built Environment	Single family residence; 11243 Sunnyslope Ave Beaumont (APN 404-100-014)
33-020559		Built Environment	Road segment
33-020562		Built Environment	Transmission lines
33-020721	CA-RIV-10642H	Built Environment	Two segments of a historical road, known as First Street. Road was identified on a 1953 USGS Quad. No cultural material is associated with this site. The road is still in use.
33-020722	CA-RIV-10644H	Built Environment	Road segment
33-020725	CA-RIV-10647H	Built Environment	Road segment
33-020974		Built Environment	Beaumont Avenue; Hirsch's Deodar Cedar Alignment
33-022386	CA-RIV-11438H	Built Environment	Historic-age residence, ca. 1950s
33-022389		Built Environment	Devers-Vista #1 220kV Transmission Line; extends approximately 45 miles from the Vista Substation to the Devers Substation. Constructed in 1960 by CalElectric.
33-023484		Built Environment	Portions of a telecommunications line associated with the existing Southern California Edison transmission and distribution lines. The pole range in age from 1929 to 2011

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-023485		Built Environment	Spanish Eclectic style residence. Visible on a 1967 aerial photo.
33-023486		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023487		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023488		Built Environment	Historic-era residence built before 1967. Visible on a 1967 aerial photo.
33-023489		Built Environment	Historic era residence built before 1967. Visible on a 1967 aerial photo.
33-023490		Built Environment	Commercial Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023491		Built Environment	Commercial Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023492		Built Environment	Historic-era building built before 1967. Visible on a 1967 aerial photo.
33-023493		Built Environment	Historic-era residence built before 1967. Visible on a 1967 aerial photo.
33-023494		Built Environment	Remodeled Craftsman style residence converted to a dentist office built before 1967. Visible on a 1967 aerial photo.
33-023495		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023496		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023497		Built Environment	Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023498		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023499		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023500		Built Environment	Ranch style residence built before 1967. Visible on a 1967 aerial photo.
33-023501		Built Environment	California Ranch style residence built before 1967. Visible on a 1967 aerial photo.
33-023502		Built Environment	California Ranch style residence built in 1947
33-023503		Built Environment	California Ranch style residence built in 1953
33-023504		Built Environment	California Ranch style residence built in 1948
33-023505		Built Environment	Vernacular style residence built in 1953
33-023506		Built Environment	Historic era residence built in 1935
33-023507		Built Environment	California Ranch style residence built in 1956
33-023508		Built Environment	Minimal Traditional style residence built in 1946
33-023509		Built Environment	California Ranch style residence built in 1956

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-023510		Built Environment	California Ranch style residence built in 1960
33-023511		Built Environment	Minimal Traditional style residence built in 1949
33-023512		Built Environment	Spanish Revival style residence built in 1947
33-023513		Built Environment	California Ranch style housing tract built in 1959
33-023514		Built Environment	Vernacular style residence built in 1953. Visible on a 1967 aerial photo.
33-023515		Built Environment	Historic-age apartment complex built before 1967. Visible on a 1967 aerial photo.
33-023516		Built Environment	California Ranch style residence built in 1963. Visible on a 1967 aerial photo.
33-023517		Built Environment	California Ranch style residence built in 1946. Visible on a 1967 aerial photo.
33-023518		Built Environment	Historic-age residence built in 1925. Visible on a 1967 aerial photo.
33-023519		Built Environment	Historic-age residence built in 1917.
33-023520		Built Environment	Vernacular style residence built in 1951.
33-023521		Built Environment	California Ranch style residence built in 1959
33-023522		Built Environment	Historic-age residence built in 1936. Visible on a 1967 aerial photo.
33-023523		Built Environment	Historic-age residence built in 1937. Visible on a 1967 aerial photo.
33-023525		Built Environment	California Ranch Style residence built before 1967. Visible on a 1967 aerial photo.
33-023526		Built Environment	Historic-age duplex built before 1967. Visible on a 1967 aerial.
33-023527		Built Environment	Historic-age residence built before 1967. Visible on a 1967 aerial photo.
33-023528		Built Environment	Minimal Traditional style residence built in 1944.
33-023529		Built Environment	Historic-age warehouse built before 1967. Present on a 1967 aerial photo.
33-023530		Built Environment	California Ranch style residence built in 1963.
33-023905		Prehistoric	Isolated flake
33-024668	CA-RIV-12203H	Historic period	Isolated Metropolitan Water District survey marker date stamped 1931
33-026649	CA-RIV-12550	Historic period	Structural remains
SR 60		Built Environment	Defined by edge of Caltrans ROW for length of Project Area

Source: Æ(a), *Cultural Resource Assessment for the City of Beaumont General Plan Update, Riverside County, California, September 2017,* Appendix D.1.

The city of Beaumont is highly sensitivity for cultural resources. There are numerous documented residential and commercial buildings of historical age, and likely many more yet to be recorded. Roads,

the railroad, pipelines, utility lines, high tension power lines, and other resources of the built environment are all of historic age. Additionally, there is a potential for buried historic-period resources, including privies, refuse dumps, foundations, and abandoned utilities. However, due to the level of construction, the area is low sensitivity for prehistoric sites. (Æ(a), pp. 38-39.)

5.5.2 Related Regulations

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was passed in 1966 and is codified in Title 16, Section 470 et seq. of the U.S. Code (USC). The goal of the Act is to ensure federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Among the regulations of the NHPA, Section 106 requires federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Properties (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. See Title 36 Code of Federal Regulations (CFR) Part 800, “Protection of Historic Properties.”

Section 106 applies when two thresholds are met: 1) there is a federal or federally licensed action, including grants, licenses and permits, and 2) that action has the potential to affect properties listed in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 requires each federal agency to identify and assess the effects of its actions on historic resources. The responsible federal agency must consult with appropriate state and local officials, Indian Tribes, applicants for federal assistance and members of the public, and consider their views and concerns about historic preservation issues when making final project decisions. The agency should also plan to involve the public and identify any other potential consulting parties. If the agency determines that it has no undertaking or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

Pursuant to Section 106, impacts to a cultural site or artifact must be declared “significant,” “potentially significant” or “not significant.” Under NHPA regulations, impacts to “significant” archeological sites must be mitigated for, while “not significant” archeological remains need not. A “potentially significant” determination is utilized when there is not enough information to make a conclusive ruling. NHPA mitigation would not be necessary for archeological sites avoided during development.

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

National Historic Landmarks Program

The National Historic Landmarks Program, developed in 1982 and as authorized by the Historic Site Act, identifies and designates National Historic Landmarks (NHLs) to "encourage the long-range preservation of nationally-significant properties that illustrate or commemorate the history and prehistory of the U.S." The program is administered by the Department of the Interior pursuant to 36 CFR Section 65.5. Unlike any of the other state or federal registries, sites listed on the NHL are explicitly preserved and protected from harm under federal law.

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 USC 431–433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. NEPA (42 USC 4321) directs Federal agencies to use all practicable means to "…preserve important historic, cultural, and natural aspects of our national heritage…".

Actions by the U.S. Army Corps of Engineers

Appendix C of Title 33 CFR Section 325 establishes procedures to be followed by the U.S. Army Corps of Engineers (USACE) to fulfill the requirements of the NHPA, as well as other applicable historic preservation laws and Presidential directives related to historic resources potentially affected by USACE actions (including issuance of permits pursuant to the federal Clean Water Act [CWA]). It specifies that when a project's authorization requires a federal action (for example, issuance of permit pursuant to Section 404 of the CWA), the project must comply with the requirements of Section 106 of the NHPA.

American Indian Religious Freedom Act

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonials and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites "to the extent that the use is practicable and not inconsistent with an agency's essential functions." The intent is to protect Native Americans' First Amendment right to "free exercise" of religion.

Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful

control over the removal of Native American human remains, funerary objects, sacred objects and items of cultural patrimony on federal and tribal lands.

State Regulations

California Environmental Quality Act

CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. Sections 21083.2 and 21084.1 of the CEQA Statute deal with the definitions of unique and non-unique archaeological resources and historical resources respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the California Register of Historical Resources (CRHR), a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in Public Resources Code (PRC) Section 5024.1(g).

Historical Resource Criteria

Under California Code of Regulations (CCR) Section 15064.5(a) a “historical resource” is defined as including the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR.

(2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g) shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historic Places, including the following:

i. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;

ii. Is associated with the lives of persons important in our past;

iii. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv. Has yielded, or may be likely to yield, information important in prehistory or history.

Substantial Adverse Change Criteria
CCR Section 15064.5(b) defines a "substantial adverse change" as meaning the "physical demolition, destruction, relocation or alteration of the resource or its immediate surroundings" such that the significance of the historical resource would be "material impaired." This term is further defined as being when a project, "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that" does any of the following:

(1) Conveys its historical significance and justify its inclusion in, or eligibility for, inclusion in the CRHR.

(2) Accounts for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project established by a preponderance of evidence that the resource is not historically or culturally significant.

(3) Conveys its historical significance and justifies its eligibility for inclusion in the CRHR, as determined by a lead agency for the purposes of CEQA.

Unique Archaeological Resources Criteria
CEQA requires the lead agency to consider whether a project will have a significant effect on unique archaeological resources and to avoid unique archaeological resources when feasible or mitigate any effects to less-than-significant levels per PRC Section 21083.2. The *CEQA Statutes* (PRC Section 21083.2(g)) define a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Accordingly, Section 21083.2 of the *CEQA Guidelines* specifies that if a project will cause damage to a unique archeological resource, the lead agency may "require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state." "Preservation in place" is when the relationship between artifacts and the archeological context of the site is kept intact. This can be accomplished by avoiding construction on the archeological site; incorporating a park, greenspace or other open space around or over the site; and deeding the resource site into a permanent conservation easement. Other forms of conservation are to be considered as well.

Section 15064.5(c) of the *CEQA Guidelines* also establishes that if "maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction" of the historical resource is conducted "in a manner consistent with" the [U.S.] Secretary of the Interior's Standards for the Treatment of Historic Properties, then the project's impact on the historical resource "shall generally be considered mitigated to below a level of significance."

CCR Section 15126.4(b) specifies that when "data recovery through excavation is the only feasible mitigation," a data recovery plan shall be prepared and adopted prior to any excavation being undertaken.

The data recovery plan is designed to provide for adequately recovering the scientifically consequential information from and about the historical resource using current industry standards in archeological methods. In Riverside County, the resultant study is deposited with the Eastern Information Center (EIC) at University of California, Riverside. Any human remains recovered shall be treated in accordance with the provisions of [HSC] Section 7050.5.

In terms of specific mitigation for archeological resources, PRC Section 21083.2 also specifies a variety of financial standards for funding such measures and limits the amount that can be required to be spent. In some cases, such as for significant historical resources, these limits do not apply.

California Register of Historic Resources

The State's Office of Historic Preservation (OHP) manages and oversees the CRHR, which is intended to serve as "an authoritative guide to the state's significant historical and archeological resources." As outlined in PRC Section 5020 *et seq.*, resources listed must meet one of four "significance criteria" related to events, people, construction/artistic value or information. Sites must also retain sufficient integrity to convey their significance. The CRHR includes a number of type resources, including: all properties listed in or determined formally eligible for listing in the NRHP; all California Historical Landmarks from #770 onward; specific California Historical Landmarks issued prior to #770 and certain California Points of Historical Interest, as deemed appropriate for listing by the California Historic Resources Commission; and, any properties nominated per OHP regulations. California Historical Landmarks are intended to recognize resources of statewide significance. Points of Historical Interest recognize resources of local or countywide significance. Lastly, as mentioned above, all NRHR listings within California are automatically added to the CRHR. The listing of a site on a California State register does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA review to be satisfied prior to any discretionary action occurring that might adversely affect the resource.

California Code of Regulations

CCR Title 14 Section 1427 recognizes that "California's archaeological resources are endangered by urban development and population growth and by natural forces." Accordingly, the State Legislature finds that "these resources need to be preserved in order to illuminate and increase public knowledge concerning the historic and prehistoric past of California." Lastly, it states that any person "not the owner thereof, who willfully injures, disfigures, defaces or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." The code also specifies that it is a misdemeanor to "alter any archaeological evidence found in any cave or to remove any materials from a cave."

Public Resources Code Section 5097 (Related to Cultural Resources)

California PRC Section 5097 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the *CEQA Guidelines*.

The NAHC, created in statute in 1976 (Chapter 1332, Statutes of 1976), is a nine-member body whose members are appointed by the Governor. The NAHC identifies, catalogs, and protects Native American cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native

American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties. (NAHC)

PRC Sections 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the state's NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and federal agencies, educational institutions and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC Sections 5097.91 and 5097.98 were amended by Assembly Bill 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Regional Regulations

Riverside County Historic Preservation Commission

The Riverside County Historic Preservation Commission was established in 2005 to advise the Board of Supervisors on historical preservation matters. It is tasked with working to discover and identify persons, events and places of historical importance within Riverside County, and to make recommendations relating to the preservation of appropriate historic sites and structures. To accomplish this, the Commission established criteria and procedures to identify and recognize historic landmarks in Riverside County. These criteria should be used when reviewing a potentially historically or culturally significant site that could be affected by the proposed development. Resources are identified in the Riverside County General Plan Cultural Resource Element, *Table 4.9-A: Cultural Resources of Riverside County*. (County of Riverside 2015, pp. 4.9-3-4.9-7.) This Commission's authority extends only to the City's Sphere of Influence; not to property within the City limits.

Local Regulations

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a cultural resources report is required for an implementing development project if: native soils are present; the project area is known to have a rich cultural history; construction activities will result in trenching, excavation of undisturbed soils, and/or the project area is within, or nearby historical buildings.

5.5.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential impacts to historic and archaeological resources.

Beaumont 2040 Plan

The Beaumont 2040 goals, policies, and implementation actions that reduce potential impacts to cultural resources include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

<u>Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space</u>

Goal 11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

Policy 8.11.2 Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

Policy 8.11.3 Encourage the preservation of historic (i.e. non-archaeological) resources when practical. When it is not practical to preserve a historic resource in its entirety, require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.

Policy 8.11.4 Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section

7050.5, Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.

Policy 8.11.7 Prepare and regularly update an inventory of private community and environmental organizations that may contribute effort or resources to improving the City's cultural awareness.

Implementation C20 Cultural Resources Sensitivity Map. Develop a Cultural Resources Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence.

Revision to the Zoning Ordinance

The proposed revisions to the Zoning Ordinance includes a new process intended to provide various levels of historic protection and to preserve existing elements of historic resources in the City, a certificate of appropriateness. Set forth in proposed Section 17.02.125 – Certificates of Appropriateness. The establishment of a certificate of appropriateness is intended to protect structures of historic significance including areas of architectural, cultural, historic, economic, political, and social importance from the adverse effects of any alteration, demolition, or removal. A certificate of appropriateness is required for the exterior alteration, demolition, removal or relocation of any historic resource or potential historic resource. This section of the revised Zoning Ordinance defines a historic resource as: a resource identified in a City-approved historic or cultural resources study; a structure over 50 years old; and/or a structure potentially eligible for registration on a local, state, or national register. Minor modifications that do not involve new construction, additions to, or demolition of existing structures shall be reviewed and approved or denied by the Community Development Director. Modifications that do not meet the criterial for Community Development Director review shall be reviewed and approved or denied by the City Planning Commission after a public hearing.

5.5.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5;
- (Threshold B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5; and/or
- (Threshold C) Disturb any human remains, including those interred outside of formal cemeteries.

5.5.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation and the proposed revisions to the Zoning Ordinance, are intended to protect historic and archaeological resources and reduce potential to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which

cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

Although few buildings in Beaumont pre-date 1900, there is a section of the downtown area that exemplifies the old-town character and contains several buildings of historic interest. While the Beaumont 2040 Plan does not propose any changes to any identified resources, future development and redevelopment will occur in areas that may contain significant historical resources.

Historic properties and resources are protected under Federal, State, regional, and local regulations as described in Section 5.5.2 – Regulated Regulations above that would prevent adverse impacts to historic resources with implementation of the Beaumont 2040 Plan. As discussed in Section 5.5.3 – Beaumont 2040 Plan, Downtown Specific Plan, and Revised Zoning Ordinance, the Project includes goals, policies, implementation actions, and the proposed certificate of appropriateness process, that will protect and reduce impacts to historical resources. Additionally, as part of the City's typical entitlement review process, a project applicant may be required to provide a cultural resources assessment and, mitigate project-specific impacts. Therefore, compliance with existing regulations and processes and implementation with applicable Beaumont 2040 Plan goals, policies, and implementation measures and the proposed certificate of appropriateness process, impacts are considered to be **less than significant,** and no mitigation is necessary.

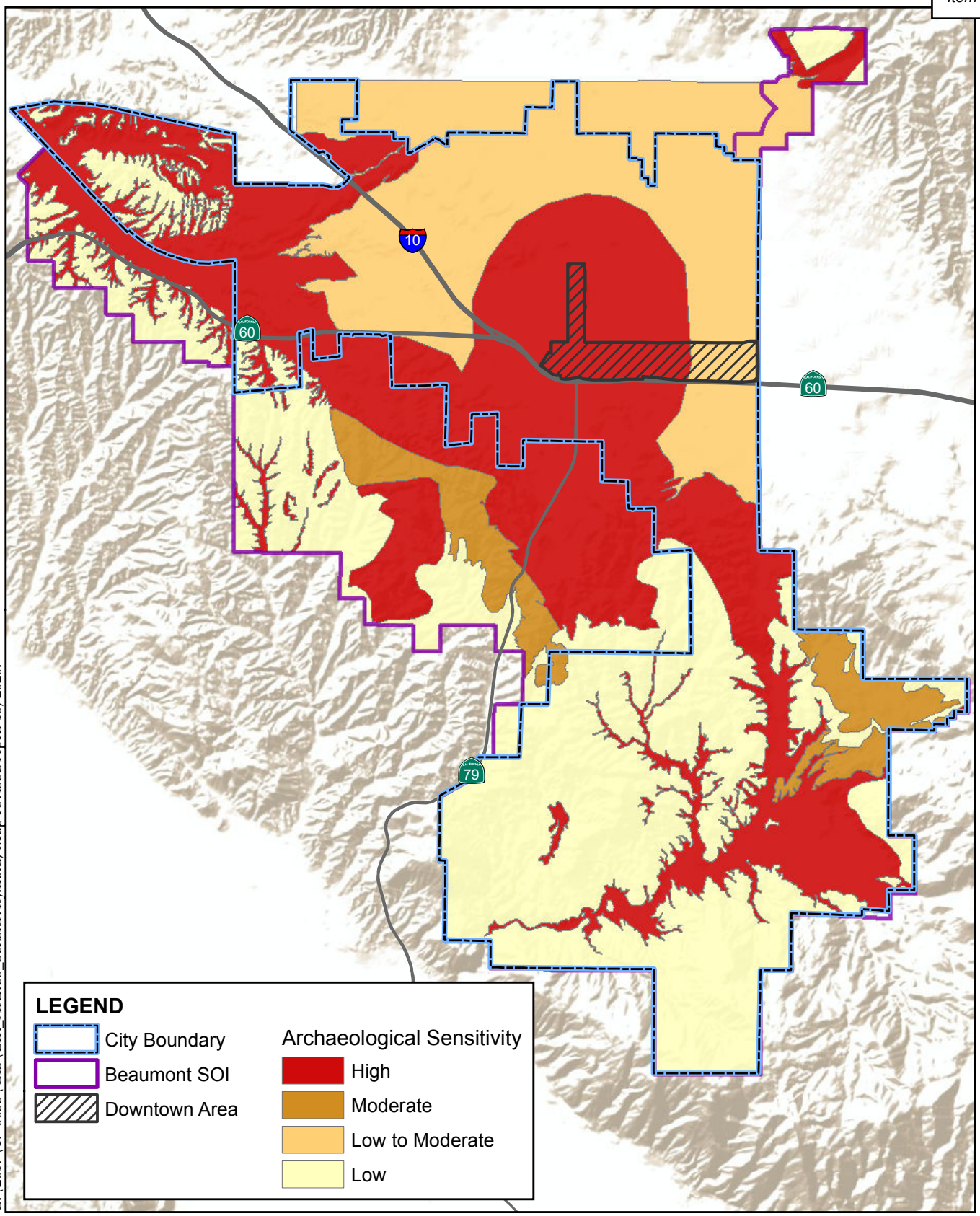
Threshold B: ***Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in § 15064.5?***

Based on what is known of the histories of local Native American groups and previously recorded archaeological sites, archaeological resources are known to exist within the Planning Area. The Planning Area consists of low, low to moderate, moderate, and high areas of archaeological sensitivity, which are shown in **Figure 5.5-1 – Archaeological Sensitivity**. Construction projects within undeveloped portions of the Planning Area would promote a substantial increase in population, residential, and non-residential structures, and associated infrastructure. Thus, implementation of the Beaumont 2040 Plan will cause ground disturbance on vacant lands that may impact known significant archaeological resources, as defined in Section 15064.5 of the *CEQA Guidelines*.

Effects on archaeological resources deemed to be significant could be considered adverse if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings such that the significance of a resource would be materially impaired. For this reason, significant prehistoric and historical archaeological resources must be considered in the City's project planning and development process.

Effects on archaeological resources deemed to be significant could be considered adverse if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings such that the significance of a resource would be materially impaired. For this reason, significant prehistoric and

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Archeo_Sensitivity.mxd; Map revised April 13, 2020.

Sources: Applied Earthworks/CA Geog. Serv., 2018; Raimi+ Associates, 2019; Riverside Co. GIS 2020.

Figure 5.5-1 Archeological Sensitivity

City of Beaumont General Plan Update

0 1 2 3 Miles

Page intentionally left blank

Archaeological resources are protected under Federal, State, regional regulation and local processes regulations as described in Section 5.5.2 – Regulated Regulations above intended to prevent adverse impacts to archaeological resources with implementation of the Beaumont 2040 Plan. As discussed in Section 5.5.3 – Beaumont 2040 Plan and Revised Zoning Ordinance, the Plan includes goals, policies, implementation actions, that will protect and reduce substantial adverse impacts to archaeological resources. Additionally, as part of the City's typical entitlement review process, a project applicant may be required to provide a cultural resources assessment and, mitigate project-specific impacts. Therefore, compliance with existing regulations and processes and implementation with applicable Beaumont 2040 Plan goals, policies, and implementation measures. Those areas in the SOI within the jurisdiction of the County would be subject to Riverside County goals, policies, and project review process. Through implementation of existing regulations and General Plan Policies, impacts are considered to be **less than significant,** and no mitigation is necessary.

Threshold C: *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

Future construction projects in the Planning Area could have the potential to disturb or destroy buried Native American human remains as well as other human remains, including those interred outside of formal cemeteries. Health and Safety Code § 7050.5, *CEQA Guidelines* § 15064.5(e), and PRC § 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the process is as follows (Æ(a), p. 40):

> The Riverside County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she must contact the NAHC by phone within 24 hours. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD will then have the opportunity to recommend to the Project proponent means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD disagree regarding the disposition of the remains, State law will apply, and the mediation process will occur with the NAHC (see PRC Section 5097.94(k)). Either the MLD or the landowner may request mediation from the NAHC, and both parties must agree to mediate. If an MLD cannot be identified, or mediation fails, then the landowner shall be bound by the reinternment process outlined in PRC Section 5097.98(e) (see Section 5.5.2 Existing Regulations). Through compliance with existing regulations to properly handle the inadvertent discovery of human remains, impacts from the Beaumont 2040 Plan will be **less than significant** and no mitigation is necessary.

5.5.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the Beaumont 2040 Plan, Revisions to Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regard to historical and archaeological resources, no mitigation measures are necessary.

5.5.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, implementation of the certificate of appropriateness process, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to cultural resources is considered less than significant and no mitigation is necessary. The significance of impacts to cultural resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies, along with the revisions to the Zoning Ordinance, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.5.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Æ(a)	Applied Earthworks, *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*. February 2018. (Included as Appendix D.1.)
County of Riverside	County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.9, Cultural and Paleontological Resources. (Available at http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63, accessed February 4, 2018.)
ECR	City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)
Environmental Processing Application	City of Beaumont, *Application for Environmental Review and Processing*. (Available at https://www.beaumontca.gov/DocumentCenter/View/243/Environmental-Processing-Application, accessed April 13, 2020.)
NAHC	California Native American Heritage Commission Web site (Available at http://nahc.ca.gov/, accessed September 4, 2020.)

5.6 GEOLOGY AND SOILS

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan);and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to geology and soils because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land and was prepared for compatibility with the proposed Beaumont 2040 Plan. This Project component will not be analyzed further in this section.

Impacts related to the adoption and implementation of the Beaumont 2040 Plan and adoption will be addressed herein. The revised Zoning Map will reflect the land uses proposed in the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the proposed revisions to the Zoning Ordinance and Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential direct or indirect impacts due to seismic activity and seismic hazards; soil erosion; unstable and unsuitable soils; and unique paleontological resources or sites or unique geological features.

5.6.1 Setting

The following discussion describes the geologic units, soil characteristics, and paleontological sensitivity of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area") to provide a context for understanding the nature and significance of geologic resources identified within the Planning Area.

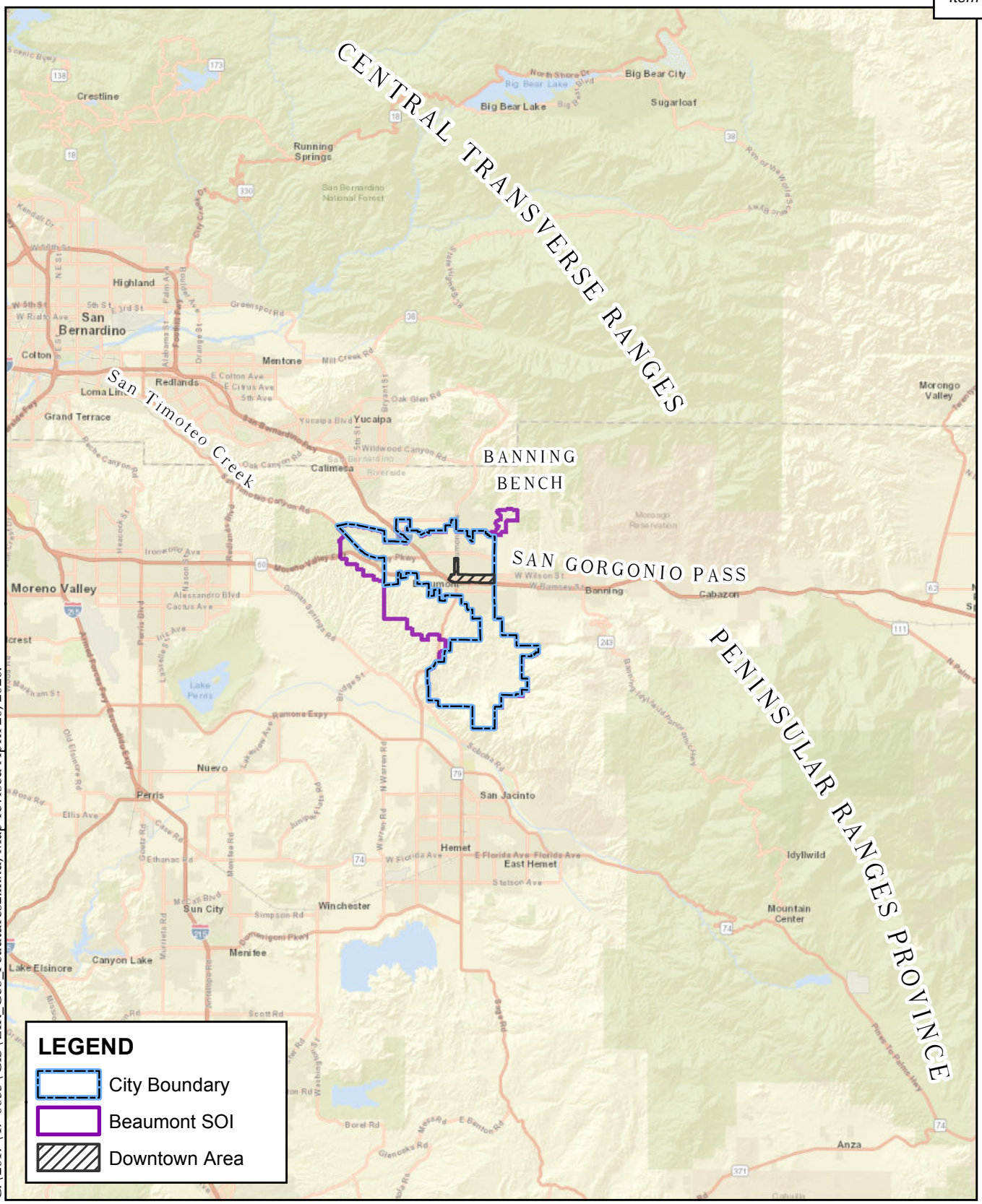
Geologic Setting

The City is within the San Gorgonio Pass region of Southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California. The region surrounding the City is a geologically complex area, in part due to movement along faults such as the San Andreas Fault, Banning Fault, and San Gorgonio Fault. Annual precipitation in the area ranges from 18 to 20 inches. The City encompasses a portion of the South Coast Bioregion that is sparsely vegetated with scrub brush and grasses and populated by a variety of reptiles, small mammals, birds, and insects. (Æ(a), p. 6.)

The Peninsular Ranges extend from the Los Angeles Basin to the tip of Baja California and are bounded by the Elsinore Fault Zone and the Colorado Desert on the east and the Pacific Coast on the west. The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the Southern California batholith; and Cenozoic marine and terrestrial deposits. The highest point in the range is San Jacinto Peak at approximately 10,805 feet above mean sea level (Æ(a), p. 6.)

An elevated alluvial plain, known as the Beaumont Plain (or “Beaumont Bench”), extends through the City, as shown on **Figure 5.6-1 – Geologic Features.** This elevated plateau has been incised by recent erosion along local drainage courses, the most prominent of which includes Little San Gorgonio Creek/Noble Creek and San Timoteo Creek (see **Figure 5.6-2 – Drainage Courses**).

Remainder of page intentionally left blank



G:\2017\17-0033\GIS\EIR_Geo_Feautures2.mxd; Map revised April 20, 2020.

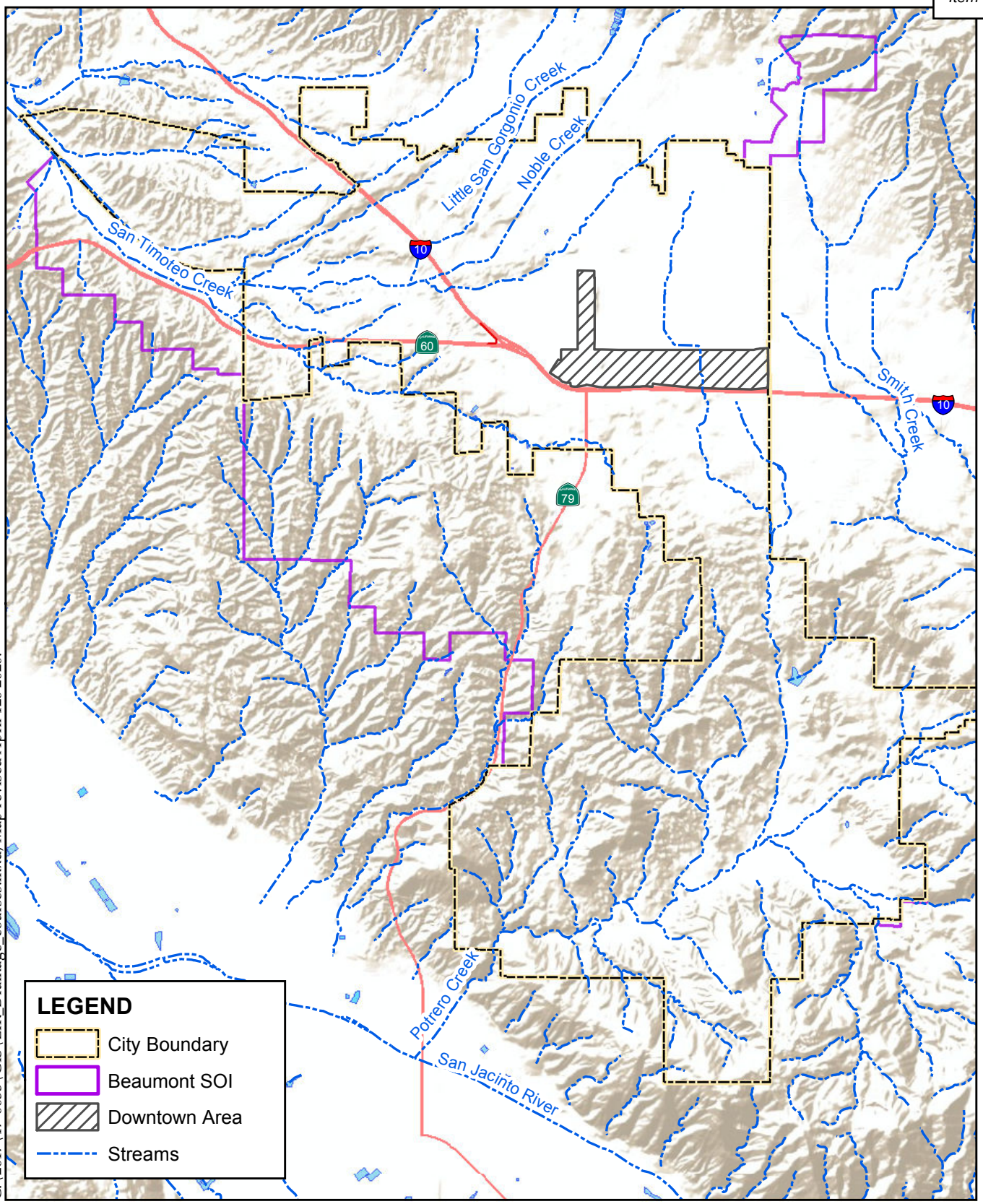
Sources: Raimi + Associates, 2019; USGS/ESRI.

0 5 10 Miles

Figure 5.6-1 Geologic Features

City of Beaumont General Plan Update

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Drainage_courses.mxd; Map revised April 120 2020.

Sources: NHD, 2016; Raimi + Associates, 2019; Riverside Co. GIS, 2020.

0 0.5 1 1.5 2 Miles

Figure 5.6-2 Drainage Courses

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Soil Resources and Characteristics

Soil Types

According to the*, Western Riverside Area Soil Survey,* published by the USDA Natural Resources Conservation Service (NRCS), the Planning Area contains approximately 29 different types of soil series classifications, as shown in **Figure 5.6-3 – Soil Series** (on the page following **Table 5.6-A**).

For each group of soils, the USDA provides descriptions of the typical properties, location, and uses that can generally be expected for that group of soils, assuming optimal conditions. The typical "Use and Vegetation" that is provided for each soil series by the USDA is summarized briefly in **Table 5.6-A – Soil Series in the Beaumont Planning Area**. The descriptions suggest that some of these soils, with the addition of irrigation, are known to be used for agricultural purposes; however, others are better suited for non-cultivation purposes.

Table 5.6-A – Soil Series in the Beaumont Planning Area

Soil Series	Typical Uses and Vegetation	Acres
Altamont	Used for livestock grazing and dry farmed grains, mainly barley. The principal vegetation is annual grasses, forbs, and scattered oak trees.	28
Badland	This land is variable from erosion and consists of soft sandstone, arkose, siltstone, and beds of gravel. Vegetation consists mainly of forbs and brush in extremely sparse stands. Where this land is near areas of cropland, it provides a habitat for small game.	4,624
Chino	Commonly used for grazing. Drained areas are used for growing irrigated truck and row crops. Vegetation is annual grass, weeds, and shrubs.	146
Cieneba	Used for wildlife, recreation, watershed, and incidental grazing. Vegetation is mainly chaparral and chemise with widely spread foothill pine or oak tree. There are small area of thin annual grasses and weeds.	1,683
Crafton	The Crafton soils are used principally for range and wildlife habitat. Principal natural vegetation is chaparral shrubs, including chemise, scrub oak, lilac, and live oak. Pinyon pine occurs at higher elevations.	2
Escondido	Used for range, irrigated orchards and non-irrigated grain, grain hay and pasture. The native vegetation is oak-savanna and broadleaf chaparral.	8
Fallbrook	Extensive areas are used for grazing, but there is important production of irrigated avocados, citrus, truck crops and non-irrigated small grain and hay. Uncultivated areas are mainly annual grasses and forbs with considerable chaparral, chemise, flattop buckwheat and other shrubs.	92
Friant	These soils are used principally for grazing, wildlife, and watershed. Native vegetation is buckwheat, chaparral, and naturalized grasses and forbs.	1,534
Gorgonio	They are used mostly for range. Some areas are cultivated for growing grain and hay. Principal native plants are annual grasses and forbs with a few scattered oak trees.	446

Table 5.6-A – Soil Series in the Beaumont Planning Area

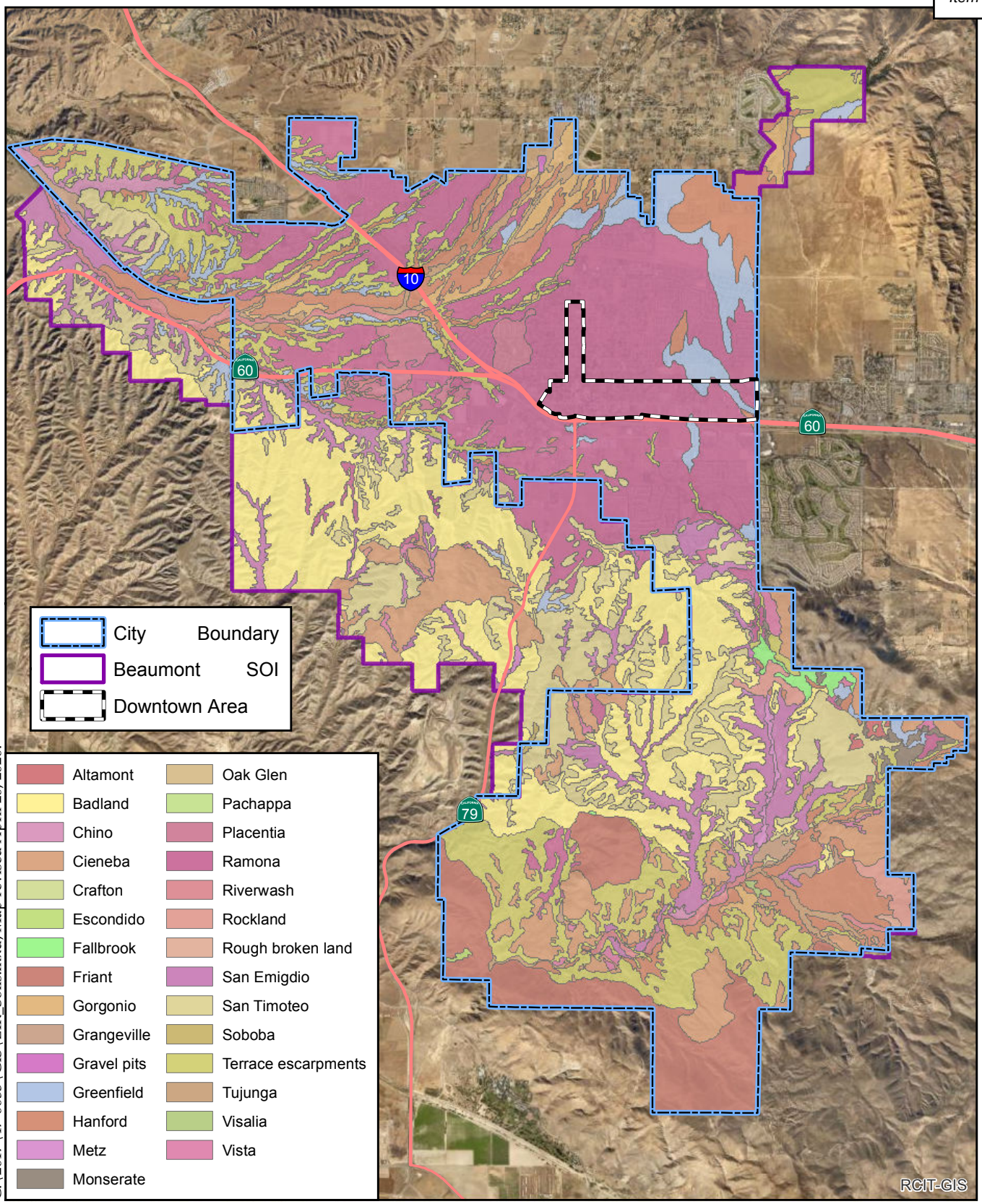
Soil Series	Typical Uses and Vegetation	Acres
Grangeville	Used intensively for growing alfalfa, grapes, cotton, truck crops and irrigated pasture. Some areas are being urbanized. Vegetation in uncultivated areas is annual grasses and forbs with native (sodic) alkali-tolerant plants and a few scattered oak and cottonwood trees.	119
Gravel Pits	Not applicable.	6
Greenfield	Used for the production of a wide variety of irrigated field, forage and fruit crops and also for growing dryland grain and pasture. Vegetation on uncultivated areas consists of annual grass, forbs, some shrubs and scattered oak trees.	978
Hanford	Hanford soils are used for growing a wide range of fruits, vegetables, and general farm crops. They are also used for urban development and dairies. Vegetation in uncultivated areas is mainly annual grasses and associated herbaceous plants.	1,907
Metz	Much of the soil is irrigated and used for growing pasture, hay, truck crops, field crops and fruit. Some areas are grazed and in willows, annual grasses and forbs.	67
Monserate	Used principally for growing grain, grain hay or pasture, some citrus, and field and truck crops when irrigation water is available. Naturalized vegetation is mainly annual grasses and forbs, widely spaced native canyon oak, and shrubs on eroded slopes.	96
Oak Glen	These soils are used for growing pasture or deciduous orchards and forested areas are used for recreation. Principal native plants are shrubs, mixed hardwoods, and pine trees. Naturalized plants are annual grasses and forbs.	3
Pachappa	Mostly under irrigation for alfalfa, small grains and row crops as well as dry farm small grains. Yields are normally good. Annual grasses, herbs and shrubs.	< 1
Placentia	Used for the production of citrus, truck crops, small grain, hay, and forage. Most uncultivated areas have annual grasses and forbs.	349
Ramona	Used mostly for production of grain, grain-hay, pasture, irrigated citrus, olives, truck crops, and deciduous fruits. Uncultivated areas have a cover of annual grasses, forbs, chamise or chaparral.	5,889
Riverwash	Sandy, gravelly, or cobbly areas that lie in the beds of major streams and larger creeks. This type has no value for farming and little value for grazing. Vegetation is annual grasses, forbs, shrubs, low willows, and a few cottonwood trees. Where the land is near tilled fields, it provides habitat for small game.	327

Table 5.6-A – Soil Series in the Beaumont Planning Area

Soil Series	Typical Uses and Vegetation	Acres
Rockland	Most areas are forested. The major species are sugar maple, white pine, green ash, quaking aspen, eastern hemlock, yellow birch, white birch, ironwood, northern white cedar and balsam fir.	176
Rough broken land	Remnants of old alluvial fans and terraces that have been dissected by drainages. Vegetation consists mainly of annual grasses and forbs. Where this land is near areas of tilled fields, it provides habitat for small game.	11
San Emigdio	Used for growing citrus fruit, alfalfa, truck crops, dryland grain, and some areas are in homesites. Uncultivated areas are annual grasses and forbs.	1,614
San Timoteo	The soils are used mostly for grazing or watershed except for small cultivated areas. Vegetation is mostly California sagebrush, flattop buckwheat, yucca, sugarbush and annual grasses.	2,649
Soboba	The soils are used mostly for pasture. The native vegetation is annual grasses and forbs and chaparral shrubs.	10
Terrace escarpments	This land is unaltered alluvial outwash with varying soil profiles. Vegetation is annual grasses, salvia, flat-top buckwheat, and chemise. This land is generally idle where it is included in tilled fields, but if the fields are pastured, some forage is provided. Where this land is near areas of cropland, it furnishes a habitat for small game.	3,114
Tujunga	This soil is used for grazing, citrus, grapes, other fruits, and urban residential or commercial development. Uncultivated areas have a cover of shrubs, annual grasses and forbs. In urban areas ornamentals and turf-grass are common.	364
Visalia	Description not provided.	10
Vista	Under irrigation avocados and citrus are grown in areas of favorable temperature. A few small areas are used for growing winter truck crops. On areas of moderate relief, grain and hay are grown without irrigation. Range is a common use in areas that are not cultivated. The natural vegetation is annual grasses and forbs and such shrubs as California sagebrush, scrub oak, lilac, chamise, sumac, and flattop buckwheat.	119

Source: USDA NRCS, https://soilseries.sc.egov.usda.gov/osdname.aspx

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Soils.mxd; Map revised April 20, 2020.

Sources: USDA NRCS SSURGO, 2013;
Raimi+ Assoc., 2019; RCIT, 2016 (imagery)

0 1 2 3 Miles

Figure 5.6-3 Soil Series

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

As discussed further in Section 5.8, Hazards and Hazardous Materials of the PEIR, high winds are known to occur in the Planning Area due to the topography of the San Gorgonio Pass and the direction of prevailing winds in certain times of the year. Soil erosion resulting from high winds is known to occur, and can become acute when soils are exposed during construction or agricultural tilling activities. (ECR, p. 107.) The primary factors that influence erosion include soil characteristics (i.e., particle size and gradation, organic matter content, soil structure, and soil permeability), vegetative cover, topography and climate. Mature trees and windbreaks act to reduce the adverse impacts of wind. (Beaumont 2040 Plan, p. 9-17.)

Soils with a high proportion of silt and very fine clays are generally the most erodible. The less permeable the soil, the higher the likelihood for erosion. Vegetation shields the soil from the impact of falling rain or blowing wind, while also slowing the speed of runoff and maintaining the soil's capacity to absorb water and holds soil particles in place.

Soils and On-Site Septic Systems

Soil characteristics also factor into the use of septic tanks for on-site wastewater disposal. Currently, there are an estimated 161 parcels with individual septic systems in use within the City limits. Soil characteristics and distance to groundwater or nearby streams will impact the success of an on-site septic system. The success of an on-site septic system is also dependent on adequate flow out of the tank and the permeability of the surrounding soil. Some subsurface geologic conditions are incapable of supporting on-site septic tank systems.

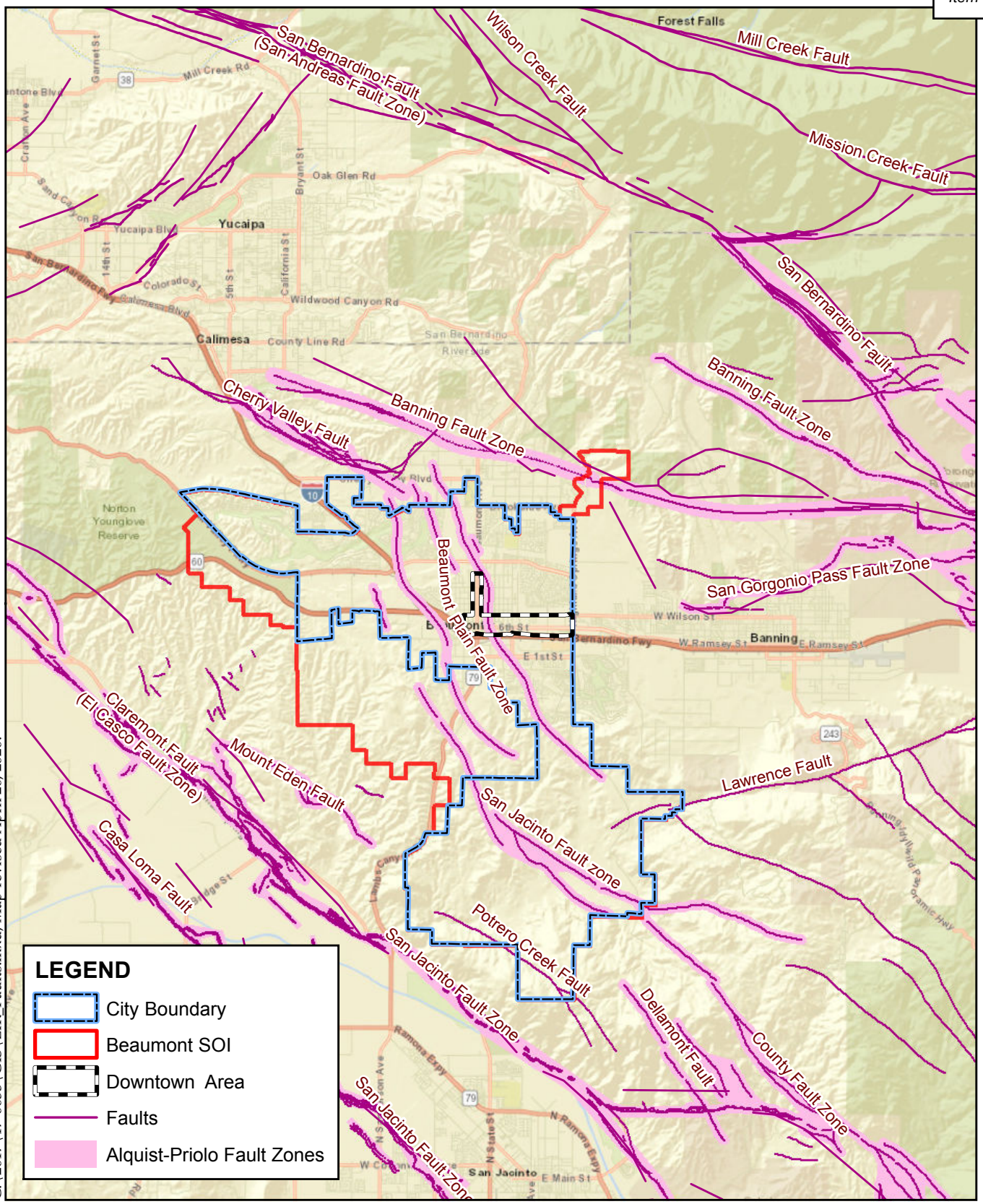
New development in the City is required to connect to the City's sanitary sewer system (BMC 16.40.050(D); however, the BMC allows for certain types of subdivisions (Schedule B, C, and D Subdivisions) (BMC 16.40.060(D) and 16.40.070(D)) the opportunity to prove soil conditions are appropriate for on-site septic tanks if the site cannot connect to the City's sewer system. The City requires soil percolation tests or other pertinent information to determine whether on-site sewage disposal is feasible. If the soil conditions are proven to be poor as determined by soil percolation tests in conformity with the standards of the "Ludwig Modification" and finding that the conditions and requirements of the health department and the Regional Water Quality Control Board cannot be met, a "package treatment plant and collector system" shall be required. (BMC.)

Faulting and Seismicity

The Planning Area is within a seismically-active region located at the junction of the Transverse Ranges and the Peninsular Ranges. These two physiographic provinces experience continual seismic activity associated with the lateral movement of the North American and Pacific tectonic plates. The San Andreas Fault system, located northeasterly of the Planning Area, is believed to form the boundary between these two plates, although some of the seismic motion is distributed to nearby, related faults. The 2015 Uniform California Earthquake Rupture Forecast, Version 3 (UCERF3) is the latest official earthquake rupture forecast for the state of California,[1] and is cited below for estimates of the likelihood and severity of potentially damaging earthquake ruptures. Faults that could affect the Planning Area in the future are identified on **Figure 5.6-4 – Faults and Fault Zones**, and include the following:

[1] UCERF3 was prepared by the Working Group on California Earthquake Probabilities (WGCEP), a collaboration between the U.S. Geological Survey (USGS), the California Geological Survey (CGS), and the Southern California Earthquake Center (SCEC).

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Faults.mxd; Map revised April 20, 2020.

Sources: Calif. Geo. Survey, 2017; Riverside Co. GIS 2020 (from RCIP, 2003); San Bernardino Co. GIS, 2015; USGS, 2007.

Figure 5.6-4 Faults and Fault Zones

City of Beaumont General Plan Update

0 2 4 6 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

- **The San Jacinto Fault Zone** – This fault zone consists of many individual fault segments, and is considered to be one of the most active fault zones in southern California. It is a northwesterly to southeasterly trending fault zone located south of the Planning Area. The UCERF3 estimates a 9 percent average probability of a magnitude 6.7 or greater earthquake along the San Jacinto Fault within 30 years, with a maximum probability of 35 percent ([based on an aggregate of probabilities for eight segments of the fault], p. 525).

- **The San Andreas Fault Zone** – The section of this large fault zone that is located in the San Gorgonio Pass area is not readily evident on the ground surface. The San Bernardino strand of the San Andreas Fault can be traced confidently through the Oak Glen area, approximately six miles to the northeast of the City. The UCERF3 estimates a 53 percent average probability of a magnitude 6.7 or greater earthquake along the San Andreas Fault Zone (south) within 30 years, with a maximum probability of 93 percent ([based on an aggregate of probabilities for 11 fault sections], p. 525).

- **The Banning Fault** – This fault extends east from the Beaumont area for at least 25 miles and passes near the communities of Calimesa, Cherry Valley, Banning, Cabazon and Whitewater. The Banning Fault traverses the southeast City SOI area. The fault consists of western, central, and eastern segments, each of which is unique and records a distinctive tectonic history (USGS, p.15). The Southern California Earthquake Data Center (SCEDC) estimates that the Banning Fault's most recent rupture took place sometime during the past 10,000 years. The Banning Fault may interact with or may be considered part of the San Andreas Fault Zone and the San Gorgonio Pass Fault Zone.

- **San Gorgonio Pass Fault Zone** – This fault zone consists of a series of Quarternary reverse, thrust, and wrench faults that extend from the Whitewater area westward to the Calimesa Area. This system is associated spatially with the Banning fault, but the two evolved separately (SCAMP). The faults of the San Gorgonio Pass Fault Zone have produced many tectonic landforms, of which the Banning Bench is a classic example (USGS, p.15).

- **The Cherry Valley Fault** – This fault extends from Cherry Valley to Calimesa and is suggested to be a strand of the San Gorgonio Pass Fault Zone. The fault forms a discontinuous west-northwest-trending scarps and lineaments. In the Cherry Valley area, the fault is largely concealed beneath alluvium deposited by Noble and Little San Gorgonio Creeks (USGS, p.16).

- **The Beaumont Plain Fault Zone** – This fault zone consists of a series of northwest-trending fault scarps that traverse alluvial deposits through the north-central and central portion of the City limits as well as the central portion of the City's SOI. According to the *Fault Activity Map of California* published by the Department of Conservation (DOC), a majority of the faults within the Beaumont Plain Fault Zone have Late Quaternary fault displacement (movement during past 700,000 years), with some identified as Holocene fault displacement (movement during the past 11,700 years).

The effects of an earthquake may take many forms depending on a number of factors including distance from the epicenter, the characteristics of the underlying soils, the presence of groundwater, and topography. The primary effects of an earthquake include the following:

- **Surface Rupture** – Surface rupture refers to the actual "tearing apart" of the ground surface along a fault trace resulting from an earthquake. The effects of surface rupture may be mitigated by placing structures a specified distance from the known fault trace. The State of California has adopted regulations prohibiting the placement of structures over or in close proximity to known fault traces through the implementation of the Alquist-Priolo Fault Zoning Act (discussed below in State Regulations).

- **Ground Shaking** – The energy created from earthquakes moves out from the epicenter in waves that affect various rock and soil types differently. In some instances, ground shaking may cause unconsolidated soils to settle, which can result in significant damage to structures.

- **Liquefaction** – This effect results when seismically-induced ground-shaking causes water-laden, cohesionless soils to form a quicksand-like soil condition below the ground surface. Structural damage may ensue as building foundations lose ground support. Liquefaction may occur in areas where groundwater exists within 50 feet of the ground surface, and where poorly consolidated, cohesionless soils predominate.

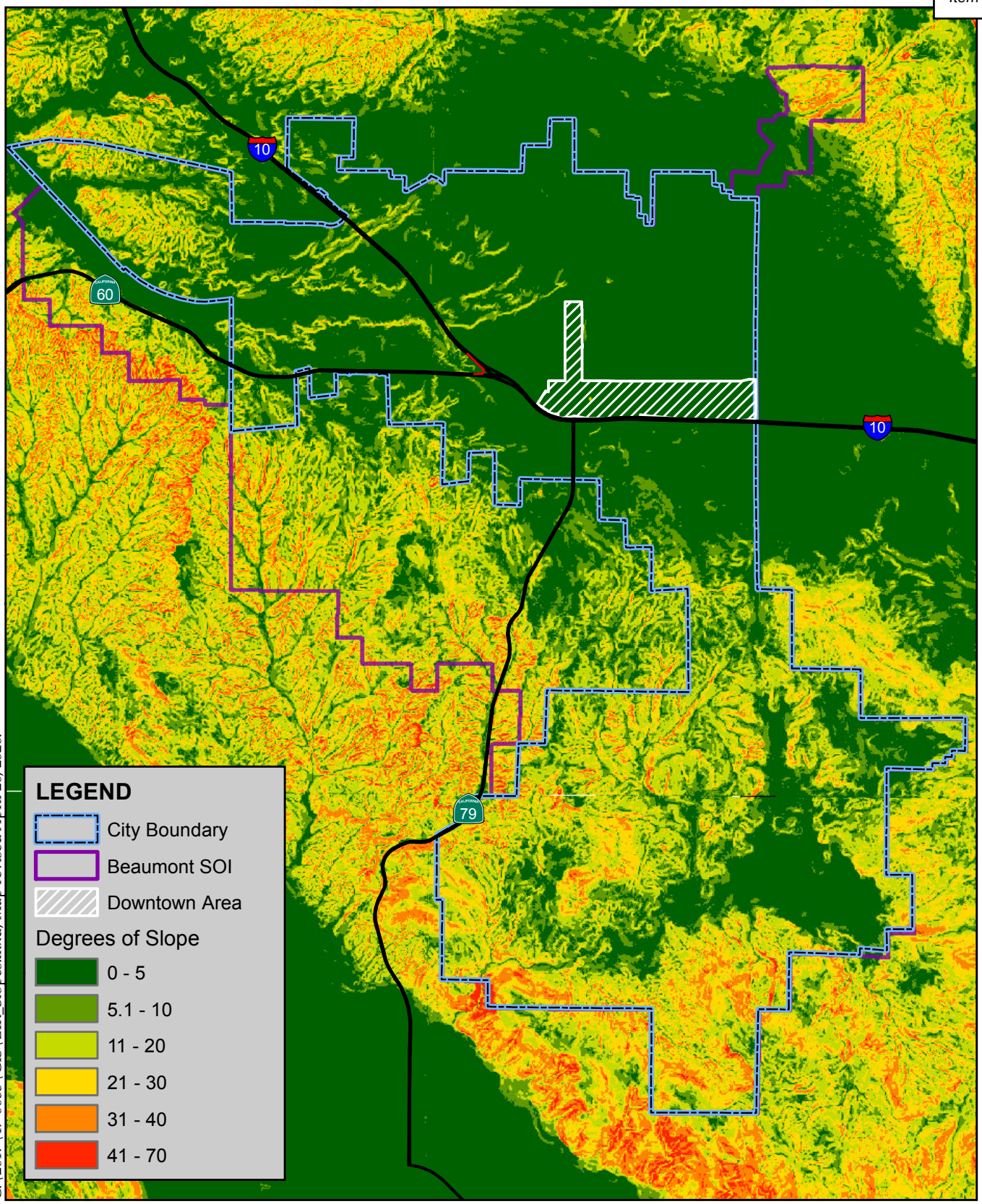
- **Landslides and Rock Falls** – Hillsides, generally speaking, can be unstable platforms for development. Unless a landslide is already occurring, a steep slope can generally be thought of as existing in a state of equilibrium. When this equilibrium is disturbed by development in hillside areas, the likelihood of slope failure, soil erosion, silting of lower slopes and downstream flooding increases. Those areas at greatest risk in the City include the steep slopes typically found within the "Badlands" area.

  Seismically induced landslides and rockfalls would be expected within the Planning Area in the event of a major earthquake. Factors contributing to the stability of slopes include slope height and steepness, engineering characteristics of the earth materials comprising the slope and intensity of ground shaking. It is estimated that a ground acceleration of at least 0.10 g in steep terrain is necessary to induce earthquake-related rockfall, although exceeding this value does not guarantee that rockfall will occur. Areas of steep slopes within the Planning Area are shown on **Figure 5.6-5 – Steep Slopes**.[2]

- **Tsunami** – A tsunami is created from offshore, underwater earthquakes that generate large and, often destructive wave fronts. The City's location away from the coastal areas precludes the effects of a tsunami from impacting the City.

- **Seiche** – A seiche can be the most clearly illustrated by imagining the "sloshing of water" in a large tub. The effects of ground motion often result in rhythmical, side-to-side movements of surface water bodies (lakes, streams, etc.), causing fluctuations of the water level. No major water bodies are located within or adjacent to the Planning Area.

[2] Steepness herein is provided in units of degrees. To convert to percent, follow this formula: Percentage = [tan (degrees)] x 100. For example, 5 degrees converts to 8.8 percent.



G:\2017\17-0033\GIS\EIR_Slopes.mxd; Map revised April 20, 2020.

Sources: USGS NED DEMs;
Raimi + Associates, 2019.

0 1 2 3 Miles

Figure 5.6-5 Steep Slopes

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Liquefaction and Lateral Spread

Liquefaction is a phenomenon in which loose, water saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater, 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. The Planning Area has areas of very low, low and moderate liquefaction susceptibility as shown on **Figure 5.6-6 – Liquefaction Potential.** (Beaumont 2040 Plan, p. 9-11.)

Lateral spreading (or flow) is a landslide with fluid-like consistency that is caused by earthquake-induced liquefaction of saturated soil. For lateral spread to occur, three factors need to be present: adequate rainfall to saturate the soil, soils that are susceptible to liquefaction, and an earthquake to cause the liquefaction. Lateral spread can occur on mild to steep slopes.

Ground Subsidence

Ground subsidence refers to the sudden shrinking or gradual downward settling and compaction of the soil and other surface material with little or no horizontal movement. It may be caused by a variety of human and natural activities including groundwater withdrawal and ground shaking due to earthquakes. The Planning Area has been documented as having some areas susceptible to subsidence, as shown on **Figure 5.6-7 – Subsidence Potential**. (Beaumont 2040 Plan, p. 9-11.)

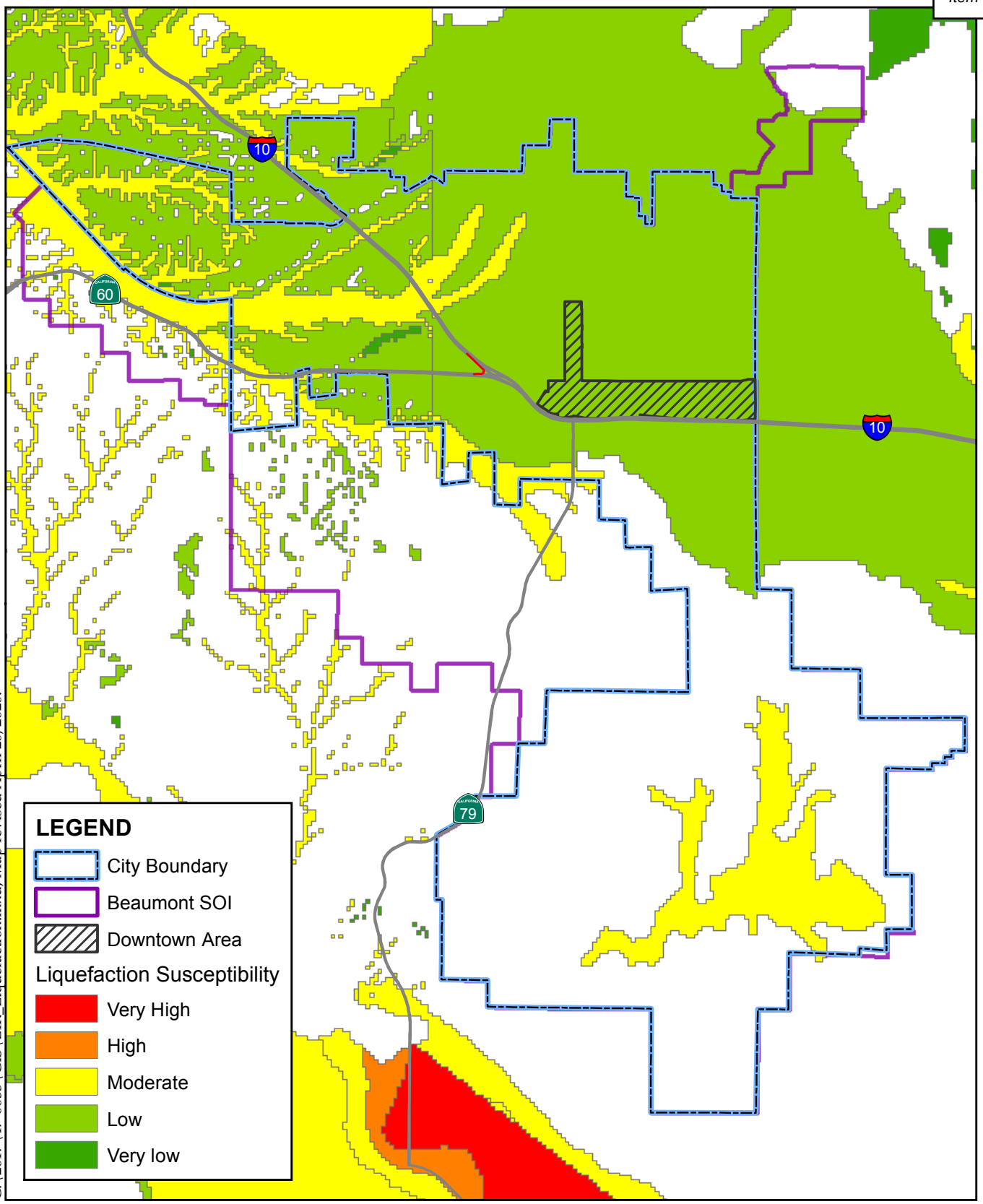
Expansive Soils

Expansive soils are widely dispersed as they can occur in both hillside areas as well as low-lying alluvial basins. Expansive soils typically have a significant amount of clay particles that can give up water (shrink) or take on water (swell), which can cause instability for overlying structures. Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. The change in soil volume exerts stress on buildings and other loads placed on these soils. This shrink/swell movement can adversely affect building Foundations, often causing them to crack or shift, with resulting damage to the buildings they support. However, expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement and landslides can cause similar damage, but require different remediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation or through the excavation and removal of the expansive soils in the affected area. The method for testing expansive soil, or "Soil Expansion Potential" is explained in Table 18-1-B of the 1994 Uniform Building Code (UBC). Table 18-1-B has been superseded by Chapter 18A of the California Building Code (CBC) which states, "…in areas likely to have expansive soils, the building official shall require soil tests to determine where such soils do exist." (CBC 2016, Section 1803A.5.3; Beaumont 2040 Plan, p. 9-11.)

Paleontological Setting

The Planning Area is underlain by geological units (formations) exposed within the narrow, faulted plain of the San Gorgonio Pass, the San Timoteo Badlands, and the rocky highlands of the San Jacinto Mountains. Geologic units include Mesozoic and older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation; paleontologically-sensitive deposits of the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvium; and, recent surficial alluvial fan and valley deposits, that have low paleontological sensitivity. Refer to **Figure 5.6-8 – Geologic Units**. (Æ(b), p. 3.)

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Liquefaction.mxd; Map revised April 20, 2020.

Sources: Riverside Co. GIS 2020 (from RCIP, 2003); Raimi + Associates, 2020.

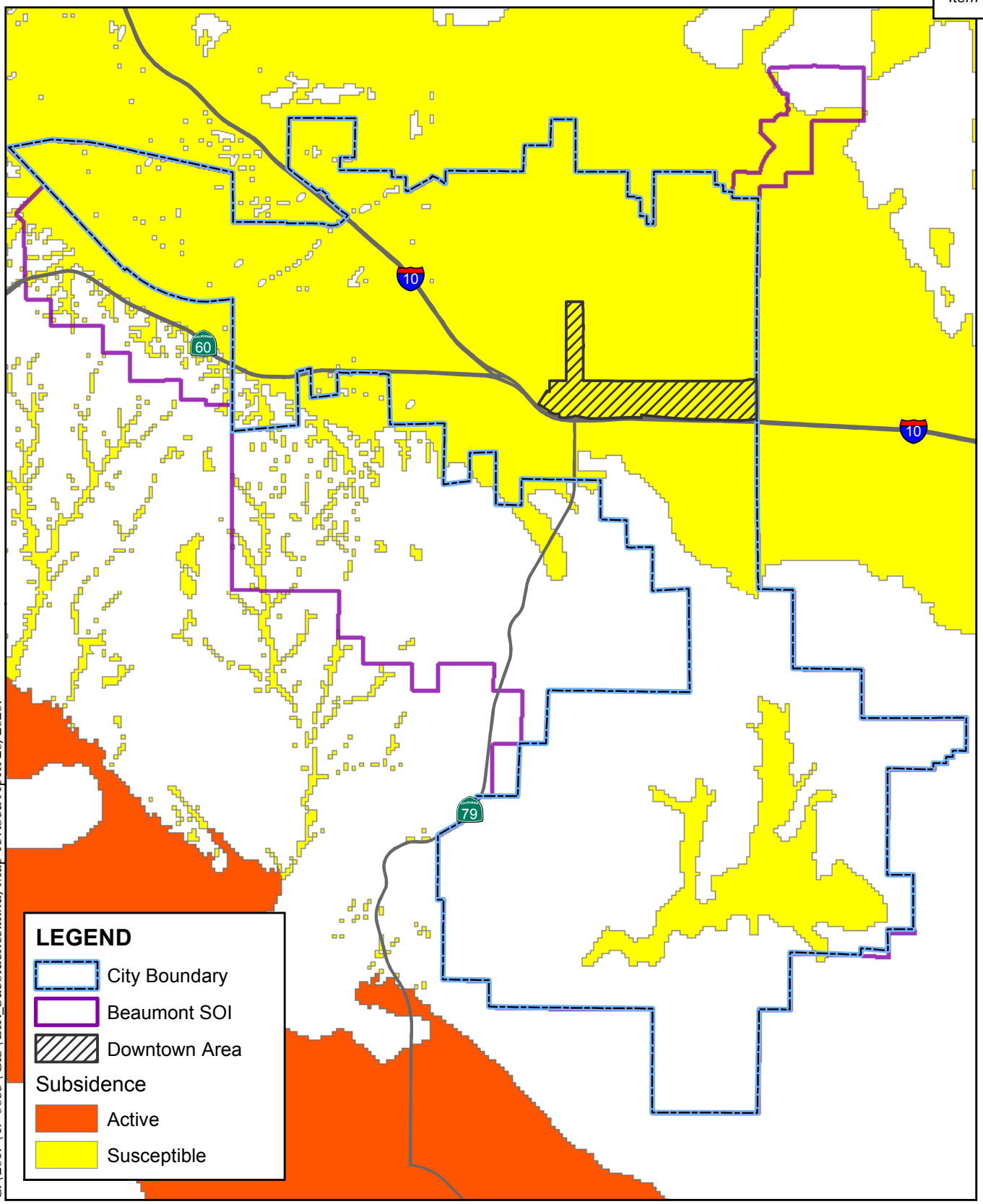
Figure 5.6-6 Liquefaction Potential

City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Subsidence.mxd; Map revised April 20, 2020.

Sources: Riverside Co. GIS 2018 (from RCIP, 2003); Raimi + Associates, 2019.

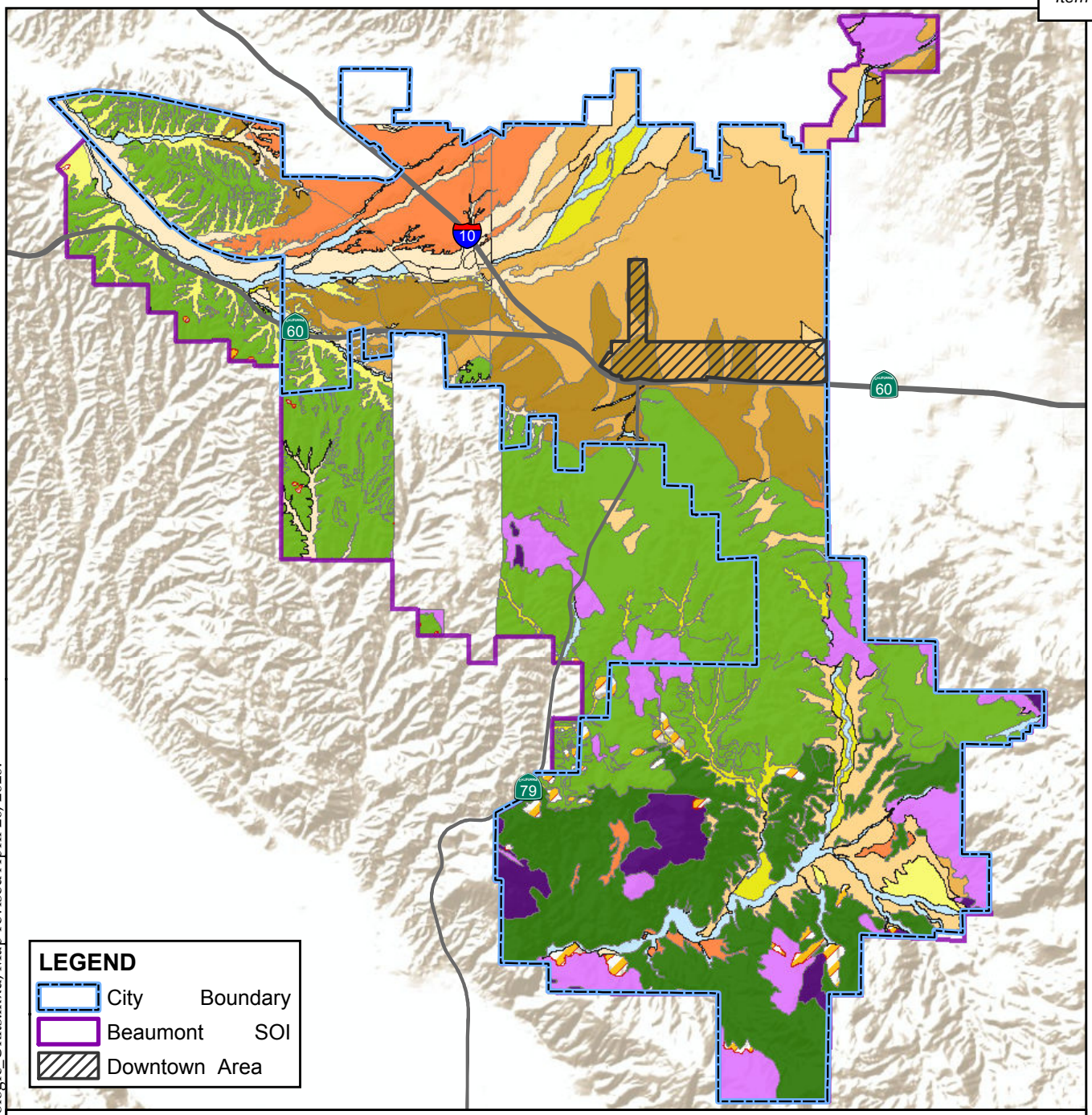
Figure 5.6-7 Subsidence Potential

City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



LEGEND

- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, middle to late Pleistocene
- Qvof, Very old alluvial fan deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated), Pleistocene to Pliocene
- Tme, Mount Eden Formation,Pliocene to Miocene
- gr, Granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

G:\2017\17-0033\GIS\EIR_Geologic_Units.mxd; Map revised April 20, 2020.

Sources: Applied Earthworks, 2018;;Raimi + Associates, 2019; Riverside Co. GIS 2020.

0 1 2 3 Miles

Figure 5.6-8 Geologic Units

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

San Timoteo and Mount Eden Formations

The paleontologically-sensitive San Timoteo Formation (QTst) and Mount Eden Formation (Tme) are exposed within the San Timoteo Badlands in the eastern and southern portions of the Planning Area. Refer to **Figure 5.6-9 – Paleontological Sensitivity**. The late Miocene to Pliocene Mount Eden Formation is composed of a reddish brown, massive to indistinctly bedded pebbly sandstone and basal conglomerate with decomposed clasts locally derived from Peninsular Ranges basement rocks; thick and indistinctly bedded, moderately to well-indurated, pale tan to reddish brown or gray coarse-grained arkose; local interbeds of fine-grained sandstone and siltstone, including grayish calcareous siltstone; and rare shale laminae. Below the Mount Eden Formation, the Pliocene to middle Pleistocene San Timoteo Formation is composed of a basal dark gray-green, fissile mudrock; well bedded, fine-to coarse-grained, moderately to poorly indurated and sorted, tan-brown to gray-yellow lithic arkose; and subordinate pebble and cobble conglomerate deposits composed of subangular to subrounded lithics. The San Timoteo Formation and Mount Eden Formations together are up to 6,000 feet thick in the San Timoteo badlands and is exposed for approximately 20 miles along the San Jacinto fault. (Æ(b), pp. 3-4.)

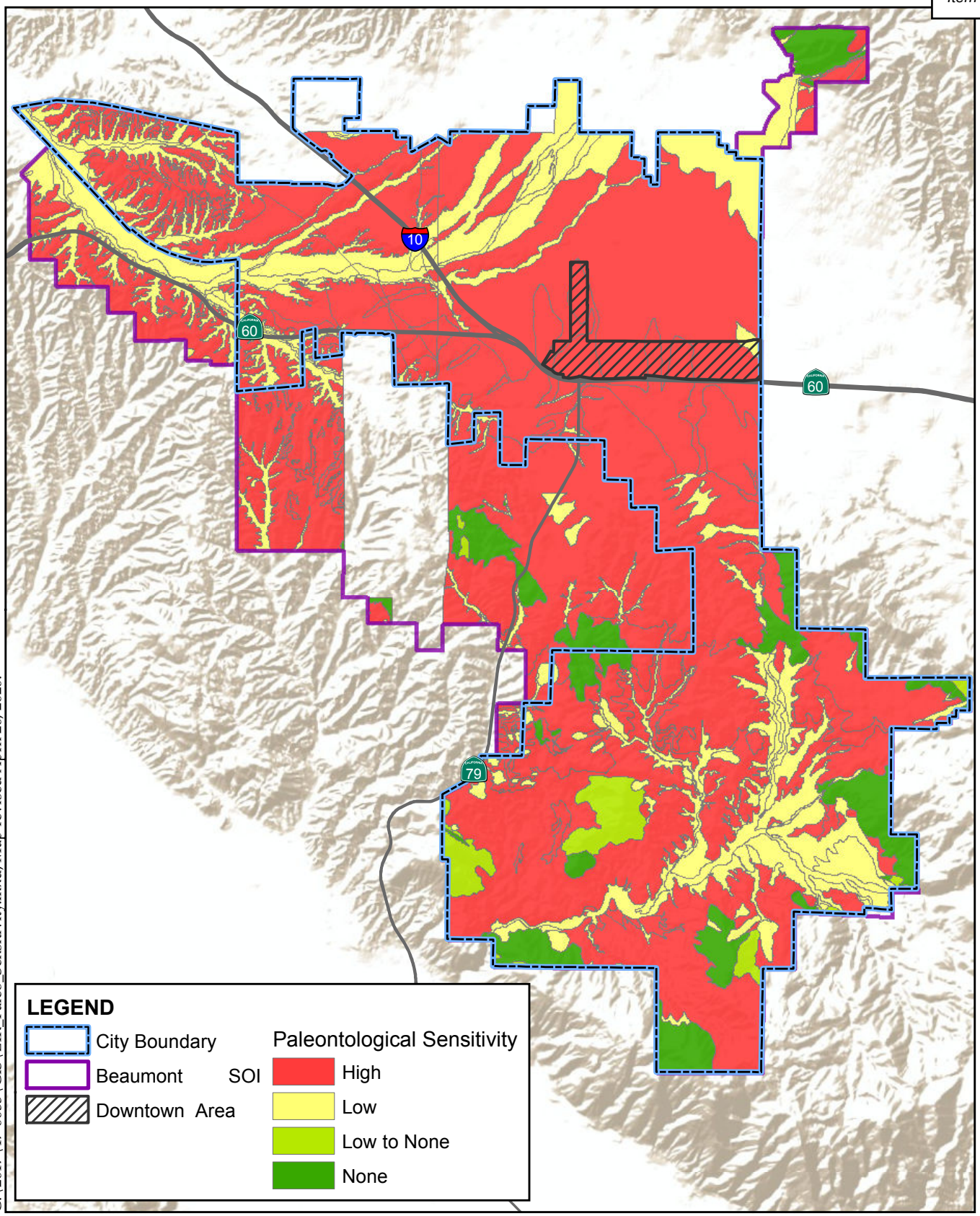
The Mount Eden and San Timoteo Formations have yielded an abundant and diverse fauna that includes at least 30 mammalian and reptilian species and hundreds of fossil specimens. Three local faunas have been described from within these deposits, including the Mount Eden Local Fauna [LF] (late Hemphillian North American Land Mammal Age [NALMA]), El Casco LF (Late Blancan/Irvingtonian NALMA) and Shutt Ranch LF (Irvingtonian NALMA), which consists of approximately 15 taxa including, cottontail rabbit, pack rat, kangaroo rat, deer mouse, pocket mouse, vole, lemming, dog, rhinoceros, numerous artiodactyls, lizards, and snake, and the latter which includes rodent taxa. The fossils recovered from within the Mount Eden and San Timoteo Formations are important because they not only provide a more complete fossil record for a tectonically active California during the Late Cenozoic, they constrain dates and assist with magnetostratigraphy, paleogeography, paleoclimate reconstructions, and timing of pre-historic faunal specimens from more than 20 mammal species have been recovered from numerous localities within these deposits in the San Timoteo badlands, including taxa of horse, rabbit, rodent, mammoth, deer, camel, ground slot, horse, and turtle. (Æ(b), p. 4.)

Quaternary (Pleistocene to Holocene) Surficial Deposits

A large portion of the central Planning Area is immediately underlain by Pleistocene alluvial fan (Qof, Qvof) and valley (Qoa) deposits. These deposits, referred to as Quaternary older and very old alluvium discomformably overlie Cretaceous granitic bedrock (gr) and Mesozoic metamorphic intrusive rocks (pKm) at an unknown but likely relatively shallow depth (plutonic igneous rocks and high- to medium-grained metamorphic do not contain fossils due to the high heat and pressure of their formation deep below the surface of the Earth). In general, the alluvial sediments are composed of tan to reddish-brown sandstone and siltstone that was deposited in alluvial fan and local channel environments during the Pleistocene. The deposits are moderately consolidated and poorly indurated, with angular to subangular clasts, local pebble conglomerate lenses, moderate soil formation, and abundant dissection. (Æ(a), p. 4.)

Pleistocene age alluvial, fluvial, and lacustrine deposits have proven to yield scientifically significant paleontological resources throughout Southern California from the coastal areas to the inland valleys. South of the Planning Area, in the vicinity of Lakeview, a diverse assemblage of fossil resources has been recovered including mammoth, sabre-toothed cat, horse, bison, and numerous small mammals, reptiles, invertebrates, and plant remains. Further south of the Planning Area, the largest known open-environment non-asphaltic late Pleistocene fossil assemblage has been documented in Diamond and Domenigoni valleys. Discovered during excavations of the Diamond Valley Lake, this locality has yielded nearly 100,000 identifiable fossils representing over 105 vertebrate, invertebrate, and plant taxa.

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Paleo_Sensitivity.mxd; Map revised April 20, 2020.

Sources: Applied Earthworks, 2018;;Raimi + Associates, 2019; ESRI..

0 1 2 3 Miles

Figure 5.6-9 Paleontological Sensitivity

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

The vertebrate taxa recovered includes reptiles such as frogs, turtles, and lizards; birds such as robins, swallows, jays, ravens, hawks, and ducks; small mammals such as rabbit, squirrel, mice, and weasels; and large mammals such as fox, bear, coyote, deer, bison, mammoths, mastodons, and ground sloths. The invertebrate taxa recovered includes ostracodes, snails, termites, slugs, beetles, and bivalves and the plant taxa recovered includes well preserved diatoms, pollen, and wood debris. (Æ(a), pp. 4-5.)

Recent alluvial fan (Qf, Qyf), valley (Qa, Qya), wash (Qw), and landslide (Qls) deposits are common throughout the Planning Area. The younger Quaternary alluvium generally consists of gravel, sand, and clay deposited during the Holocene restricted to valley, gully, wash, and landslide areas. Holocene-age alluvial deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material, but they may overlie sensitive older deposits at an unknown depth. (Æ(b), p. 5.)

The Project's *Paleontological Resource Assessment* was prepared by Æ in accordance with the guidelines set forth by the Society of Vertebrate Paleontology. The *Paleontological Resource Assessment* included a museum records search at the Los Angeles County Museum of Natural History (LACM) on April 6, 2017 and a literature and geologic map review. LACM collection records contain two previously recorded localities (LACM 6596 and 65235) directly within the Planning Area boundary from within the San Timoteo Formation. At least 15 additional vertebrate localities (LACM 4540, 5168, 6059, 7618-7622, 1118-1119, 5377, 1120, (CIT) 132-133, and (CIT) 515, have been previously recorded in the vicinity of the Planning Area from within the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvial deposits. These localities yielded vertebrate fossil specimens of horse, camel, mastodon, deer, rhinoceros, and fish, depth of recovery unreported. In addition, localities LACM 1014 and 1016, recovered within the western Project area, produced two type specimens of fossil cones of the pine (*Pinus pretuberculata* and *P. hazeni*) and fir tree (*Pseudotsuga premacrocarpa*), as well as apricot tree (*Prunus prefremontii*) and algae plant fossils. The LACM did not provide specific geographic coordinates for the localities within the General Plan area or vicinity. (Æ (b), pp. 5–6.) The results of the LACM records search are summarized below in **Table 5.6-B – Vertebrate Localities within the Planning Area**.

Table 5.6-B – Vertebrate Localities within the Planning Area

Locality No.	Geologic Unit	Age	Taxa
LACM 1118-1119, 5377	Mount Eden Formation	Miocene-Pliocene	Camelidae (camel), Cervidae (deer), Equidae (horse), and *Teleoceras hicksis* (rhinoceros)
LACM 1120	Mount Eden Formation	Miocene-Pliocene	*Pliauchenia merriami* and *Titanotylopus sp.* (camels)
LACM 7618-7622; LACM (CIT) 132-133-515	San Timoteo Formation	Plio-Pleistocene	*Equus* (horse) and Camelidae
LACM 6596	San Timoteo Formation	Plio-Pleistocene	*Pliomastodon sp. (*mastodon)

Table 5.6-B – Vertebrate Localities within the Planning Area

Locality No.	Geologic Unit	Age	Taxa
LACM 65235	San Timoteo Formation	Plio-Pleistocene	fish
LACM 4540, 5168, 6059	Pleistocene Alluvium	Pleistocene	*Equus* (horse)

Source: Æ(b), *Paleontological Resource Assessment for the City of Beaumont General Plan Update Project, City of Beaumont, Riverside, County, California, April 2017.*

5.6.2 Related Regulations

Federal Regulations

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 United States Code [USC] 431–433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. Specific paleontological sites can be protected under the National Registry of Natural Landmarks (16 USC 461-467), and at least three paleontological Landmarks are known in California. NEPA (42 USC 4321) directs Federal agencies to use all practicable means to "…preserve important historic, cultural, and natural aspects of our national heritage…" Section 106 of the National Historic Preservation Act does not apply to paleontological resources unless they are found in culturally related contexts.

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 (PRPA) was specifically intended to codify the generally accepted practice of limiting collection on public (federal) land of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers who obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions where they will remain accessible to the public and to other researchers.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Special Studies Zones Act of 1972 was signed into law in 1972 and renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994. The primary purpose of this act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the extent of an active fault. The Alquist-Priolo Act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." Sufficiently active faults show evidence of Holocene surface displacement (movement within the past 11,000 years) along one or more of their segments. The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults, and 200 to 300 feet from well-defined minor faults. Within the Planning Area, the location of active faults are mapped and/or readily identifiable, as shown on **Figure 5.6-4 – Faults and Fault Zones**. In this sense, surface rupture is the most easily avoided seismic hazard.

The Alquist-Priolo Zone mapping has been completed by the State Geologist for the 45 quadrangles in Riverside County. The maps are available to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction. Local agencies must regulate most development projects within Alquist-Priolo Zones. Projects include all land divisions and most structures constructed for human occupancy. Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must, through geologic investigation and documentation, demonstrate that proposed buildings will not be constructed across active faults. In this regard, a site-specific evaluation and written report site must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault, and any such structure and must be set back from the fault, generally no closer than 50 feet.

Seismic Hazards Mapping Act

Passed in 1990, the Seismic Hazards Mapping Act (SHMA) addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal state agency charged with implementing the SHMA. The law directs the CGS to provide local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides and other ground failures. The CGS-delineated seismic hazard zones are referred to as “zones of required investigation” and per the SHMA require site-specific geotechnical hazard investigations when construction projects fall within these areas. SHMA’s goal is to minimize loss of life and property by identifying and mitigating seismic hazards.

Natural Hazards Disclosure Act

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller’s agent must disclose this fact to potential buyers.

The Building Earthquake Safety Act of 1986

This Act requires all local governments to identify all potentially hazardous buildings within their jurisdictions and to establish a program for mitigation of identified hazards. It is the legislative basis for the inventory of hazardous unreinforced masonry buildings and Unreinforced Masonry Ordinances adopted by most counties and cities in California.

The Recovery (and) Reconstruction Act of 1986

Under the Recovery and Reconstruction Act of 1986, local governments are authorized to prepare for expeditious and orderly recovery before a disaster, and to provide for reconstruction afterward. It enables localities to prepare pre-disaster plans and ordinances that may include: an evaluation of the vulnerability of specific areas to damage from a potential disaster; streamlined procedures for appropriate modification of existing General Plans or zoning ordinances affecting vulnerable areas; a contingency plan of action; organization for post-disaster conditions; short-term and long-term recovery and reconstruction; and a pre-disaster ordinance to provide adequate local authorization for post-disaster activities.

Uniform Building Code

The Uniform Building Code (UBC) is published by the International Conference of Building Officials. It forms the basis of approximately half the state building codes in the United States, including California's, and has been adopted by the state legislature together with additions, amendments, and repeals to address the specific building conditions and structural requirements in California.

California Building Code

The California Building Standards Code (CBC), Title 24 serves as the basis for the design and construction of buildings in California. The 2016 CBC went into effect on January 1, 2017. The CBC provides minimum standards for building design in the state, consistent with or more stringent than UBC requirements. Local codes are permitted to be more restrictive than Title 24, but are required to be no less restrictive. Chapter 16 of the CBC deals with General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and Chapter 33 deal with site demolition, excavations, foundations, retaining walls, and grading, including requirements for seismically resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control.

California Civil Code Section 1103-1103.4

California Civil Code Section 1103-1103.4 applies to the transfers of real property between private parties, as defined therein, and requires notification upon transfer if the property is affected by one or more natural hazards. The following potential hazards must be disclosed, if known: Federal Emergency Management Agency (FEMA) flood hazard areas, dam failure inundation areas, very high fire hazard severity zone, wildland area with forest fire risks, earthquake fault zone, and seismic hazard zones including landslide and liquefaction on a standardized "Natural Hazard Disclosure Statement" (Section 1103.2).

Public Resources Code Section 5097 (Related to Paleontological Resources)

Several sections of the California PRC protect paleontological resources. Section 5097.5 prohibits "knowing and willful" excavation, removal, destruction, injury and defacement of any paleontological feature on public lands (lands under state, county, city, district or public authority jurisdiction, or the jurisdiction of a public corporation), except where the agency with jurisdiction has granted express permission. Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands. The California Administrative Code Sections 4307-4309, relating to the State Division of Beaches and Parks, afford protection to geologic features and "paleontological materials," but grant the director of the state park system authority to issue permits for specific activities that may result in damage to such resources, if the activities are for state park purposes and in the interest of the state park system.

General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities

A Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with a National Pollutant Discharge Elimination System (NPDES) permit under the authority of the local Regional Water Quality Control Board (RWQCB) and State Water Resources Control Board (SWRCB) describes the project area, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are

also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Municipal Separate Storm Sewer System Permit

In 2010, the Santa Ana RWQCB issued a municipal separate storm sewer system (MS4) permit and waste discharge requirements (R8-2010-0033 and NPDES No. CAS 618033) to the Riverside County Permittees, which includes the City. Under this Permit, the City is required to enforce and comply with storm water discharge requirements pursuant to the Clean Water Act, the Porter-Cologne Water Quality Control Act, applicable state and federal regulations (including policies of the SWRCB), the Santa Ana River Basin Water Quality Control Plan (Basin Plan), and the California Toxics Rule Implementation Plan.

The MS4 Permittees and Principal Permittee (Riverside County Flood Control & Water Conservation District) are required to develop several items that generally reduce pollutants in urban runoff to the maximum extent practicable (MEP).[3] This includes "Local Implementation Plans" describing the enforceable elements of an agency's urban runoff compliance program, as well as a "Watershed Action Plan" and "Hydromodification Management Plan" to address impacts from urbanization. Likewise, a "Drainage Area Management Plan" is periodically updated by the principal permittee to document MS4 permit compliance programs and to provide guidance to co-permittees for Local Implementation Plans. In addition, the "Consolidated Monitoring Program" defines the monitoring locations and methods to evaluate best management practices (BMP) effectiveness. Lastly, the MS4 permit requires a "Water Quality Management Plan" (WQMP) for most new development and certain redevelopment projects. Like the construction SWPPP, the WQMP identifies how site design elements, source control methods and treatment control BMPs in the post-construction phase will minimize pollutant loads to the municipal storm drain in the long-term.

Eligible projects submitted to the City are required to provide a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits.

Regional Regulations

County of Riverside Ordinance No. 547 – Implementation of the Alquist-Priolo Earthquake Fault Zoning Act

County of Riverside Ordinance No. 547 establishes the policies and procedures used by the County to implement the Alquist-Priolo Act by requiring all projects proposed within an "earthquake fault zone" as shown on the maps prepared by the State Geologist to comply with the provisions of the Alquist-Priolo

[3] The term, Maximum Extent Practicable (or MEP) comes from the federal Clean Water Act, §402(p)(3)(B). The MEP standard involves applying BMPs that are effective in reducing the discharge of pollutants in storm water runoff. In discussing the MEP standard, the State Board has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, it is likely that MEP has not been met. On the other hand, if a permittee employs all applicable BMPs except those where it can show that they are not technically feasible in the locality, or whose cost would exceed any benefit to be derived, it would have met the standard. MEP requires permittees to choose effective BMPs, and to reject applicable BMPs only where other effective BMPs will serve the same purpose, the BMPs would not be technically feasible, or the cost would be prohibitive." (Order WQ 00-11, p.20.)

Act. It establishes regulations for construction, including for grading, slopes and compaction, erosion control, retaining wall design and earthquake fault zone setbacks.

Local Regulations

Beaumont Municipal Code

Title 13 of the City of Beaumont Municipal Code (BMC) regulates ownership, connections, charges, design and use of sewers within the City.

Title 15 of the BMC states that the City shall adopt the California Building Code for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings or structures in the City.

Title 16 of the BMC requires compliance with Riverside County Ordinance No. 547, which states: "Within the earthquake fault zones shown on the maps prepared by the State Geologist pursuant to the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code, Section 2621, et seq.), all applicants for a permit for a project shall comply with all of the provisions of the Act, the adopted Policies and Criteria of the State Mining and Geology Board and this ordinance."

Title 16 of the BMC also requires a written statement to accompany any tentative parcel map stating the type of sewage disposal that will be used. If on-site sewage disposal is proposed, the public works director shall require soil percolation tests or other pertinent information (p. 19). The regulation goes on to state that a package treatment plant and collector system shall be required in the event that an existing collection system is not available and if it is determined that satisfactory individual disposal systems cannot be proved because of soil conditions, determined by percolation tests in conformity with the standards of the "Ludwig Modification," and finding that the conditions and requirements of the health department and RWQCB cannot be met.

Building Codes

The City of Beaumont has adopted the California Building Code, Title 24, California Code of Regulations, Part 2, Volumes 1 and 2, including, Appendix C, Group U-"Agricultural Buildings", Appendix F "Rodent Proofing", Appendix I "Patio Covers", and Appendix J "Grading", (except as otherwise provided in the BMC) for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings or structures in the City. The BMC also states any and all amendments to such Building Code as may hereafter be adopted by the State of California shall be made a part of the BMC without further action by the City Council (BMC, Chapter 15.04.)

Chapters 18 of the CBC describe the "Soils and Foundations" requirements, particularly when geotechnical investigations and geohazard reports shall be conducted, and what is required to be included as part of their analyses.[4] Notably, the CBC currently has just one exception for when a geotechnical investigation is not required: for one-story, wood-frame and light-steel-frame buildings of Type II or Type V construction and 4,000 square feet or less in floor area, not located within Earthquake Fault Zones or Seismic Hazard Zones (CBC 1803.2).

[4] Chapter 18A applies to structures regulated by the Division of the State Architect (i.e. public schools, community colleges, state owned buildings, hospitals, nursing facilities, intermediate care facilities, and correction treatment centers). All others are regulated by Chapter 18.

Plan Check Submittal

The Beaumont Public Works Department is responsible for construction, maintenance, and operation of public facilities and infrastructure within the City. The Department is also responsible for the review and approval of all engineering for land development projects and design, and construction of all capital improvement projects. The following documents are required for review with submittal of development plans to the Public Works Department:

- Transmittal signed by Engineer of Work
- All applicable fees
- Complete set of Public Improvement Plans
- Complete set of Grading Plan Set
- Final/Parcel Map
- Engineer's Cost Estimate
- Hydrology & Hydraulics Report
- Geotechnical Report & Recommendations
- Approved Tentative Map
- Original Conditions of Approval
- Water Quality Management Plan (WQMP)
- Storm Water Pollution Prevention Plan (SWPPP)
- All previous redlines

5.6.3 Beaumont 2040 Plan

This section presents those features of the proposed Project that reduce potential impacts to paleontological, geologic and soil resources.

The Beaumont 2040 goals, policies, and implementation actions that reduce potential impacts to cultural resources include:

General Plan Chapter 3 – Land Use and Design

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.1 Develop policies for hillside development in order to protect the natural environment.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy 3.12.3 Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

General Plan Chapter 8 – Conservation and Open Space

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.1 Continue to require hillside development to be consistent with the provisions of the Hillside Ordinance Policies.

Policy 8.9.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy 8.9.3 Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Policy 8.9.4 Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.

Goal 8.11: A City where cultural resources and historical places are identified, recognized, and preserved.

Policy 8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

General Plan Chapter 9 - Safety

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policy 9.6.10 Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

Policy 9.7.1 As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.

Policy 9.7.2 Require that all development projects within designated Alquist-Priolo Earthquake Fault Zones are accompanied by appropriate geotechnical analysis.

Policy 9.7.3 Coordinate with the National Earthquake Hazard Reduction Program of the Federal Emergency Management Agency (FEMA) to identify earthquake risks and available mitigation techniques.

Policy 9.7.4 Proactively seek compliance with the Alquist-Priolo Earthquake Fault Zoning Act by coordinating with the California Geological Survey and the United States Geological Survey (USGS) to establish and maintain maps establishing affected parcels within the City boundaries and the Sphere of Influence.

Policy 9.7.5 Ensure that Building and Safety agencies include thorough plan checks and inspections of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.

Policy 9.7.6 Promote greater public awareness of existing state incentive programs for earthquake retrofit, such as *Earthquake Brace and Bolt*, to help property owners make their homes more earthquake safe.

Implementation LUCD 25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Implementation C19 Hillside Ordinance. Support and implement the existing hillside ordinance.

Implementation S9 Safety Information Campaign. Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness. Develop an educational campaign for residents and business owners to learn what to do during an earthquake and how to better prepare for an earthquake.

Implementation S10 Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.

Implementation S17 California Building Codes. Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released.

Implementation S18 Earthquake Hazard Reduction Ordinance. Update municipal code to require strengthening of existing wood-frame buildings with soft, weak, or open-front wall lines in housing constructed before 1980.

Implementation S19 Code Enforcement. Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous.

Implementation S20 Seismic Retrofit Incentive Program. Develop a retrofit incentive program to help reduce earthquake hazards, focused on existing public facilities as well as existing multifamily housing constructed prior to 1980.

Implementation S21 Geologic Instability Mitigation. Update municipal code to adopt regulatory techniques to mitigate public safety hazards, and if necessary, prohibit development where geologic instability is identified.

5.6.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - i. Rupture of 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.

- (Threshold B) Result in substantial soil erosion or the loss of topsoil;
- (Threshold 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;
- (Threshold D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;
- (Threshold 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; and/or
- (Threshold F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

5.6.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation, and the proposed revisions to the Zoning Ordinance, are intended to reduce potential impacts associated with geology, soils, and paleontological resources to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i. Rupture of 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.

i) Fault Rupture

Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the surface. Many earthquake faults, as well as many designated Alquist-Priolo Fault Zones, are known to occur within the Planning Area, as shown on **Figure 5.6-4 – Faults and Fault Zones**. Many of these faults are expected to be seismically active and have the potential to rupture. Some of the proposed land uses changes with implementation of the Beaumont 2040 Plan and revised Zoning Map would either occur within the Beaumont Plain Fault Zone or San Jacinto Fault Zone or within proximity to the Alquist-Priolo Fault Zones. Thus, future development on these lands may result in the construction and occupation of structures and associated infrastructure along these earthquake fault zones. Such development would increase the number of people and the amount of developed property to fault rupture hazards.

In order to lessen the potential for property loss, injury or death that could result from rupture of faults during earthquake events, the State of California has provided strict regulations that the City must follow to ensure impacts from fault rupture are reduced to less than significant levels. Development in the City's SOI, under County land use control, would be subject to Ordinance No. 547 which requires all applicants for a project located within an earthquake fault zone, as shown on the maps prepared by the State Geologist, be in compliance with all the provisions of the Alquist-Priolo Act and the adopted policies and criteria of this ordinance. Ordinance No. 547 would ensure that all structures and facilities are designed with the appropriate level of seismic safety warranted by the geology of their location. Additionally, future development that is under the County's land use control would be subject to the County's entitlement requirements.

Development within the City limits or properties and developments annexed into the City would be required to comply with the building design standards of the CBC Chapter 33 for construction of new buildings and/or structures related to seismicity and specific engineering design and construction measures would be implemented to anticipate and avoid potential impacts from seismic activity. Additionally, goals, policies and implementation in the Beaumont 2040 Plan will also ensure that adverse effects caused by seismic and geologic hazards are minimized by limiting the densities and intensity of uses in this area. Thus, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts related to earthquake faults to **less than significant** and no mitigation is necessary**.**

ii) Strong Seismic Ground Shaking

Seismic activity is to be expected in southern California. Many earthquake faults, as well as many designated Alquist-Priolo Fault Zones, are known to occur within the Planning Area, as shown on **Figure 5.6-4**. Many of these faults are expected to be seismically active and have the potential to rupture, which would result in ground shaking, depending on the underlying soil/geologic conditions at the time of rupture. Some of the proposed land uses changes with implementation of the Beaumont 2040 Plan and revised Zoning Map would either occur within the Beaumont Plain Fault Zone or San Jacinto Fault Zone or within proximity to the Alquist-Priolo Fault Zones. Thus, future development on these lands may result in the construction and occupation of structures and associated infrastructure along these earthquake fault zones. Such development would increase the number of people and the amount of developed property to strong seismic ground shaking.

The expected ground motion characteristics of future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geological conditions. In order to lessen the potential for property loss, injury or death that could result from rupture of faults during earthquake events, the State of California has provided strict regulations that the City must follow to ensure impacts from fault rupture are reduced to less than significant levels. Development in the City's SOI, under County land use control, would be subject to Ordinance No. 547 which requires all applicants for a project located within an earthquake fault zone, as shown on the maps prepared by the State Geologist, be in compliance with all the provisions of the Alquist-Priolo Act and the adopted policies and criteria of this ordinance. Ordinance No. 547 would ensure that all structures and facilities are designed with the appropriate level of seismic safety warranted by the geology of their location. Additionally, future development that is under the County's land use control would be subject to the County's entitlement requirements.

Development within the City limits or properties and developments annexed into the City would be required to comply with the building design standards of the CBC Chapter 33 for construction of new buildings and/or structures related to seismicity and specific engineering design and construction measures would be implemented to anticipate and avoid potential impacts from seismic activity. Additionally, goals, policies, and implementation in the Beaumont 2040l Plan would also ensure that adverse effects caused by seismic and geologic hazards are minimized by limiting the densities and intensity of uses in this area. Therefore, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts resulting from strong seismic ground shaking to **less than significant** and no mitigation is necessary**.**

iii) Seismic-Related Ground Failure, Including Liquefaction

Strong ground shaking can result in liquefaction. The Planning Area is underlain by areas susceptible to varying degrees of liquefaction, ranging from very low to moderate (see **Figure 5.6-6 – Liquefaction Potential**). Liquefaction potential does not necessarily limit development potential, as site-specific geotechnical studies conducted by a licensed geotechnical engineering professional would be required to determine the soil properties, specific potential for liquefaction in specific areas, and recommended design features prior to individual development. Those recommended design features are provided to ensure the proposed development has a geotechnically sound foundation and is structurally capable pursuant to current state guidelines. Additionally, project plans will be reviewed during the plan check process, which will ensure that seismic safety measures are incorporated. Therefore, potential impacts associated with seismic ground failure, including liquefaction, will be reduced to **less than significant** through compliance with existing regulations and Beaumont 2040 Plan goals, policies, and implementation; no mitigation is necessary**.**

iv) Landslides

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The susceptibility of a geologic unit to landslides is dependent upon various factors, primarily: 1) the presence and orientation of weak structures, such as fractures, faults, and joints; 2) the height and steepness of the pertinent natural or cut slope; 3) the presence and quantity of groundwater; and 4) the occurrence of strong seismic shaking. The Planning Area contains various steepness of slopes ranging from 0 to 5 degrees to 41 to 70 degrees; thus, some areas could be susceptible to seismically induced landslides (see **Figure 5.6-5 – Steep Slopes**). Compliance with the standards in the current CBC would require an assessment of hazards related to and the incorporation of design measures into structures to mitigate this hazard if development were considered feasible. The BMC requires provisions to grading and development on or near hillsides. As identified above in Section 5.6.3,

the City has included goals, policies, and implementation in the Beaumont 2040 Plan to minimize the risk of injury, loss of life, and property damage caused by earthquake hazards or geologic disturbances. Thus, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts related to landslides are **less than significant** and no mitigation is necessary**.**

Threshold B: ***Would the project result in substantial soil erosion or the loss of topsoil?***

With implementation of the Beaumont 2040 Plan, soil erosion and/or the loss of topsoil would be likely to occur when soil is exposed during construction activities. Wind and water are the two main methods of erosion, and human activities that remove vegetation or otherwise disturb soil are the biggest influence to erosion potential. The degree to which erosion and topsoil loss occurs is limited by measures specifically incorporated during construction to reduce wind-blown dust and/or stormwater erosion, often called "best management practices" (BMPs) or erosion control plans.

The City and County are co-permittees to the Riverside County MS4 Permit issued by the Santa Ana River RWQCB. This permit places stormwater pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities within the Planning Area. As such, developments under County land use control and developments under the City's land use control would require submittal of a SWPPP and a WQMP for review and approval by County/City staff prior to issuing building permits. The SWPPP describes the erosion and sediment control BMPs to be used during the construction phase and the WQMP describes the post-construction treatment methods for the expected pollutants of concern.

Although implementation of the Beaumont 2040 Plan and revised Zoning Map will introduce development that will have the potential to cause erosion and loss of topsoil, compliance with the NPDES and revised *Hillside Ordinance Policies* will reduce impacts to **less than significant** and no mitigation is necessary**.**

Threshold 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?***

Unstable geologic units and soils are known to occur throughout the Planning Area. Liquefaction, lateral spread, and/or subsidence may occur depending where a project is constructed within the Planning Area, as shown on **Figure 5.6-6 – Liquefaction Potential** and **Figure 5.6-7 – Subsidence Potential**, respectively. Additionally, both natural and human activities have the potential to cause geologic instability. If improperly engineered or constructed, some types of development, particularly those with heavy loads, have an increased potential to cause ground or soil failures. These types of failures are in addition to those triggered by seismic events, as described previously in Threshold A.

Lateral spread can occur on mild to steep slopes, and soils susceptible to liquefaction may occur within the Planning Area (see **Figure 5.6-6**); therefore, lateral spread could potentially occur if all conditions are met. Although landslides in the State Route 60 (SR-60) corridor through the San Timoteo "Badlands" have been recorded and analyzed (CGS, 2002), there is no development slated for the Badlands area per the Land Use Plan. With the City's existing requirement for geotechnical investigations to accompany each new development proposal, future development will be conditioned with appropriate geotechnical and engineering considerations so that the underlying geologic unit or soil will not become unstable, or that the overlying structure will not collapse. Adherence to the goals, policies, and

implementation in the Beaumont 2040 Plan along with compliance with the most current building codes will reduce impacts from landslide, lateral spread, subsidence, liquefaction, or collapse to **less than significant** and no mitigation is necessary**.**

Threshold 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?***

Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins thus, portions of the Planning Area may be subject to expansive soils. Although expansive soils are now routinely alleviated by following the CBC, problems related to past inadequate grading or site preparation practices constantly appear (Beaumont 2040 Plan, p. 9-11.) All development in the Planning Area is required to be compliant with the CBC Code in Title 24, as related to the construction of structures and facilities on expansive soils. Prior to any construction in areas on expansive soils, a geotechnical assessment of the site is required by a certified geologist. This report must make recommendations as to the stability of the site and the requirements for grading, site preparation, and building foundations.

The CBC approaches the issue of building on expansive soils in a project-by-project way. Geotechnical investigations by a licensed geotechnical professional are required with each project proposed in order to determine whether expansive soils exist and if so, whether the project is geotechnically feasible and what design considerations will be needed to construct. As a condition of approval, prior to the issuance of any grading permit, the City requires grading plans to satisfactorily address the geotechnical investigation's recommendations. With implementation of the Beaumont 2040 Plan and revisions to the Zoning Map, new structures within the Planning Area may be proposed on expansive soils; however, the degree of risk to life or property from the effects of expansive soils is considered **less than significant** with through compliance with existing regulations and goals, policies, and implementation contained in the Beaumont 2040 Plan; no mitigation is necessary.

Threshold E: ***Does the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

The City currently estimates 161 parcels are served by individual septic tank systems for wastewater disposal directly into the ground. Because of varying soil characteristics and depths to groundwater throughout the Planning Area, some areas may have moderate to severe limitations on the use of septic tanks or alternative wastewater disposal systems. To the extent the Beaumont 2040 Plan accommodates development in such areas, there is the potential for effects to soils that cannot adequately support the use of septic tanks or alternative wastewater disposal systems. All septic-using development within the Planning Area has to comply with the provisions of the CBC (CCR Title 24, Part 2), Chapters 18, which address soils and foundations; and Chapters 16 and 17, which address structural design, structural test and inspections. The provisions of Chapter 18 apply to all building and foundation systems. All construction, including that of septic tanks is required to have an appropriate geotechnical investigated conducted pursuant to CBC standards. Such investigation includes an assessment as to whether or not the site's soils are suitable for on-site wastewater disposal system. Pursuant to CBC, no development utilizing on-site septic disposal shall be approved unless the geotechnical study for the site determines that on-site soil conditions are suitable for septic disposal. Developments proposing septic systems must also comply with the RWQCB Basin Plan and the Riverside County Department of Environmental Health's Technical Guidance Manual. The City allows for certain types of subdivisions

(Schedule B, C, and D Subdivisions) (BMC 16.40.060(D) and 16.40.070(D)) the opportunity to prove soil conditions are appropriate for on-site septic tanks if the site cannot connect to the City's sewer system.

If connection to the City sewer system is not possible, City and State regulations establish criteria that must be met to determine feasibility of using an on-site septic tank system. Therefore, where sewers are not available for the disposal of wastewater within the Planning Area, there are methods in place to ensure adequate support of septic systems. Through compliance with existing regulations and Beaumont 2040 Plan goals, policies, and implementation, impacts will be reduced to **less than significant** and no mitigation is necessary.

Threshold F: ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

As discussed in Section 5.1.1 and identified in **Table 5.6-B – Vertebrate Localities within the Planning Area,** very few paleontological sites have been documented in the Planning Area). The areas that will probably yield a greater potential of paleontological findings in the Planning Area are those that have been less disturbed by agriculture cultivations or other human disturbance, and because there is and was more native vegetation, natural stream waters, and animal life which encouraged settlement, food gathering, and hunting. In addition, given the types of geologic formations throughout the City, prehistoric fossils may also be present. (Beaumont 2006 GP EIR, p. 119.)

Based on the mapped geological formations that have been known to produce fossils, the Planning Area contains areas with none, low, and high paleontological sensitivity, which are shown on **Figure 5.6-9 – Paleontological Sensitivity**. A variety of ground-disturbing activities such as mass grading, excavation, trenching, and auguring are expected to occur during future project developments under the Beaumont 2040 Plan which have the potential to damage or destroy paleontological resources.

Paleontological resources are protected under Federal, State, regional, and local regulations as described in Section 5.6.2 – Related Regulations that would prevent adverse impacts to paleontological resources with implementation of the Beaumont 2040 Plan. Specifically, Beaumont 2040 Plan policy 8.11.1 requires development to avoid paleontological resources, whenever possible. If complete avoidance is not possible Policy 8.11.1 requires development to minimize and fully mitigate impacts to paleontological resources. Since future development project will be subject to subsequent CEQA review, the specific mitigation for future projects shall be determined by the City as part of the entitlement approval process. The types of project-specific mitigation that may be imposed includes: requiring field personnel training and outlining certain procedures to be followed in the event of fossil discovery; requiring specific studies to document the extent and potential significance of paleontological resources within future development sites; and requiring paleontological monitoring during ground disturbing activities if information indicates that a site proposed for development may contain paleontological resources. As such, with compliance with applicable Federal, State, regional, and local regulations, as well as implementation of Policy 8.11.1, impacts related to paleontological resources are considered to be **less than significant** and no mitigation is necessary.

5.6.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because adoption and implementation of the Beaumont 2040 Plan, proposed revisions to the Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regards to **geology and soils**, no mitigation measures are necessary.

5.6.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, in addition to adherence to standard Federal, State, regional, and local regulations, impacts with regard to geology and soils are considered less than significant and no mitigation is necessary. The significance of impacts to geology and soils resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.6.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Æ(a) Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California. September 2017. (Appendix D.1)

Æ(b) Paleontological Resource Assessment for the City of Beaumont General Plan Update Project, City of Beaumont, Riverside County, California. April 7, 2017. (Appendix D.2)

Applied Planning, Inc., 2006 Revised Draft Environmental Impact Report City of Beaumont General Plan Update. December 2006. (Available at the City of Beaumont Planning Division.)

Beaumont 2006 GP EIR City of Beaumont, Revised Draft Environmental Impact Report City of Beaumont General Plan Update. December 2006. (Available at City of Beaumont Planning Department, 550 E. 6th Street, Beaumont, CA 92223

CGS, 2002 California Department of Conservation, California Geological Survey. Special Report 186, Landslides in the Highway 60 Corridor, San Timoteo Badlands, Riverside County, California. 2002. (Available at https://www.conservation.ca.gov/cgs/Documents/Landslides/Caltrans/SR_186/CT60riv.pdf Accessed August 31, 2020.)

County of Riverside County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.9, Cultural and Paleontological Resources. (Available at https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/04-09_CulturalAndPaleoResrcs.pdf, accessed August 31, 2020.)

DOC California Department of Conservation Web site, Fault Activity Map of California (2010). (Available at http://maps.conservation.ca.gov/cgs/fam/, accessed December 28,2017.)

ECR City of Beaumont, City of Beaumont General Plan Update Existing Conditions Report. 2016 (Included as Appendix B.)

SCAMP — Southern California Areal Mapping Project Web site, *San Andreas Fault System in the Inland Empire and Salton Trough*. Last Update September 3, 2004. (Available at https://geomaps.wr.usgs.gov/archive/scamp/html/scg_flt_ieZ.html, accessed December 28, 2017).

Special Publication 42 — California Department of Conservation, California Geological Survey. *Special Publication 42, Fault-Rupture Hazard Zones in California.* Interim Revision 2007. (Available at ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sp/Sp42.pdf). Accessed April 13, 2007.

UCERF3 — Field, E.H., and 2014 Working Group on California Earthquake Probabilities, 2015, *UCERF3: A new earthquake forecast for California's complex fault system*: U.S. Geological Survey 2015–3009, 6 p., https://dx.doi.org/10.3133/fs20153009. (Available at http://www.wgcep.org/UCERF3, accessed December 20, 2017).

USGS — Rewis, D.L., Christensen, A.H., Matti, J.C., Hevesi, J.A., Nishikawa, Tracy, and Martin, Peter, 2006, *Geology, ground-water hydrology, geochemistry, and ground-water simulation of the Beaumont and Banning storage units, San Gorgonio Pass area, Riverside County, California*: U.S. Geological Survey Scientific Investigations Report 2006–5026, 173 p. (Available at https://pubs.usgs.gov/sir/2006/5026/pdf/sir_2006-5026.pdf, accessed December 28, 2017)

5.7 GREENHOUSE GAS EMISSIONS

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to greenhouse gas emissions because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

The Greenhouse Gas (GHG) Emissions Section of this Draft PEIR has been based on the *General Plan Update EIR GHG Analysis Findings* prepared by Raimi and Associates (Appendix E).

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment and conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

In response to the Notice of Preparation, the City received comment letters from the South Coast Air Quality Management District, Ron Roy, and the Southwest Regional Council of Carpenters regarding GHG emissions. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding GHG emissions at the Project's public scoping meeting.

5.7.1 Setting

Climate change is a term used to describe large-scale shifts in patterns in earth's climate system, and is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past. Although the climate has historically responded to natural drivers, recent climate change has been unequivocally linked to increasing concentrations of GHGs in earth's atmosphere. (SB 2015, p. 2.)

Gases that trap heat in the atmosphere are called "greenhouse gases" because they transform the light of the sun into heat, similar to the glass walls of a greenhouse. Human-generated GHG emissions significantly contribute to the changes in the global climate, which have a number of physical and environmental effects. Effects associated with global climate change include sea level rise, increase in frequency and intensity of droughts, and increased temperature. In California, climate change effects also include increased risk of large wildfires, exacerbation of air quality problems, and an increase in extreme weather events. Increased GHG emissions are largely the result of increasing energy consumption, particularly through the combustion of fossil fuels. (SB 2015, p. 2.)

The Intergovernmental Panel on Climate Change (IPCC) assesses scientific, technical, and socioeconomic information relevant to the understanding of climate change, its potential impacts, and options for adaptation and mitigation. The IPCC identifies six key GHG compounds: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), perfluorocarbons (PFC), sulfur hexafluoride (SF_6),and hydrofluorocarbons (HFC). The first three (CO_2, CH_4, N_2O) are emitted by common activities, such as on-road travel, and are reported in this Plan as described further below. (SB 2015, p. 2.)

Each GHG has a different capacity to trap heat as well as different atmospheric lifetimes. Therefore, the global warming potential (GWP) of each GHG is compared with a reference gas. Carbon dioxide is the reference gas used for GWP, and has a GWP of one. Methane's GWP of 21 indicates that methane has 21 times greater warming affect than CO_2 on a molecule per molecule basis. GHG emissions are generally reported in metric tons (MT) of CO_2 equivalents (CO_2e). A CO_2e is calculated using the mass emissions of an individual GHG multiplied by its GWP. The calculation of the CO_2e is a consistent methodology for comparing GHG emissions, since it normalizes various GHG emissions to a consistent reference gas. (SB 2015, p. 2.)

Carbon Dioxide (CO_2) is the most common anthropogenic GHG and accounts for more than 75 percent of all GHG emissions caused by humans. Its atmospheric lifetime of 50 to 200 years means that atmospheric concentrations of CO_2 will remain elevated for decades, even after mitigation efforts to reduce GHG concentrations are implemented. The primary sources of anthropogenic CO_2 in the atmosphere include the burning of fossil fuels (including motor vehicles), gas flaring, cement production, and land use changes (e.g., deforestation, oxidation of elemental carbon). CO_2 can be removed from the atmosphere by photosynthetic organisms (e.g., plants and certain bacteria). Atmospheric CO_2 has increased from a preindustrial concentration of 280 parts per million (ppm) to 397 ppm in 2014. (SB 2015, pp. 2-3.)

Methane (CH_4), the main component of natural gas, is the second most abundant GHG. CH_4 has a GWP of 25. Sources of anthropogenic emissions of CH_4 include combustion of natural gas, burning fossil fuels, landfill outgassing, certain agricultural practices, and mining coal. Certain land uses also function as a both a source and sink for CH_4. For example, the primary terrestrial source of CH_4 are wetlands, whereas undisturbed, aerobic soils act as a CH_4 sink (i.e., they remove CH_4 from the atmosphere). Atmospheric CH_4 has increased from a pre-industrial concentration of 715 parts per billion (ppb) to 1,820 ppb in 2014. (SB 2015, p. 3.)

Nitrous Oxide (N_2O) is a powerful GHG, with a GWP of 298. Anthropogenic sources of N_2O include combustion of fossil fuels, agricultural processes (e.g., fertilizer application), and nylon production. In the United States more than 70 percent of N_2O emissions are related to agricultural soil management practices, particularly fertilizer application. N_2O concentrations in the atmosphere have increased nearly 21 percent, from pre-industrial levels of 270 ppb to 326 ppb in 2014. (SB 2015, p. 3.)

Effects of Climate Change

Agriculture

Global climate change can cause drought, higher temperatures, saltwater contamination through rising sea levels, flooding, and increased risk of pests. Because California feeds not only its own residents, but the entire U.S. and other countries as well, production declines could lead to food shortages and higher prices. (OAG 2020, webpage)

Forest and Biodiversity

Forest and rangelands cover over 80% of California's 100 million acres. Climate change will affect tree survival and growth, reducing these lands' productivity and changing their habitats. In addition, climate change makes forests more vulnerable to fires by increasing temperatures and making forests and brush drier. Today's fire season in the western United States starts earlier, lasts longer, and is more intense than in the last several decades. Wildfire occurrence statewide could increase several fold by the end of the century, increasing fire suppression and emergency response costs and damage to property. (OAG 2020, webpage)

California is one of the most biologically diverse regions of the world, with the highest number of unique plant and animal species of all 50 states and the greatest number of endangered species. Climate change will adversely affect plant and wildlife habitats and the ability of the State's varied ecosystems to support clean water, wildlife, fish, timber and other goods and services. (OAG 2020, webpage)

Public Health

Californians already experience the worst air quality in the nation. Hotter temperatures lead to more smog, which can damage lungs, and increases childhood asthma, respiratory and heart disease and death. Certain segments of the population are at greater risk, including the elderly, infants, persons with chronic heart or lung disease, people who can't afford air conditioning, and those who work outdoors. As temperatures rise, the number of days of extreme heat events also will rise, causing increases in the risk of injury or death from dehydration, heatstroke, heart attack and respiratory problems. (OAG 2020, webpage)

Beaumont is likely to see a significant increase in the number of days when temperature exceeds the extreme heat threshold of 101°F. Between 1950 and 2011, the average number of extreme heat days was four. Under the lower emissions scenario by 2050, the number of extreme heat days could increase to more than 30 per year, and more than 50 per year in the high emissions scenario. Extreme heat events will impact agriculture, public health, and could lead to more heat-related deaths, especially for vulnerable populations. (Beaumont 2040 Plan, p. 238.)

Sea Level Rise

The sea level along California's coasts has risen nearly eight inches in the past century and is projected to rise by as much as 20 to 55 inches by the end of the century. A 55-inch sea level rise could put nearly half a million people at risk of flooding by 2100, and threaten property and infrastructure, including roadways, buildings, hazardous waste sites, power plants, and parks and tourist destinations. (OAG 2020, webpage)

As sea levels rise, saltwater contamination of the State's delta and levee systems will increase. Saltwater contamination of the Sacramento/San Joaquin Delta will threaten wildlife and the source of drinking water for 20 million Californians. Farmland in low areas may also be harmed by salt-contaminated water. (OAG 2020, webpage)

Water Resources

The Sierra Nevada snowpack functions as the most important natural reservoir of water in California. Under current conditions, the snowpack is created in fall and winter and slowly releases about 15 million acre-feet of water in the spring and summer, when California needs it most. California's dams and water storage facilities are built to handle the snow melt as it happened in the past. Higher temperatures are now causing the snowpack to melt earlier and all at once. Earlier and larger releases of water could overwhelm California's water storage facilities, creating risk of floods and water shortages. (OAG 2020, webpage)

Research suggests that in California, climate change is likely to decrease annual precipitation amounts by more than 15% by the end of the 21st century. In Beaumont, precipitation is expected to decline over the next century, falling from around 16.2 inches per year to approximately 14.8 inches per year. Seasonal precipitation will change more significantly with March and April receiving less rainfall than in the past. As a result of the seasonal change, Beaumont will likely experience longer periods of drought, as the summer dry season starts earlier in the spring and extends later into the fall. (Beaumont 2040 Plan, p. 239.)

GHG Emissions Inventory

The City prepared community and municipal inventories for the year 2012. The community inventory includes the GHG emissions that result from activities within the community the City serves. In 2012, the City produced 275,302 $MTCO_2e$ emissions.

As shown in **Table 5.7-A – Beaumont 2012 GHG Community Emissions Inventory**, the On-Road Transportation sector accounted for the greatest percentage of emissions, contributing 62 percent (170,157 $MTCO_2e$) of the City's emissions. The Residential Energy sector was the second-largest contributor to emissions in 2012 (20 percent), producing 56,099 $MTCO_2e$. The Commercial/Industrial Energy sector contributed 12 percent of emissions, and the remaining sectors (Water, Solid Waste, Wastewater, and Off-road Sources) accounted for less than 10 percent of total emissions.

Table 5.7-A – Beaumont 2012 GHG Community Emissions Inventory

Sector	Emissions ($MTCO_2e$)	Percentage of Inventory
On-Road Transportation	170,157	61.8%
Residential Energy	56,099	20.4%
Commercial Energy	32,222	11.7%
Water	9,624	3.5%
Solid Waste	5,648	2.1%
Wastewater	1,164	0.4%
Off-Road Source	388	0.1%
Total	**275,302**	**100%**

Source: Sustainable Beaumont, Table 2

5.7.2 Related Regulations

Federal Regulations

United States Environmental Protection Agency

In 2007, the U.S. Supreme Court held that the United States Environmental Protection Agency (USEPA) has authority to regulate GHGs (Massachusetts v. Environmental Protection Agency, Docket No. 05–1120). As such, the U.S. Supreme Court ruled that the USEPA is allowed to regulate carbon dioxide and other GHGs as pollutants under Section 202(a)(1) of the federal Clean Air Act (CAA). (SB 2015, p. 4.)

USEPA and National Highway Traffic Safety Administration (NHTSA) Joint Rulemaking for Vehicle Standards

In April 2018, the USEPA signed the Mid-term Evaluation Final Determination, which finds that the model years 2022 to 2025 GHG standards are not appropriate and should be revised (88 FR 16077). This Final Determination serves to initiate a notice to further consider appropriate standards for model years 2022 to 2025 light-duty vehicles. On August 24, 2018, the USEPA and NHTSA published a proposal to freeze the model year 2020 standards through model year 2026 and to revoke California's waiver under the CAA to establish more stringent standards (NHTSA 2018). On March 31, 2020, the NHTSA and USEPA finalized the SAFE Vehicle Rule, which increased stringency of CAFE and CO_2 emissions standards by 1.5% each year through model year 2026 (NHTSA 2020). California has filed lawsuits against the USEPA over the

amendments and repeal of the waiver. As of the time of this writing, the outcome of the lawsuits were still pending.[1]

State Regulations

California Air Resources Board

The California Air Resources Board (CARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control and climate change programs within California. In this capacity, CARB conducts research, sets California ambient air quality standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. (SB 2015, p. 4.)

Executive Order S-3-05

On June 1, 2005, California Governor Arnold Schwarzenegger announced Executive Order S-3-05, which contains following GHG emissions targets (SB 2015, p. 4.):

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Executive Order B-30-15

On April 29, 2015, California Governor Jerry Brown announced through Executive Order B 30 15, the following GHG emissions target (SB 2015, p. 5.):

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels

The emission reduction target of 40 percent below 1990 levels by 2030 is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050.

Assembly Bill 1493, Clean Car Standards

Known as “Pavley I,” AB 1493 standards were the nation’s first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lower GHG emissions from new light-duty autos to the maximum extent feasible. Additional strengthening of the Pavley standards (previously referred to as “Pavley II,” now referred to as the “Advanced Clean Cars” measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 (and more for years beyond 2020). (SB 2015, p. 5.)

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006

AB 32 required CARB to reduce statewide GHG emissions to 1990 level by 2020. As part of this legislation, CARB was required to prepare a “Scoping Plan” that demonstrates how the State will achieve this goal. The Scoping Plan was adopted in 2011 and in it, local governments were described as “essential partners” in meeting the statewide goal, recommending a GHG reduction level 15 percent below 2005—2008 levels by 2020. (SB 2015, p. 5.)

[1] https://oag.ca.gov/news/press-releases/attorneys-general-becerra-james-sue-trump-administration-unlawfully-cutting; https://oag.ca.gov/news/press-releases/attorney-general-becerra-files-lawsuit-against-epa-attacking-california%E2%80%99s

Senate Bill 32 (SB 32)

AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded the goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030. CARB's 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The 2017 Scoping Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources (CARB 2017, pp. 5-6).

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines. CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments that became effective in 2010. CEQA Guidelines Section 15183.5 describes the criteria needed in a GHG reduction plan that would allow for the tiering and streamlining of CEQA analysis for development projects. A plan for the reduction of GHG emissions must contain the following 5 components to be qualified for tiering CEQA documents (SB 2015, pp. 5-6.):

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
- Be adopted in a public process following environmental review.

On December 28, 2018, OPR approved amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments clarifies that GHG emissions are cumulative and recognizes the Newhall Ranch decision. CEQA Guidelines Section 15064.4 clarifies that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of a project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national, or global emissions. The agency's analysis should consider a timeframe that is appropriate for that project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. The lead agency may consider a project's consistency with the State's long-term climate goals

or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Executive Order S-1-07, Low Carbon Fuel Standard (LCFS)

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and (2) that an LCFS for transportation fuels be established in California. CARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. (SB 2015, p. 6.)

In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030.[2] The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order S-13-08, The Climate Adaptation and Sea Level Rise Planning Directive

Executive Order S-13-08 provides clear direction for how the state should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change (SB 2015, p. 6.):

- Initiate California's first statewide Climate Adaptation Strategy (CAS) that will assess the state's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies.
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform state planning and development efforts.
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects.
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions and energy efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions. (SB 2015, p. 6.)

The California Energy Commission (CEC) adopted 2019 Standards which became effective January 1, 2020. The 2019 Standards will reduce energy use by seven and 30 percent for residential and non-

[2] https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about

residential buildings, respectively (CEC 2019, p. 1.). The 2019 Standards also require residential buildings to included photovoltaic (PV) systems.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen), was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of volatile organic compounds (VOC) emitting materials, strengthen water conservation, and require construction waste recycling. (SB 2015, p. 7.)

The 2019 CALGreen Code also became effective January 1, 2020 (CBSC 2019, webpage). The 2019 CALGreen Code requires, among other things, waste reduction measures including: providing readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling, and a minimum 65 percent diversion of construction and demolition waste from landfills. Site development measures include electric vehicle charging facilities and bicycle racks. Water reduction measures include: the reduction of generation of wastewater by either installing water-conserving fixtures or using non-potable water systems. Pollution reduction measures include requiring low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard. Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet are required to ensure that all are working at their maximum capacity according to their design efficiencies.

Senate Bill 375, Sustainable Communities Strategy (SCS)

SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires regional transportation plans, developed by metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy (SCS) in their regional transportation plans (RTPs). The goal of the SCS is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. (SB 2015, p. 7.)

SB x7-7

SB x7-7 required water suppliers to reduce urban per capita water consumption 20 percent from a baseline level by 2020. (SB 2015, p. 7.)

Renewable Portfolio Standard

The Renewable Portfolio Standard (RPS) required energy providers to derive 33 percent of their electricity from qualified renewable sources by 2020. This is anticipated to lower emission factors (i.e., fewer GHG emissions per kilowatt-hour used) from utilities across the state; however, potential GHG reductions from this legislation were not applied to the electricity in Southern California Edison (SCE) service territory due to the uncertainty in SCE's generation sources after the closure of the San Onofre Nuclear Generating Station. (SB 2015, p. 7.)

Senate Bill 350 (SB 350), signed in 2015, increased the RPS from 33 percent in 2020 to 50 percent by 2030 and will double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030. (CARB 2017, p. 2)

Senate Bill 100 (SB 100) was subsequently signed in 2018 and directs the California Public Utilities Commission (CPUC), CEC, and CARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also accelerates the RPS to 50 percent by 2026 and to 60 percent target 2030. (SB 100 2018)

Senate Bill 605 and Senate Bill 1383

Short-lived climate pollutants (SLCPs), such as black carbon, fluorinated gases, and methane, are powerful climate forcers that have a dramatic and detrimental effect on air quality, public health, and climate change. These pollutants create a warming influence on the climate that is many times more potent than that of carbon dioxide. Senate Bill 605 (SB 605) and Senate Bill 1383 (SB 1383) required CARB to complete a comprehensive strategy to reduce emissions of SLCPs by 2030. In March 2017, CARB approved the Short-Lived Climate Pollutants Reduction Strategy that lays out a range of options to reduce SLCP emissions in California, including regulations, incentives, and other market-supporting activities. The SLCP Strategy was also informed the 2017 Scoping Plan. The SLCP Reduction Strategy includes organic waste diversion targets for 2020 and 2025 consistent with SB 1383 to reduce methane emissions from landfills. It requires CalRecycle, in consultation with CARB, to adopt regulations to achieve statewide disposal targets to reduce landfilling of organic waste by: (1) 50 percent from the 2014 level by 2020, and (2) 75 percent from the 2014 level by 2025. Under SB 1383, of the edible food destined for the organic waste stream, not less than 20 percent is to be recovered to feed people in need by 2025. (CARB 2017, pp. 3, 90.).

Senate Bill 1

Senate Bill 1 of 2006 (SB 1) established the statewide California Solar Initiative, also required the CEC to implement regulations that required sellers of production homes to offer a solar energy system option to all prospective homebuyers. Besides offering solar as an option to prospective homebuyers, sellers of homes constructed on land for which an application for a tentative subdivision map has been deemed complete on or after January 1, 2011, must disclose to the prospective homebuyer the total installed cost of the solar option, the estimated cost savings associated with the solar energy system option, information about California solar energy system incentives, and information about the Go Solar California website. Sellers of production homes affected by this law may opt for the solar offset program rather than offer solar as an option to prospective homebuyers. The solar offset program requires sellers to install a solar system elsewhere which is equivalent to the aggregate capacity of solar that would have been installed in an affected subdivision if 20% of the buyers had opted for the solar option. (SB1 2006)

Assembly Bill 939 and Assembly Bill 341

Assembly Bill 939, The California Integrated Waste Management Act of 1989, which was later modified by AB 341, required each jurisdiction within the state to include the following:

- Diversion of 25% of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities
- Diversion of 50% of all solid waste on and after January 1, 2000
- Source reduction, recycling, and composting of 75% of all sold waste on or after 2020 and annually thereafter

The California Department of Resources Recycling and Recovery (CalRecycle) was required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal. (CalRecycle 2020, webpage)

Regional Regulations

Southern California Association of Governments

Per SB 375, CARB set the following regional transportation greenhouse emissions reduction targets for the Southern California Association of Governments (SCAG) (SB 2015, pp. 7-8;

- 8 percent reduction from the 2005 per capita amount by 2020
- 13 percent reduction from the 2005 per capita amount by 2035

SCAG's SCS is included in the SCAG 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.). The 2016-2040 RTP/SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040—compared with 2005 levels (SCAG 2016, p. 153.). This meets or exceeds the State's mandated reductions established by CARB and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq., which are eight percent by 2020 and 13 percent by 2035. The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153.).

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. (SCAG 2020, webpage)

CARB updated the regional targets in 2018 to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature and the Governor's office. For the SCAG region, the updated targets are 8 percent below 2005 per capita emissions levels by 2020 (this value is unchanged from the previous 2020 CARB target), and 19 percent below 2005 per capita emissions levels by 2035. (SCAG 2020, p. 138.)

Connect SoCal SCS has been found to meet state targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region. (SCAG 2020, p. 138.)

South Coast Air Quality Management District

SCAQMD is principally responsible for comprehensive air pollution control for Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the Planning Area. SCAQMD works directly with SCAG, County transportation commissions and local governments, and cooperates actively with all federal and state government agencies to regulate air quality.

In April 2008, SCAQMD convened a Working Group to develop GHG significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency. (SCAQMD 2008a, p. 2.) As to all other projects where the SCAQMD is not the lead agency, the Board has, to date, only adopted an interim threshold of 10,000 $MTCO_2e$ per year for industrial stationary source projects.

For all other projects, SCAQMD staff proposed a multiple tier analysis to determine the appropriate threshold to be used. The draft proposal suggests the following tiers: Tier 1 is any applicable CEQA

exemptions; Tier 2 is consistency with a GHG reduction plan; Tier 3 is a screening value or bright line; Tier 4 is a performance based standard; and Tier 5 is GHG mitigation offsets (SCAQMD 2008b, pp. 3-10 – 3-18.). According to the presentation given at the September 28, 2010 Working Group meeting, SCAQMD staff proposed a Tier 3 draft threshold of 1,400 to 3,500 MT CO_2e/year depending on if the project was commercial, mixed use, or residential. For the Tier 4 draft threshold, SCAQMD staff presented a percent emission reduction target option but did not provide any specific recommendation for a percent emission reduction target; instead it referenced the San Joaquin Valley Air Pollution Control District (SJVAPCD) approach. The percent reduction target is based on consistency with AB 32 as it was based on the same numeric reductions calculated in the Scoping Plan to reach 1990 levels by 2020. The second Tier 4 option is to utilize an efficiency target for 2020 of 4.8 metric tons per service population per year for project level thresholds (SCAQMD 2010, pp. 3-5.).

Local Regulations

Sustainable Beaumont Plan

In 2015, the City of Beaumont developed and approved *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

5.7.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential GHG impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential GHG impacts include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.2 Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.

Policy 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD11 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

<u>Beaumont 2040 Plan, Chapter 4 – Mobility</u>

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.7: Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.

Policy 4.7.2 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

Policy 4.7.3 Actively identify and implement parking solutions that are sensitive to the environmental and aesthetic goals of the City and the Beaumont Downtown Area Plan.

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for

residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M14 Traffic Calming Measures in Downtown. Finalize standards to create a defined, walkable, and safe core, along the Sixth Street and Beaumont Avenue corridors, by implementing traffic calming features, planting street trees to provide shade, and providing on-street parking consistent with the Beaumont Downtown Area Plan.

Implementation M25 Special Events. Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.
- Be consistent with the Downtown Area Plan.

<u>Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal</u>

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

<u>Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice</u>

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Policy 6.5.4 Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.

<u>Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure</u>

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and

design to adapt to those changes. This policy is implemented through the Safety Element.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

Policy 7.6.5 Ensure construction demolition achieves the State’s 65 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are “zero waste.”

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/ grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

Policy 8.1.5 Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.6 When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy 8.1.7 Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Policy 8.1.8 Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy 8.1.9 Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: A City which encourages energy from renewable sources.

Policy 8.2.1 Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy 8.2.2 Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.

Policy 8.2.3 Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: A City that reduces citywide greenhouse gas emissions.

Policy 8.3.1 Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- 1990 levels by 2020
- 40 percent below 1990 levels by 2030
- 60 percent below 1990 levels by 2040

Policy 8.3.2 Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.

Policy 8.3.4 Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

Policy 8.3.5 Prioritize municipal policies and programs that reduce the City's carbon footprint such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

Policy 8.3.6 Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.

Policy 8.3.7 Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.5 Consider incentives for the inclusion of live/work creative studio space in new developments in Downtown.

Implementation C1 Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.

Implementation C2 Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.

Implementation C3 Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

<u>Beaumont 2040 Plan, Chapter 9 – Safety</u>

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

<u>Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan</u>

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Policy 11.4.3 Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.1 Promote the use of energy and water conservation technologies and practices.

Policy 11.12.2 Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.

Policy 11.12.3 Consider sustainable development practices that reduce energy and water demand.

Policy 11.12.4 Ensure that new development does not result in wind and solar access impacts.

Policy 11.12.5 Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Policy 11.12.7 Consider changes to the building code that will increase energy efficiency.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Implementation DAP12 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Revised Zoning Ordinance

The Revised Zoning Ordinance adds Section 17.11.140 to provide regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential GHG impacts.

5.7.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or,
- (Threshold B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.7.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential GHG impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

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

Raimi and Associates (R+A) estimated the potential GHG impacts associated with population and job growth facilitated by the land use designations proposed under the Beaumont 2040 Plan using State targets to establish thresholds of significance (Appendix G). For the purposes of this evaluation, GHG emissions per service population (population and employment) were used.

Forecast GHG emission levels were estimated for 2040 using population, housing, and employment forecasts developed for the Planning Area and consistent with the Traffic Impact Analysis (TIA) prepared by Fehr & Peers (Appendix F.1). **Table 5.7-B – Beaumont 2040 Plan Demographic Projections**, below, shows this data. Mobile source emissions were estimated based on daily vehicle miles traveled (VMT) data from the TIA, and the CARB emissions factor (EMFAC) model was used to estimate vehicle emissions associated with VMT. These estimates include the effects of existing State and city regulations, representing an "Adjusted Business-as-Usual" forecast. The forecast accounts for implementation of State programs to reduce emissions locally (e.g., Assembly Bill 1493, Senate Bill 100, and incremental improvements in Title 24) and of existing local programs to reduce emissions (e.g., water efficiency measure). (R+A, p. 1)

Table 5.7-B – Beaumont 2040 Plan Demographic Projections

	2018 (Baseline)	2030	2040 (Buildout)
Households	14,394	28,825	40,851
Population	49,630	91,944	127,205
Jobs	10,377	25,525	38,149
Service Population	**60,007**	**117,469**	**165,354**

Source: R+A, Table 1

The baseline conditions modeling assumed the year 2018 and the future Beaumont 2040 Plan modeling year assumed 2040. For comparison, 2020 and 2030 GHG emissions were estimated to compare to the State target defined in AB 32 and SB 32, 15 percent below 1990 levels by 2020 and 40 percent below 1990 levels by 2030. (R+A, p. 2) The GHG emissions results are shown in **Table 5.7-C – GHG Emissions by Section 2018-2040 ($MTCO_2e$)**, below.

Table 5.7-C – GHG Emissions by Section 2018-2040 ($MTCO_2e$)

Sector	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 (Buildout)
Residential Electricity	28,611	27,916	26,967	12,280
Residential Natural Gas	27,677	32,301	49,305	67,493
Nonresidential Electricity	22,819	23,719	26,735	12,991
Nonresidential Natural Gas	3,957	4,920	8,781	12,801
On-Road Transportation	249,364	286,315	472,645	547,663
Landfilled Waste	12,030	13,950	21,154	29,778
Water/Wastewater	88,603	85,849	55,864	26,212
Total	**433,062**	**475,014**	**661,535**	**709,218**

Source: R+A, Table 2

Although local governments have broad influence and exclusive authority over some activities that contribute to statewide GHG emissions, there are no state-mandated GHG reduction targets for individual cities or counties. However, there are several common approaches for assessing consistency with statewide GHG reduction targets for plan level assessments as well as project level assessments. (R+A, p. 2.)

reasonable way of evaluating emissions and is the industry standard in the climate action planning field. (R+A, p. 3.)

However, using a per capita emissions target would not represent a useful threshold for determining whether future commercial and industrial development projects contribute their fair share towards meeting City emission targets. In order to facilitate subsequent project-level analysis of future residential, commercial, and industrial projects, this analysis uses a per service population threshold. (R+A, p. 3.)

To determine the significance thresholds, three steps were taken. First, the analysis used the 2017 Scoping Plan to establish current conditions for emissions. Then the analysis reviewed existing State policies including AB 32, SB 32 and Executive Order S-03-05 (80% reduction by 2050) to calculate the State target emissions reductions based on the adopted policies. Finally, the analysis established the thresholds of significance based on the State's target emissions. For 2040, the threshold is 2.0 $MTCO_2e$ per service population. (R+A, p. 3.)

The significance thresholds determined by R+A are shown below in **Table 5.7-D – GHG Thresholds in $MTCO_2e$**.

Table 5.7-D – GHG Thresholds in $MTCO_2e$

	2018 (Baseline)	2020	2030	Adjusted 2040 (Buildout)
State Reduction Target	NA	15% below 1990 levels	40% below 1990 levels	60% below 1990 levels
Target per Service Population	5.6 $MTCO_2e$	5.6 $MTCO_2e$	3.2 $MTCO_2e$	2.0 $MTCO_2e$
Beaumont GHG per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$

Source: R+A, Table 3

In order to determine the GHG impacts of the full buildout of the Beaumont 2040 Plan, R+A calculated the Adjusted Business-as-Usual (ABAU) emissions based on the Beaumont 2040 Plan growth projections and baseline year 2018 emissions. The ABAU forecast accounts for the impacts of adopted State climate action policies on local emissions. There are four major policies that the State has adopted to reduce GHG emissions at the local level (R+A, pp. 3-4.):

1. Renewables Portfolio Standard (RPS): This law requires that electrical utilities provide an increased amount of electricity from eligible renewable sources. SB 100 requires that 33% of electricity sold by utilities in 2020 be renewable, 60% be renewable in 2030, and 100% be carbon-free in 2045.
2. Title 24: Title 24 is the set of regulations that specifies how new buildings must be constructed, including specifying minimum energy efficiency standards. These standards are updated triennially to be more stringent. California has set a goal for zero-net energy new construction by 2030.
3. Clean Car Standards: These standards require that vehicles sold in California meet minimum fuel efficiency requirements, and that fuel sold in the state emits less GHGs during production and use.

4 SB 1383: This law requires that food scraps and other organic material be diverted from landfill disposal. The State goal is that 75% of organic material is diverted from landfill by 2025.

Additionally, R+A utilized the VMT estimates in the Traffic Impact Analysis (TIA) prepared by Fehr & Peers (Appendix F.1) for the City to calculate on-road emissions. These VMT estimates are a more accurate depiction of the anticipated conditions in Beaumont in 2040. (R+A, p. 4.)

Based on these adjusted inputs, the estimated total emissions for the Beaumont 2040 Plan build-out equals 709,218 $MTCO_2e$ which translates to 4.3 $MTCO_2e$ per service population, including the sphere of Influence (SOI) as shown in **Table 5.7-E – Beaumont 2040 Plan GHG Emissions**. This is a 64 percent increase in total emissions since the 2018 baseline year and a 41 percent decrease in per service population emissions. (R+A, p. 4.)

Table 5.7-E – Beaumont 2040 Plan GHG Emissions

	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 (Buildout)	Percentage Change (Baseline to 2040)
Total Emissions	433,063 $MTCO_2e$	475,014 $MTCO_2e$	661,535 $MTCO_2e$	709,218 $MTCO_2e$	64%
Emissions per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$	-41%
Exceeds Target per Service Population	NA	Yes	Yes	Yes	NA

Source: R+A, Table 4

Since the estimated GHG emissions per service population in 2040 are higher than the threshold of significance, the impact is considered significant and mitigation is required.

The City is currently participating in the Western Riverside Council of Governments (WRCOG) regional Climate Action Plan (CAP) effort that addresses GHG emissions related to the following sectors at a minimum: energy and buildings, transportation, waste, and water and wastewater. The following table presents some best practice goals and strategies to achieve GHG reductions in each sector that the City could examine implementing in the future. (R+A, pp. 4-5.)

Table 5.7-F – Potential GHG Mitigation Strategies by Sector

Sector	Strategy
Building and Energy	Require residential and commercial energy efficiency upgrades in existing buildings Examine adopting an energy efficiency or electrification reach code beyond Title 24 requirements for new construction Explore requiring solar PV installation on residential and commercial buildings beyond CALGreen requirements Examine accelerating the renewable portfolio by joining a Community Choice Aggregation (CCA) program that procures 100% renewable energy
Transportation	Implement a Transportation Demand Management Program Examine adopting an EV-Ready reach code for EV charging infrastructure in residential and nonresidential new construction beyond CALGreen requirements Prioritize implementation of General Plan action items that encourage mode shift from driving alone to biking, walking and transit Explore implementing new micro-mobility programs including e-scooters and bikeshare Explore redesigning parking pricing in commercial and retail districts; requiring designated parking for EVs and carpool vehicles at new non-residential development; amending zoning codes to reduce vehicle parking requirements in new development.
Waste	Evaluate adopting a polystyrene ban Require commercial and residential organics and food waste recycling Examine adopting a single-use plastics ban
Water	Require residential and commercial water efficiency upgrades in existing buildings Evaluate adopting indoor and outdoor water efficiency requirements beyond CALGreen for new construction Streamline permitting for laundry to landscape greywater systems Invest in recycled water infrastructure and other local water supplies

Source: R+A, Table 4

Implementation of Beaumont 2040 Plan goals and their associated policies and implementation actions listed above in Section 5.7.3, above, will further reduce potential GHG-related impacts from subsequent land use development by increasing energy and water efficiency, energy conservation, and use of renewable energy, promoting alternative forms of transportation and investing in infrastructure for public and active transportation, and reducing solid waste, and thus reduce GHG emissions. Specifically, goals 8.1, 8.3, 9.10, and 11.12,address energy sector emissions, goals 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 11.1, and 11.8 address transportation section emissions, goals, 8.1, 7.3, 9.10 and 11.12 address water sector emissions, and goals 7.6, 7.7, 7.6, and 7.7 address waste sector emissions in addition to other goals 3.1, 3.3., 3.7, and 3.8 that address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use. While goal 8.3 and associated policies 8.3.1 through 8.3.3 specify that the City will establish GHG reduction targets, implement measures to achieve needed reductions and monitor progress towards meeting said targets, mitigation measure **MM GHG 1** will be implemented to

evaluate the potential mitigation strategies in **Table 5.7-F**, implement feasible strategies, and monitor progress towards achieving GHG reduction targets.

Although Beaumont 2040 General Plan policies and implementation actions would reduce GHG emissions to the extent feasible, GHG calculations predict emissions in excess of the thresholds. Thus, this impact is considered **significant and unavoidable**.

Threshold B: ***Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's 2017 Scoping Plan, SCAG's Sustainable Communities Strategy, and the Sustainable Beaumont Plan. A consistency analysis with these plans is presented below.

CARB 2017 Scoping Plan

The CARB 2017 Scoping Plan is applicable to state agencies, but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the 2017 Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards.

Beaumont 2040 Plan GHG emissions shown in **Table 5.7-E** include reductions associated with select statewide strategies that have been adopted. Development projects accommodated under the Beaumont 2040 Plan are required to adhere to the programs and regulations identified by the 2017 Scoping Plan and implemented by State, regional, and local agencies to achieve the statewide GHG reduction goals of SB 32. Future development projects would be required to comply with these GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated under the proposed land use plan of the Beaumont 2040 Plan would be built to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under Threshold A, the Beaumont 2040 Plan includes policies and implementation actions that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Therefore, overall, the Beaumont 2040 Plan would not obstruct implementation of the 2017 Scoping Plan.

SCAG Sustainable Communities Strategy

As stated in Section 5.7.2., above, the SCAG 2016 RTP/SCS goals and policies reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.).

As stated previously, SCAG adopted the Connect SoCal plan (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy) in May 2020. The Connect SoCal plan identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the

region's remaining natural lands and farmlands (SCAG 2020, p. 51). The Connect SoCal plan contains transportation projects to help more efficiently distribute population, housing, and employment growth as well as projected development that is generally consistent with regional-level general plan data to promote active transport and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network identified in Connect SoCal, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The Beaumont 2040 Plan includes goals 3.1, 3.2, 3.3, 3.7, 3.8, 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 7.9, 8.3, 8.11, 11.1 and 11.8 and their associated policies and implementation actions listed in Section 5.7.3, above, address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use and thereby reduce VMT.

Furthermore, as discussed in Threshold A in Section 5.13 (Population and Housing) of this PEIR, implementation of the Beaumont 2040 Plan forecasts the employment to housing ratio to increase to 0.93:1. While still jobs-poor, the Beaumont 2040 Plan would increase the employment/housing ratio to a factor much closer to 1:1 providing for a better jobs/housing balance. Thus, the Beaumont 2040 Plan would make it easier for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT. Therefore, the Beaumont 2040 Plan would not conflict with or obstruct SCAG's Connect SoCal plan, and no impact would occur.

Sustainable Beaumont Plan

Adopted in 2015, the Sustainable Beaumont Plan provided measures to meet the goal of reducing community GHG emissions 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. The goal for 2030 is to reduce GHG emissions 41.7 percent below 2012 levels, which would put the City on a path toward the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. The reduction measures listed in the Sustainable Beaumont Plan are estimated to reduce 162,174 $MTCO_2e$ by 2030, which meets the 2030 target (SB 2015, p. 64). The Sustainable Beaumont Plan will serve as a foundation that can be built upon in updated versions of the Plan or similar document to meet the 2030 goals and beyond.

Implementation of Beaumont 2040 Plan goals and their associated policies and implementation actions listed above in Section 5.7.3, above, will further reduce potential GHG emissions from subsequent land use development and redevelopment by increasing energy and water efficiency, energy conservation, and use of renewable energy, promoting alternative forms of transportation and investing in infrastructure for public and active transportation, and reducing solid waste. Specifically, goals 8.1, 8.3, 9.10, and 11.12,address energy sector emissions, goals 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 11.1, and 11.8 address transportation section emissions, goals, 8.1, 7.3, 9.10 and 11.12 address water sector emissions, and goals 7.6, 7.7, 7.6, and 7.7 address waste sector emissions in addition to other goals 3.1, 3.3., 3.7, and 3.8 that address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use.

Thus, implementation of the Beaumont 2040 Plan would contribute to the reduction of GHG emissions throughout the Planning Area and would not conflict with or obstruct implementation of the Sustainable Beaumont Plan, and no impact would occur.

5.7.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the proposed Project will result in in significant and unavoidable impacts with regards to GHG emissions **MM GHG 1** is proposed to address the reduction in GHG emissions in the Planning Area.

MM GHG 1: In order to address effects of GHG emissions from future development, the City of Beaumont shall evaluate the feasibility of the potential GHG reduction strategies in **Table 5.7-F** and update the Sustainable Beaumont Plan or similar document every five years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction targets and to require amendment if the plan is not achieving the specified level. The updates shall identify targets for years 2030, 2040, and 2050 and subsequent applicable statewide legislative targets that may be in effect at the time of the update.

5.7.7 Level of Significance after Mitigation

Implementation of the Beaumont 2040 Plan could result in GHG emissions that exceed applicable standards (Threshold A). Although **MM GHG 1** and Beaumont 2040 General Plan policies and implementation actions listed in Section 5.7.3, above, would reduce these impacts to the extent feasible, impacts, at a program level, impacts from GHG emissions remain **significant and unavoidable**.

The significance of GHG impacts resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.7.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

CalRecycle 2020 — California Department of Resources Recycling and Recovery, *California's 75 Percent Initiative*, webpage. (Available at https://www.calrecycle.ca.gov/75Percent/, accessed August 20, 2020.)

CARB 2017 — California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017. (Available at https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf, accessed August 2020.)

CBSC 2019 — California Building Standards Commission, *2019 California Green Building Standards Code*, July 2019. (Available at https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen, accessed August 19, 2020.)

CEC 2019 — California Energy Commission, *2019 Building Energy Efficiency Standards Frequently Asked Questions*, March 2018. (Available at https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed August 19, 2020.)

NHTSA 2018 — National Highway Traffic Safety Administration, *The Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks*. August 23, 2018. (Available at https://www.regulations.gov/document?D=EPA-HQ-OAR-2018-0283-0756, accessed August 2020.)

NHTSA 2020 — National Highway Traffic Safety Administration, *The Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule for Model Years 2021–2026 Passenger Cars and Light Trucks*, March 31, 2020. (Available at https://www.nhtsa.gov/corporate-average-fuel-economy/safe, accessed August 2020.)

OAG 2015 State of California Department of Justice, Office of the Attorney General, *Climate change Impacts in California*, webpage. (Available at https://oag.ca.gov/environment/impact, accessed August 2020.)

R+A Raimi and Associates, *General Plan Update EIR GHG Analysis Findings*, August 27, 2020. (Included as Appendix E.)

SB 2015 City of Beaumont, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, October 2015. (Available at https://www.beaumontca.gov/DocumentCenter/View/27815/Beaumont-Climate-Action-Plan?bidId=, accessed August 2020.)

SB 1 2006 Legislative Counsel of California, *California Senate Bill 1*, August 2006. (Available at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB1, accessed August 19, 2020.)

SB 100 2018 Legislative Counsel of California, *California Senate Bill 100*, September 2018. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100, accessed August 20, 2020.)

SCAG 2016 Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, adopted April 7, 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 19, 2020.)

SCAG 2020 Southern California Association of Governments, *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted May 7, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed August 19, 2020.)

SCAQMD 2008a South Coast Air Quality Management District, *Board Letter - Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*, December 5, 2008. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2, access August 20, 2020.)

SCAQMD 2008b South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2, accessed August 20, 2020.)

SCAQMD 2010 South Coast Air Quality Management District, *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15*, September 28, 2010. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2, accessed August 20, 2020.)

5.8 HAZARDS AND HAZARDOUS MATERIALS

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the project components listed above, the revised Zoning Ordinance address site planning, building compatibility with the proposed Beaumont 2040 Plan, and is thus not considered to have impacts related to hazards and hazardous materials. Therefore, this project component will not be analyzed further in this section. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential impacts to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; creating 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; emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; being 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, creating a significant hazard to the public or the environment; for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, resulting in a safety hazard or excessive noise for people residing or working in the project area; impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan; and exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

In response to the Notice of Preparation, the City received comment letters from the Riverside County Department of Waste Resources and the Southwest Regional Council of Carpenters.[1] These letters are included in Appendix A and summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding hazardous and hazardous materials at the Project's public scoping meeting.

5.8.1 Setting

Hazardous Materials

Hazardous or potentially hazardous materials are known to be produced, used, and/or stored by certain commercial and industrial facilities within the Planning Area. Regulations for the protection of the public and the environment affect both the use of these materials as well as the transport and disposal within a community. The State Water Resources Control Board (SWRCB) and the California Department of Toxic Substance Control (DTSC) maintains the GeoTracker and EnviroStor databases, respectively. These databases include information to easily identify the location of a hazardous waste site and also maintains information about specific sites, including the current status of the site, chemicals of concern on the site,

[1] Letter prepared by Wittwer Parkin LLP on behalf of the Southwest Regional Council of Carpenters.

potential media affected, regulatory activities, and any data submitted to the oversight agency. According to the GeoTracker and EnviroStor databases, there are no open leaking underground storage tank (LUST) sites in the Planning Area. GeoTracker identifies 15 closed case LUST sites that have completed site assessments and any required clean-up in addition to two cleanup program sites for which cleanup has been completed and the cases are closed. There is one open cleanup program site within the Planning Area; Lockheed Propulsion Company at 17255 Highland Springs Road (within the City's Sphere of Influence (SOI)). GeoTracker reports the status of this site as "open – assessment and interim remedial action." This means an interim remedial action is occurring at the site and additional activities such as site characterization, investigation, risk evaluation, and or/site conceptual model development are occurring. EnviroStor identifies Lockeed Propulsion-Beaumont No. 1 (Site 1) and Lockheed-Propulsion-Beaumont No. 2 (Site 2) as active sites. These sites are also on the Cortese List maintained by the California Environmental Protection Agency.

Lockheed Site 1 and Site 2 were used for the processing, testing, and disposal of solid rocket propellant, among other products, in the 1960's, and early 1970's. Operations at these sites ceased in 1974. Between 1974 and 1986, portions of the overall sites were used for sheep ranching and training of heavy equipment operators. These practices were ceased when the potential for contamination was discovered. The majority of the testing was conducted at Site 1, which encompasses approximately 9,100 acres within the City's SOI on Highland Springs Road. Site 1 is currently vacant and all but approximately 566 acres are now owned by the State of California and administered by the California Department of Fish and Wildlife. Those 566 acres are owned by Lockheed Martin and a conservation easement has been granted to the State. Site 1 is designated and zoned Open Space. Site 2 encompasses approximately 2,500 acres within the City limits on Jack Rabbit Trail approximately five miles northeast of Site 1. Site 2 is designated and zoned Industrial and is owned by the County of Riverside. Final environmental cleanup at both Site 1 and Site 2 commenced summer 2018. (Lockheed 1, Lockheed 2, Lockheed Martin.)

The EnviroStor database identifies 15 school site investigations, which are all completed, and no action is required. EnviroStor also identifies the Square D Company site, located at 1060 E 3rd Street as being "Certified O & M – Land Use Restriction Only." This status means a remedy is implemented and the selected remedy results in hazardous substances remaining at the site at concentrations above those acceptable for unrestricted use and a Land Use Restriction or Land Use Covenant has been recorded for the site.

The DTSC summarizes all registered hazardous material transporters in the state. There is currently one active transporter located within the City, (DTSC.) Additionally, two major freeways (Interstate 10 and State Route 60), as well as the Union Pacific railroad serve as transportation corridors for vehicles carrying a variety of hazardous or potentially hazardous materials. Accidental release of these materials could pose health risks and the potential for environmental contamination.

The City works with the Riverside County Fire Department to require hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The City also supports and coordinates with the Riverside County Waste Management Department to host "household hazardous waste" collection events in the City for safe disposal of hazardous items by individuals.

Wildfire Hazards

Wildfires also pose a hazard in the Planning Area, particularly at the interface of wildlands and urban structures. Beaumont has been identified by CAL FIRE as being located within a "wildland-urban

interface". This interface includes areas where homes or structures are intermixed with wildlands, which creates high wildfire risk. Historically, several fires have occurred in the wildland-urban interface in Riverside County and the threat intensifies under the Santa Ana winds and other extreme fire weather conditions. (Beaumont 2040 Plan, p. 228.)

The severity of wildfires is generally influenced by four factors: vegetation, climate, topography, and fire origin. Other factors such as accessibility (roads), distance from urban areas (remoteness), and structure design and location (homes) also influence the fuel load and response times for emergency vehicles. The risk of exposure to wildfires can be reduced by the following:

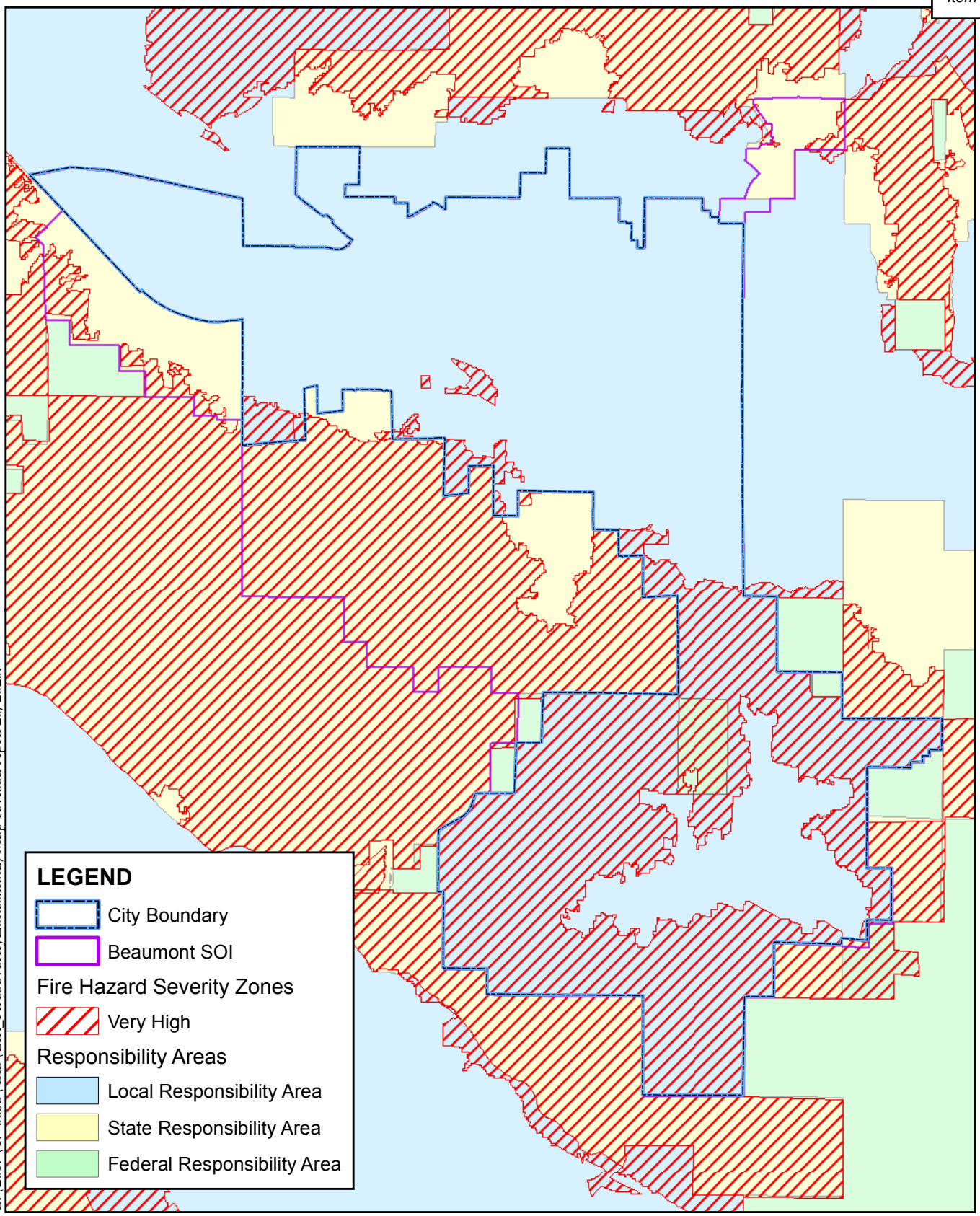
- Reduce fuel loads where feasible and appropriate;
- Land use plans and policies that discourage or prohibit development proximate to areas with high risk of wildfire due to fuel load, remoteness, and accessibility, or some combination thereof;
- Site plans, conditional use permits, tract maps, and parcel maps [others?] that incorporate adequate clear buffer areas to reduce the risk to structures from the threat of wildfires; and
- Facilities that evidence fire-resistant designs.

The type, density and dryness of vegetation, called the "fuel load," will influence the risk level for a wildfire to start and/or spread. Light fuel loads typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuel loads consist of heavier brush and timber over six feet high. The majority of the fuel loads in the Planning Area are characterized as light fuels with some medium fuels in the southern and western portions of the Planning Area. Heavy fuel loads are known to exist within riparian areas where vegetation is dense and large in size.

The majority of fires in Southern California occur when the marine airflow is displaced by the dry Santa Ana winds after long dry periods. Wind velocities can reach up to 100 miles per hour in exposed open space areas and relative humidity sometimes reaches zero. The westerly winds that blow with considerable force through the eastern portion of the San Gorgonio Pass can also increase the risk of fire hazards within Beaumont. Topography can also directly and indirectly affect fire intensity and the direction and rate of spread of a fire. The degree of slope and direction of the slope face will affect the amount of rainfall received, fuel types and fuel densities.

In Beaumont, Moderate, High, and Very High Fire Hazard Severity Zones (FHSZ) are in and near undeveloped land, both within the existing City limits and in the Sphere of Influence. High and Very High FHSZ are in the northeast portion of the City and Sphere near the San Bernardino Mountains as well as in undeveloped areas in the Potrero Reserve along State Route-79 in the southern portion of the City (See **Figure 5.8-1 – Fire Hazard Zone Severity Map**.) The undeveloped area within the Potrero Reserve is largely composed of shrub and grassland communities, which may provide fuel for wildfires. (Beaumont 2040 Plan, p. 228.)

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_FireSeverityZones.mxd; Map revised April 20, 2020.

Sources:CalFire, 2020; Raimi+ Assoc. 2019.

Figure 5.8-1 Fire Hazard Severity Zones

City of Beaumont General Plan Update

0 1 2 3 Miles

Page intentionally left blank

Primary fire protection services, in addition to emergency medical services and fire safety education within the Planning Area are provided by the Riverside County Fire Department in conjunction with CAL FIRE.[2] (Refer to Section 5.14 – Public Services. The City regularly reviews the adequacy of fire protection and emergency services in the City, as part of the annual budget review of the City's contract with the County Fire Department. In addition to protection and response services, the County Fire Department also implements programs designed to help prevent fires and reduce fire hazards, including but not limited to:

- Participation with the City in the land use and development review process ("Safe Development Review Program"), with Fire Department input required before proposals can proceed;
- Building inspections; and
- Public education and awareness.

Airport Hazards

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Other airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport. There are no airports in the Planning Area; however, the Banning Municipal Airport is located approximately five (5) miles east of the City's eastern boundary. The Planning Area is not within the Airport Influence Area Boundary of the Banning Airport. (ALUC, Map BN-1 and Map BN-2.)

5.8.2 Related Regulations

A summary of key federal, state, county and local regulations and policies that address hazardous materials and hazardous waste management is provided below. These polices and regulations provide the regulatory framework for addressing all aspects of hazards and hazardous materials that would be affected by adoption and implementation of the proposed Project.

Federal Regulations

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (1975) is the statutory basis for the extensive body of regulations providing for the safe transport of hazardous or potentially hazardous materials on water, rail, highways, through air, or in pipelines. The Act includes provisions for material classification, packaging, marking, labeling, placarding, and shipping documentation.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act of 1976 addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. RCRA implemented a manifest tracking system which documents and records the movement of waste from its site of generation to its ultimate disposition. RCRA also establishes national minimum requirements for solid waste disposal sites and practices, and requires states to develop plans for the management of wastes within their jurisdictions. RCRA also specifically requires monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of such tanks must demonstrate financial assurance for any required

2

remediation should tanks rupture or leak. Subsequent amendments to RCRA established waste minimization in total as a national priority.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

CERCLA, enacted in 1980, created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. The purposes of CERCLA are to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provide for liability of persons responsible for releases of hazardous waste at these sites; and
- Establish a trust fund to provide for cleanup when no responsible party could be identified.

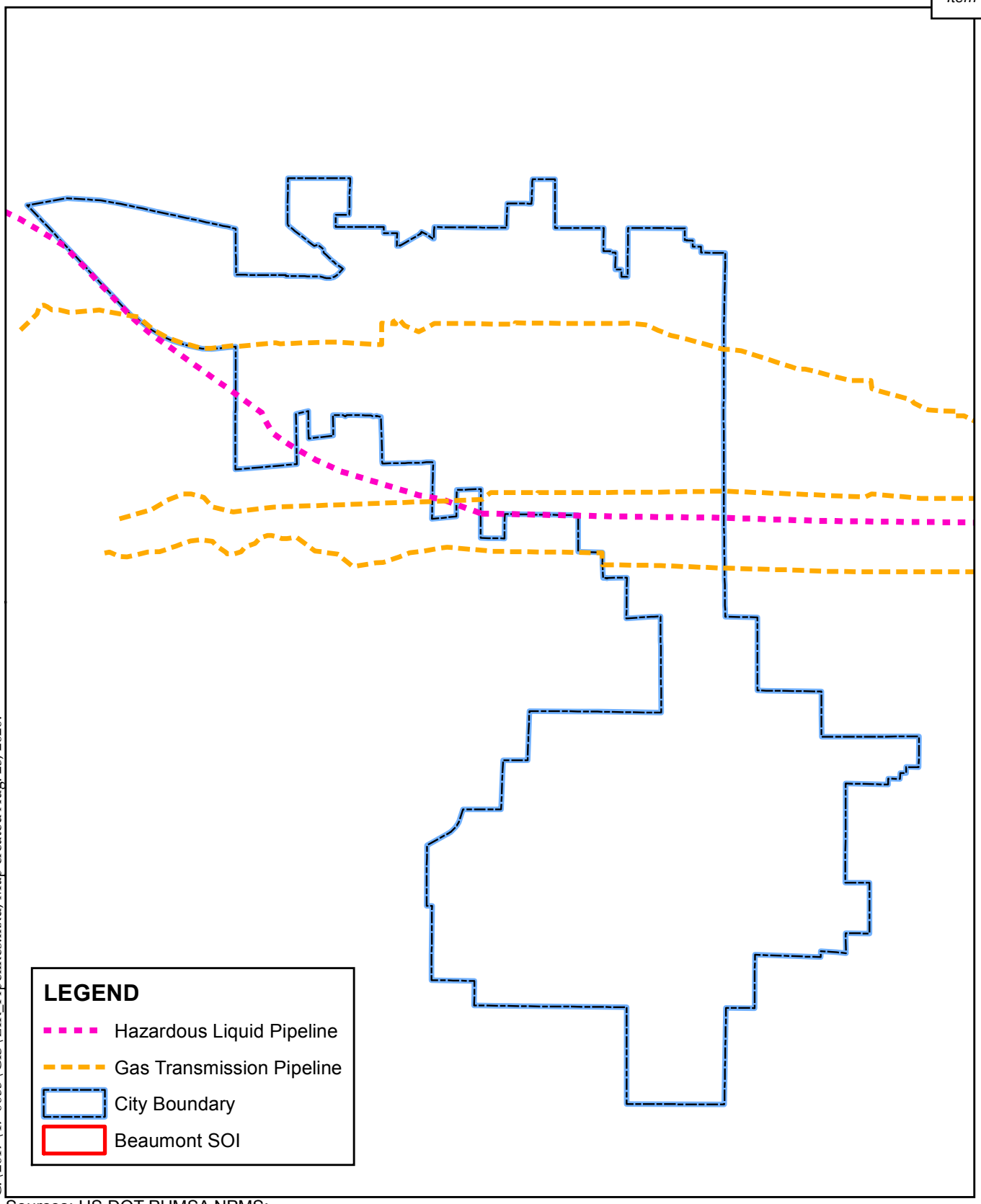
Superfund Amendments and Reauthorization Act (SARA)

The 1986 Superfund Amendments and Reauthorization Act (SARA) amended CERCLA to reflect EPA's experience in administering the complex Superfund program during its first six years. Important changes and additions to the program initiated under SARA included:

- Enhancement of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites;
- Superfund actions were required to consider the standards and requirements found in other State and federal environmental laws and regulations;
- Provision of new enforcement authorities and settlement tools;
- Increased State involvement in every phase of the Superfund program;
- Increased focus on human health problems posed by hazardous waste sites;
- Greater citizen participation in making decisions on how sites should be cleaned up; and
- Increased the size of the trust fund for cleanup when no responsible party could be identified.

Hazardous Liquid Pipeline and Natural Gas Pipeline Safety

The Hazardous Liquid Pipeline Safety Act of 1979 and the Natural Gas Pipeline Safety Act of 1968 authorize the US Department of Transportation (DOT) to regulate pipeline transportation of hazardous liquids, including crude oil, petroleum products, anhydrous ammonia, and carbon dioxide; transportation of flammable, toxic, or corrosive natural gas and other gases; and transportation and storage of liquefied natural gas. The US Pipeline and Hazardous Materials Safety Administration develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation’s 2.6-million-mile pipeline transportation system. (PHMSA.) There is a gas transmission pipeline and a hazardous liquid pipeline that traverses the Planning Area in a west-east direction. (NPMS.) **Refer to Figure 5.8-2 – Pipelines**.



G:\2017\17-0033\GIS\EIR_Pipelines.mxd; Map created Aug. 23, 2020.

Sources: US DOT PHMSA NPMS; Raimi+ Assoc. 2019; ESRI.

Figure 5.8-2 – Pipelines

City of Beaumont General Plan Update

0 2 4 Miles

[redacted]

Page intentionally left blank

Regulation of Polychlorinated Biphenyls and Lead-Based Paint

The Toxic Substances Control Act of 1976 (Title 15, United States Code, Section 2605) banned the manufacture, processing, distribution, and use of polychlorinated biphenyls (PCB) in enclosed systems. The EPA Region 9 PCB Program regulates remediation of polychlorinated biphenyls in several states, including California. The Residential Lead-Based Paint Hazard Reduction Act of 1992 amended the Toxic Substances Control Act to include Title IV, Lead Exposure Reduction. The EPA regulates renovation activities that could create lead-based paint hazards in target housing and child-occupied facilities and has established standards for lead-based paint hazards and lead dust cleanup levels in most pre-1978 housing and child-occupied facilities.

Federal Aviation Regulations (FAR)

Federal Aviation Administration (FAA) regulations, known as Federal Aviation Regulations (FARs), provide regulatory guidance for the operation, development, and construction of airports and aircraft as well as the training of and conduct of pilots of all civil types and ratings. Included in the FARs are specific regulations guiding the operation of airports and requirements related to development adjacent to airports (14 CFR 77). FAR Part 77 pertains to objects affecting navigable airspace and establishes standards for determining obstructions in navigable airspace, sets forth the requirements for notice to the administrator of certain proposed construction or alteration, provides for aeronautical studies of obstructions to air navigation in order to determine their effect on the safe and efficient use of airspace, provides for public hearings on the hazardous effects of proposed construction or alteration on air navigation, and provides for the establishment of antenna farm areas.

The Planning Area is not within any FAA-regulated area of the Banning Municipal Airport.

Healthy Forest and Rangelands (National Fire Plan)

Healthy Forests and Rangelands is a cooperative effort between the US Department of the Interior (DOI), the US Department of Agriculture (USDA), and their land management agencies. Healthy Forests and Rangelands provides fire, fuels, and land management information to government officials, land and fire management professionals, businesses, communities, and other interested organizations and individuals. The National Fire Plan (NFP) was developed in August 2000, following a landmark wildland fire season, with the intent of actively responding to severe wildland fires and their impacts to communities while ensuring sufficient firefighting capacity for the future. The NFP was finalized in August 2001 by the DOI and the USDA and addresses five key points: firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability.

State Regulations

At the state level, California has developed hazardous waste regulations that are similar to the federal laws, but that are more stringent in their application in some cases. The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the Department of Toxic Substances Control (DTSC) is the primary state agency with jurisdiction over hazardous chemical materials management. While DTSC has the primary responsibility for enforcement and implementation of hazardous waste control laws in the state, this responsibility is shared with other state and local government agencies, including the SWRCB, Regional Water Quality Control Board (RWQCB), and city and county governments. Other state agencies involved in hazardous materials management are the California Department of Industrial Relations' Division of Occupational Safety and Health (Cal/OSHA), California Emergency Management Agency's Accidental Release Prevention (Cal/ARP), California Department of Fish and Wildlife (CDFW), California Air Resources Board (CARB), California Department of Transportation (Caltrans), California Office of Environmental Health Hazard Assessment (OEHHA), and the California Department of Resources Recycling and Recovery

(CalRecycle). Hazardous chemical and bio-hazardous materials management laws in California include the following statutes and regulations.

Hazardous Waste Control Law (HWCL)

The Hazardous Waste Control Law (1972) was enacted four years before RCRA and implements the "cradle-to-grave" concept of hazardous waste management in the State of California. Under the Law, it is the responsibility of generators to determine whether their wastes are potentially hazardous, and to ensure their proper management. The Law also establishes criteria for the reuse and recycling of hazardous wastes. The regulation far exceeds Federal requirements by mandating source reduction planning, and more extensive permitting requirements for facilities that treat hazardous waste. It also regulates a number of types of wastes and waste management activities that would not be subject to RCRA.

California Code of Regulations (CCR)

Most State and Federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, and treatment, storage, and disposal facilities. However, the State Department of Toxic Substance Control (DTSC) regulates hazardous waste more stringently than the U.S. EPA. As such, the integration of California and Federal hazardous waste regulations articulated within Title 22 does not allow for as many exemptions or exclusions permitted under Federal regulations. CCR Title 22 also regulates a wider range of waste types and management activities than do similar federal regulations. California hazardous waste and toxics-related regulations identified within Title 22 and elsewhere throughout the CCR are comprehensively identified and consolidated within CCR Title 26 "Toxics."

Public Resources Code & Government Code

Public Resources Code Sections 4201–4204 and Government Code Sections 51175–51189 require identification of fire hazard severity zones in California. Fire hazard severity zones are modeled based on vegetation, topography, weather, fuel load type, and ember production and movement within the area in question. Fire hazard severity zones are defined as moderate, high, and very high fire hazard severity by the California Department of Forestry and Fire. Fire prevention areas considered to be under state jurisdiction are referred to as state responsibility areas, while areas under local jurisdiction are called local responsibility areas.

State Aeronautics Act

The State Aeronautics Act, which is codified in Public Utilities Code Section 21670, et seq., establishes the requirement for the creation of airport land use commissions for every county in which there is located an airport that is served by a scheduled airline. Additionally, these sections of the Public Utilities Code mandate the preparation of Comprehensive Land Use Plans (CLUP) to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of CLUPs includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public.

California Emergency Services Act

California Government Code 8550-8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the state to mitigate the effects of natural, manmade, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the

state. The general purpose is to protect the health and safety, and preserve the lives and property of the people of the state.

California Division of Occupational Safety and Health

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of Title 24 of the CCR, also known as the California Building Standards Code.

Government Code Section 65962.5

The provisions of Government Code Section 65962.5 are commonly referred to as the Cortese List. The Cortese List is a planning document used by the state and local agencies to provide information about hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal/EPA) to develop an updated Cortese List annually, at minimum. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the list.

Emergency Services Act

Under the Emergency Services Act (California Government Code Section 8850 et seq.), the State developed an emergency response plan to coordinate the emergency services of federal, state, and local agencies. Quick response to natural and man-made incidents is a key part of the plan. The Governor's Office of Emergency Services (Cal OES) administers the plan and coordinates the responses of other agencies, including Cal/EPA, the CHP, the California Department of Fish and Wildlife, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Business Plan Act

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires preparation of hazardous materials business plans and disclosure of inventories of hazardous materials. A business plan includes an inventory of the hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee safety and emergency response training (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, the DTSC has primary regulatory responsibility for managing hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State. Local agencies, including the Riverside County Environmental Health Department, administer these laws and regulations. Sections 12101 through 12103 of the California Health and Safety Code require that permits be obtained by those manufacturing, transporting, possessing, or using explosives and endorsed by the jurisdiction(s) in which the transportation or use would occur.

Hazardous Waste Control Act

The Hazardous Waste Control Act is codified in California Code of Regulations Title 26, which describes requirements for the proper management of hazardous wastes. The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposing of such wastes. To comply with these regulations, the generator of hazardous waste material must complete a manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, and is required to file copies of the manifest with the DTSC.

Underground Storage Tank Program

The California Department of Public Health and the SWRCB maintain lists of hazardous underground storage tanks for remediation. Sites are listed based on unauthorized release of toxic substances. Leak prevention, cleanup, enforcement, and tank testing certification are elements of the UST program.

Unified Program

Cal OES grants oversight and permitting responsibility to qualifying local agencies for certain state programs pertaining to hazardous waste and hazardous materials. Beaumont's participation in the Unified Program is coordinated by the Riverside County Department of Environmental Health, as the designated Certified Unified Program Agency (CUPA) for the City.

Regional Regulations

At the local level, Riverside County provides for enforcement and monitoring of federal and State regulations addressing hazardous materials/hazardous wastes activities and management. The following County Ordinances provide the primary means for implementing applicable federal and State policies.

Ordinance No. 615.3

This Ordinance designates the Riverside County Department of Environmental Health as the local enforcement agency responsible for ensuring compliance with the provisions of the California Health and Safety Code, Chapter 6.5, Division 20, Sections 25100 et seq., and the Environmental Health Standards for the Management of Hazardous Waste as specified in Title 22 of the California Code of Regulations, Division 4.5 related to the generation, storage, handling, disposal, treatment, and recycling of hazardous waste.

Ordinance No. 718.1

This Ordinance implements a local medical waste management program in accordance with the Medical Waste Management Act, as found in the California Health and Safety Code, Division 14, Part 14. The Ordinance establishes requirements for the management of medical waste and makes provisions for the enforcement thereof.

Riverside County Fire Department Policies

The Riverside County Fire Department (RCFD) maintains a hazardous material (hazmat) team to respond to hazardous materials spills and leaks as well as provide expertise in the safe handling, abatement and documentation of hazmat emergencies. The RCFD implements its programs through the RCFD Hazardous Materials Response Plan, which was developed in accordance with CCR Title 8. Riverside's team consists of two parts including a hazmat unit and a support unit.

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The City Beaumont is a participating jurisdiction in the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (HMP). The HMP identifies the county's hazards, reviews and assesses past disaster

occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards for the County and Operational Area member jurisdictions, including the City Beaumont. (Riverside County HMP, p. 4.)

CAL FIRE/Riverside County Unit Strategic Fire Plan

The California Department of Forestry and Fire Protection (CAL FIRE)/Riverside County Unit Strategic Fire Plan (Fire Plan) was updated in May 2016. The Fire Plan is a cooperative effort between the State Board of Forestry and California Department of Forestry and Fire Protection. The plan provides a road map for prevention and reduction of firefighting costs and losses to property, life, and the environment in San Jacinto Mountain communities including Beaumont. The Safety Element incorporates relevant policies from the Fire Plan. (Beaumont 2040 Plan, p. 223.)

Beaumont Drainage Management Plan

In accordance with the requirements of the State Regional Water Quality Control Board, the Beaumont-Cherry Valley Water District adopted a 2015 Urban Water Management Plan. The purpose of this plan is to analyze drainage problems in Beaumont and consider flood protection for existing and future development. Additionally, the plan aims to provide guidance on reducing levels of pollutants within stormwater runoff and increasing public awareness of water quality problems. . (Beaumont 2040 Plan, p. 223.)

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District's Master Drainage Plan for the Beaumont Area analyzes drainage issues in Beaumont and provides solutions for drainage issues within the plan area. The Plan also describes the location, size, and capacity of flood control facilities that are needed for current development and anticipated growth. . (Beaumont 2040 Plan, p. 223.)

Local Regulations

Local Hazard Mitigation Plan

The City's Local Hazard Mitigation Plan (LHMP) was last updated in 2017. The LHMP's purpose is to identify potential City hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term damage to people and property from natural and man-made hazards. The plan identifies vulnerabilities, prioritizes mitigation actions, evaluates resources and identifies mitigation shortcomings, provides future mitigation planning, and maintenance guidelines for the existing plan. Mitigation strategies included in the LHMP will serve as the implementation plan for the Beaumont 2040 Plan Safety Element. Under Assembly Bill 2140, cities may adopt their LHMP into their Safety Elements in order to ensure eligibility for potential reimbursement of post-disaster public assistance. (Beaumont 2040 Plan, p. 222.)

Emergency Operations Plan

The City of Beaumont has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Further, it is an extension of the State Emergency Plan. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between the City of Beaumont and

Riverside County, special districts, and state agencies. The EOP references and is consistent with the Beaumont 2040 Plan Safety Element goals and policies. (Beaumont 2040 Plan, p. 222.)

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address hazards and hazardous materials.

Title 2 – Administration and Personnel, Chapter 2.28 – Emergency Services

Section 2.28.010 of the Beaumont municipal Code (BMC) states that is the intent of this chapter that informal mutual aid shall be available and furnished in all cases of local peril or emergency when requested by appropriate agency designates. The official who may proclaim a local emergency is the City Manager. In the absence of the City Manager, the City Police Chief or designated agent, Emergency Services Director, or designated agent, and/or the Mayor, Mayor Pro tem, or other Council member designated.

Title 3 – Revenue and Finance, Chapter 3.36 – Emergency Preparedness Facilities Fees

BMC Chapter 3.36 establishes the collection of an impact feet to be levied on new development within the City to fund Emergency Preparedness Centers to accommodate expected growth in the City. As defined in BMC Section 3.36.020, *Emergency Preparedness Centers means those improvements necessary to provide those facilities identified in the City of Beaumont General Plan, the City's Multi-hazard Functional Plan and the Emergency Preparedness Facilities Fee Study dated January 26, 2001, and other improvements in connection therewith, as may be determined by the City Council from time to time, which are not otherwise provided by, or required of, development within the City pursuant to BMC Title 17 (Zoning), Title 16 (Subdivisions), and Title 15 (Building and Construction). Emergency Preparedness Centers shall also include architectural, administrative, engineering, legal, planning, environmental and other services required in connection with the implementation of this Chapter and the construction of the foregoing improvements.*

The Emergency Preparedness Facilities Fee is collected prior to the issuance of a building permit for a new residential unit (including the conversion of an existing unit to more than one unit), new commercial, office, and industrial development, and additions to existing commercial, office, and industrial development greater than 200 gross square feet. The fees collected shall be used for the purpose of acquiring and construction facilities identified by the City Council in the Master Plan or facilities included in the City's capital improvement plan. (BMC, Sections 3.36.020, 3.36.080.)

Title 5 – Business Taxes, Licenses and Regulations, Chapter 5.36 – Telecommunications Ordinance

BMC Section 5.36.360 (Emergency Override) requires the operators of cable television services in the City to install and maintain an Emergency Alert System that allows the City to simultaneously override audio signals and broadcast emergency messages on all television channels.

Title 8 – Health and Safety, Chapter 8.12 – Solid Waste Management

The purpose of Chapter 8.12 is to properly manage and dispose of solid waste to protect the public health, safety, and well-being of Beaumont's citizens, visitors, property owners, and businesses. The provisions of this Chapter are intended to ensure solid waste handling services, including hazardous materials, are readily available, adhere to uniform standards, and are reliable clean, and efficient. (BMC Section 8.12.010A.)

BMC Section 8.12.530 states, *No person shall place or deposit hazardous waste, household hazardous waste, or universal waste in any container provided by a solid waste franchisee, or deposit, release, spill,*

leak, pump, pour, emit, empty, discharge, inject, dump or dispose into the environment any hazardous waste,[3] *household hazardous waste,*[4] *or universal waste.*[5]

Title 17 – Zoning, Chapter 17.04 – Performance Standards

BMC Section 17.04.040 (Hazardous Materials), states that in order to protect the health and welfare of persons living, working, or visiting the City of Beaumont the use, storage, manufacture, or disposal of hazardous material shall be regulated and monitored according to the standards established by the US EPA, the California Department of Health Services (DHS), and BMC Section 17.04.040.

BMC Section 17.04.040A requires preparation of a risk management and prevention program in accordance with the California Health and Safety Code, in addition to an inventory statement in accordance with federal, state, and local laws for all structures and land uses using materials identified as hazardous by the State of California Environmental Protection Agency (Cal EPA) and the US EPA.

BMC Section 17.04.040B, requires compliance with all applicable ordinances in order to use and/or store of flammable or explosive materials. This section of the BMC also prohibits open burning unless a written permit has been issued by the appropriate responsible agency.

BMC 17.04.040C, prohibits the discharge of liquid or solid waste or similar material that contaminates the water supply, or interferes with the bacterial processes in sewage treatment or otherwise causes the emission of dangerous or offensive elements into the public sewer or private disposal system, except in accordance with the applicable requirements of the US EPA.

BMC 17.04.040D, prohibits the emission of dangerous levels of radioactivity at any time. The term dangerous levels correspond to the applicable Federal and/or State standards for exposure.

---

[3] BMC Section 8.12.020 defines “hazardous waste" *as any waste materials or mixture of wastes defined as a "hazardous substance" or "hazardous waste" pursuant to the Resource Conservation and Recovery Act ("RCRA"), 42 U.S.C. §§ 6901 et seq., the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. §§ 9601 et seq., the Carpenter-Presley-Tanner Hazardous Substance Account Act ("HSAA"), codified at California Health & Safety Code §§ 25300 et seq.; the Electronic Waste Recycling Act of 2003, codified at California Health & Safety Code §§ 25214.9 et seq. and California Public Resources Code §§ 41516 et seq., laws governing Universal Waste, all future amendments to any of them, or as defined by CalRecycle or the Department of Toxic Substances Control, or by their respective successor agencies. If there is a conflict in the definitions employed by two or more agencies having jurisdiction over hazardous or solid waste, the term "hazardous waste" shall be construed to have the broader, more encompassing definition.*

[4] BMC Section 8.12.020 defines “household hazardous waste” *as dry cell household batteries; cell phones and PDAs; used motor oil; used oil filters when contained in a sealed plastic bag; cooking oil; compact fluorescent light bulbs contained in a sealed plastic bag; cleaning products; pesticides; herbicides; insecticides; painting supplies; automotive products; solvents; stripes; and adhesives; auto batteries; and universal waste generated at a single-family or multifamily residential premises.*

[5] According to BMC Section 8.12.020, *"Universal waste" means and includes, but is not limited to, "universal waste electronic devices" or "UWEDs," (i.e., electronic devices subject to the regulation of the Department of Toxic Substances Control, 23 CCR §§ 66273.1, et seq.), and other universal wastes, including, but not limited to non-empty aerosol cans, fluorescent tubes, high intensity discharge lamps, sodium vapor lamps, and any other lamp exhibiting a characteristic of a hazardous waste, batteries (rechargeable nickel-cadmium batteries, silver button batteries, mercury batteries, small sealed lead acid batteries [burglar alarm and emergency light batteries] alkaline batteries, carbon-zinc batteries and any other batteries which exhibit the characteristic of a hazardous waste), mercury thermometers, and mercury-containing switches.*

BMC 17.040.082 requires signs to be placed on trash and recycling containers that state disposal of hazardous waste is prohibited.

5.8.3 Beaumont 2040 Plan

As required by State law (Government Code Section 65302(g)), the Safety Element identifies forces of nature and events resulting from human action that have the potential to cause harm to life and property in the Planning Area. The goal of the Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. (Beaumont 2040 Plan, p. 221.)

The Beaumont 2040 Plan includes the following goals, policies, and implementation, intended to reduce potential impacts from hazards and hazardous materials.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.3: A City that provides effective emergency response following a natural or human-caused disaster.

Policy 9.3.1 Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.

Policy 9.3.2 Continue to partner with local emergency management organizations to implement coordinated emergency response planning.

Policy 9.3.3 Continue to educate City staff, residents, and businesses regarding appropriate actions to take during an emergency.

Policy 9.3.4 Promote community-based, emergency preparedness programs and disaster education awareness, including the City's annual emergency system training.

Policy 9.3.5 Support the existing Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.

Policy 9.3.5 Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.1 Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.

Policy 9.4.2 Conduct a community risk assessment or hazard profile in partnership with fire crews, community members, and city staff to identify specific target hazards, including critical facilities, community assets, and historical buildings.

Policy 9.4.3 Maintain adequate levels of staffing for fire protection and emergency services by

- Retention of current staffing positions,
- Forecast of future demand, and
- Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.

Policy 9.4.4 Ensure that backup power is maintained in critical facilities across the City.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Policy 9.4.6 Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.

Policy 9.4.7 Develop a fire service standards study, including identification of existing and future needs and recommendations to address challenges posed by Beaumont's topography, vegetative hazards, road network, extent of fire emergency, and safety personnel capacity.

Goal 9.5: A City with enhanced and fire and emergency response services.

Policy 9.5.1 Ensure the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as need to meet NFPA and County Fire response standards, Partner with CAL FIRE to establish minimum staffing levels of each fire company or each duty shift.

Policy 9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

Policy 9.5.3 Provide an adequate level of paramedic service for emergency medical aid for patients.

Policy 9.5.4 Continue code enforcement efforts to reduce fire hazards associated with older buildings.

Policy 9.5.5 Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.

Policy 9.5.6 Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

Policy 9.5.7 Continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties, and the general public through all available media.

Policy 9.5.8 Continue to support and promote the Riverside County Fire and CAL FIRE Ready Set Go program.

Policy 9.5.9 Coordinate with CAL FIRE, Riverside County Fire Department, and other agencies to provide emergency services training for residents and City staff, and promote fire prevention programs, including raising awareness about fire safe landscaping and buffer zones in areas of wildfire risk.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policy 9.6.1 Inventory and assign risk levels for wildfire hazards to assist in regulating the allowable type, density, location, and/or design and construction of new developments, both public and private.

Policy 9.6.2 Update development standards to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations.

Policy 9.6.3 Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

Policy 9.6.4 Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.

Policy 9.6.5 Prohibit new public or critical facilities in Very High Fire Hazard Severity Zones, except when other options do not exist.

Policy 9.6.6 Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

Policy 9.6.7 Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.

Policy 9.6.8 Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires.

Policy 9.6.9 Ensure that re-development after a large fire complies with the requirements for construction in the High and Very High Fire Hazard Severity Zones for fire safety.

Policy 9.6.10 Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.

Policy 9.9.1 Consider potential risk posed by high winds in the City in the review of new development applications including those for signs.

Policy 9.9.2 Require implementation of best practices for dust control at all excavation and grading projects.

Policy 9.9.3 Prohibit excavation and grading during high wind conditions, defined as instantaneous wind speeds that exceed 25 miles per hour by South Coast AQMD.

Policy 9.9.4 Continuously monitor multi-hazard threats during high wind and associated wildfire conditions. Allocate appropriate firefighting and emergency personnel resources to effectively respond to multi-hazard threats.

Goal 9.11 - A City with minimized risk associated with hazardous materials.

Policy 9.11.1 Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean up response plans.

Policy 9.11.2 Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal plan, as a condition of a project, subject to review by the County Environmental Health Department.

Policy 9.11.3 Work with responsible Federal, State, and County agencies to effectively regulate the management, disposal, and appropriate remediation for accidental spills of hazardous materials and hazardous waste.

Policy 9.11.4 Work with responsible Federal, State, and County agencies to prepare contingency plans for potential accidental spills of hazardous materials along the major transportation freeways, roadways and rail corridors that transect the City.

Policy 9.11.5 Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses (such as homes, schools, child-care centers, nursing homes, senior housing, etc.), that may be adversely affected by such activities.

Policy 9.11.6 Establish clear policies and procedures in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.

Policy 9.11.7 Coordinate with regulatory agencies regarding remnant safety hazards and future utilization of contaminated sites within Potrero Reserve and elsewhere in the City.

Policy 9.11.8 Adopt ordinances that reduce the level of risk from hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public, industries, and businesses.

Policy 9.11.9 Promote proper hazardous waste disposal by hosting regular bi-annual or quarterly collection events.

<u>Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan</u>

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policy 11.11.3 Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.

Implementation S5 Budget Review. Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development.

Implementation S7 Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets.

Implementation S11 Maintenance Fund. Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities.

Implementation S12 Fire Hazard Risk Assessment**.** Inventory all buildings, assigning risk level for all wildfire hazards in the City and developing regulations for each level to minimize wildfire risk.

Implementation S13 Municipal Code Updates. Update municipal code to require that

- New public facilities are located outside of Very High Fire Hazard Severity Zones, when feasible.
- Developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation).

- Development in High and Very High Fire Hazard Severity Zones prepares a fire protection and evaluation plan.
- New development provides emergency access (i.e. two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire.
- All existing and new homes and businesses have visible street addressing and signage.

Implementation S14 Fire Suppression Guidelines. Develop fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

Implementation S15 Buffer Zones. Define a protected buffer zone that separates wildlands from vulnerable development to mitigate the risk of potential wildfires.

Implementation S16 Water Assessment. Confirm that water pressure is adequate for firefighting purposes in existing and future developed areas.

Implementation S24 Design Review. Develop guidelines for multi-hazard design measures that mitigate the effects of high winds and consider other potential risks.

Implementation S25 Dust Control. Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions.

Implementation S29 Remediation Strategies. Establish protocols for regular coordination with regulating agencies regarding remediation strategies for hazardous and toxic materials.

Implementation S30 Hazardous Materials Inventory. Develop an inventory of hazardous materials used by businesses in the City. Maintain this inventory as a living document.

Implementation S31 Contaminated Sites. Maintain a public record of property locations, which contain hazardous materials, including a timetable for and the extent of remediation to be expected.

5.8.4 Thresholds of Significance

According to *CEQA Guidelines* Appendix G, a project would have a significant impact on hazards and hazardous materials, if it would:

- (Threshold A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (Threshold 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;
- (Threshold C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- (Threshold 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 create a significant hazard to the public or the environment;
- (Threshold E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area;
- (Threshold F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- (Threshold G) expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.8.5 Environmental Impacts before Mitigation

Threshold A*: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.*

Adoption and implementation of the Beaumont 2040 Plan will enable development of new residential, commercial, industrial, and institutional uses. This new development will result in increased transport, use, storage, and disposal of hazardous materials in the Planning Area. Of particular concern are facilities with leaking underground storage tanks or other methods of storage that could accidentally leak or be released into the soil, groundwater, surface water, or air. Examples of these facilities include light industrial uses, gas stations, automotive repair shops, and dry cleaners.

The transport, storage, use, and disposal of hazardous materials and wastes is extensively regulated by federal, state, and local policies as discussed in Section 5.8.2 of this Draft PEIR, above, which provides a high level of protection to the public. Beaumont will continue to enforce disclosure laws though BMC 17.04.040 , such as the Hazardous Materials Transportation Act, RCRA, HWCL, CCR Title 22, Business Plan Act, CCR Title 26, and BMC Section 14.04, that require users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport and to notify the appropriate city, county, state, and federal agencies in the event of a violation. By recognizing these hazards and ensuring that an educated public is able to work with City officials to minimize risks associated with hazardous materials, the City can maintain safe conditions throughout the Planning Area. Facilities developed consistent with the Beaumont 2040 Plan that will use hazardous materials will be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect public health.

The amount of hazardous materials transported through the Planning Area on local roadways, I-10 and SR-60 will likely increase as a result of new development resulting in the potential for a greater number of people to be exposed to hazardous materials during accidental releases. At the federal level, the Resource Conservation and Recovery Act gives the EPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. The hazardous materials regulations included in federal law, including the Hazardous Materials Transportation Act, govern the transportation of hazardous materials. The Federal Motor Carrier Safety Administration issues regulations concerning highway routing of hazardous materials, hazardous materials endorsements for a commercial driver's license, highway hazardous material safety permits, and financial responsibility requirements for motor carriers of hazardous materials.

The Riverside County Department of Environmental Health (DEH) is the CUPA for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, of which the Planning Area is a part. Riverside County DEH implements the hazardous materials business plans that include an inventory of hazardous materials used, handled, or stored at any business in the Planning Area. DEH is also responsible for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, aboveground storage tanks, and stationary sources handling regulated substances. Beaumont 2040 Plan Policy 9.11.2 requires an assessment of hazardous materials as part of environmental review and/or the approval of a hazardous management and disposal plan as a condition of project approval subject to review by DEH.

In addition, to the numerous federal, state, and local regulations, the Beaumont 2040 Plan incorporates policies and implementation actions to minimize the risk associated with the use and transport of hazardous materials in the Planning Area. Because projects undertaken pursuant to the Beaumont 2040 Plan will be required to comply with existing regulations, standards, and Beaumont 2040 Plan Policy 9.11.2 (discussed previously), Policy 9.11.5 (prohibits the placement of new facilities involved with use storage, transport, or disposal hazardous materials near existing sensitive land uses), and Implementation action S30 (requires the City of develop and maintain an inventory of hazardous materials used by businesses in the City), and Implementation Action S31 (requires the City to maintain a public record of hazardous materials sites and a timetable for the expected remediation,) impacts regarding hazards to the public or environment through the routine use transport, use, or disposal of hazardous materials will be **less than significant.**

Threshold 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.

Adoption and implementation of the Beaumont 2040 Plan will enable development of new residential, commercial, industrial, and institutional uses. This new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment. The public could also be exposed to hazardous materials if new development or redevelopment were to be located on a current or historical hazardous material site. Currently, there are no open LUST sites in the Planning Area. There is one open cleanup program site within the Planning Area; Lockheed Propulsion Company at 17255 Highland Springs Road (within the City's Sphere of Influence (SOI)). Interim remedial action is occurring at the site and additional activities as well as site characterization, investigation, risk evaluation, and or/site conceptual model development. There is one registered hazardous materials transporter in the City, (DTSC.)

The transport, storage, and use of hazardous materials by developers, contractors, business owners, and others are required to comply with federal, state, and local regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits from the EPA under the Resource Conservation and Recovery Act, which gives the EPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. Additionally, the hazardous materials regulations included in federal law govern the transportation of hazardous materials. The Federal Motor Carrier Safety Administration issues regulations concerning highway routing of hazardous materials, hazardous materials endorsements for a commercial driver's license, highway hazardous material safety permits, and financial responsibility requirements for motor carriers of hazardous materials. Locally, the Riverside County Department of Environmental Health is the CUPA for Riverside

County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County.

To address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants, Beaumont 2040 Plan Policy 9.11.2 requires an assessment of hazardous materials as part of environmental review. Individual developments may be required to prepare site-specific Phase I Environmental Assessments and supplemental environmental reviews, if applicable, to determine if there are any unknown site-specific sources of hazardous materials or wastes. In particular, site-specific assessments will be useful to identify potentially contaminated soils that may be encountered during grading and excavation or improperly or unrecorded abandoned wells. Additionally, these studies may identify asbestos containing materials, lead residue from paints, polychlorinated biphenyl (PCB) residue from transformers, and other hazardous materials which may be identified in existing buildings proposed for demolition or modification.

Compliance with and enforcement of existing laws and regulations concerning the upset and/or accidental release of hazardous materials into the environment including but not limited to Chemical Accident Prevention Provision, which requires companies that use certain hazardous materials to develop a Risk Management Program ; RCRA, which requires infrastructure at the State and local levels to plan for chemical emergencies; and the California Health and Safety Code, which provides threshold quantities for regulated hazardous substances and the establishment of Hazardous Materials Release Response Plans, supported by Beaumont 2040 Plan Policies 9.11.2 through 9.11.9 and Implementation actions S29 through S31, will ensure that the general public will not be exposed to any unusual or excessive risks related to accidental upset and/or release of hazardous materials into the environment. Therefore impacts will be **less than significant**.

Threshold C: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Future land uses consistent with the Beaumont 2040 Plan could include commercial uses within one-quarter mile of existing and new schools. However, Beaumont 2040 Plan Policy 9.11.5 prohibits the placement of new facilities involved with the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses, which includes schools. Additionally, the California Department of Education establishes standards for school sites pursuant to Education Code Section 17251 and adopts school site regulations, which are contained in the California Code of Regulations, Title 5, commencing with Section 14001. The regulations define certain health and safety requirements for school site selection, including a potential school site's proximity to airports, high-voltage power transmission lines, railroads, and major roadways. Regulations regarding the placement of schools also restrict the presence of toxic and hazardous substances and hazardous facilities and hazardous air emissions within one-quarter mile of a proposed school site. Further, Education Code Section 17213 requires the written findings of the environmental impact report or negative declaration prepared for a proposed school site to include a statement verifying that the site is not currently or was not formerly a hazardous, acutely hazardous substance release, or solid waste disposal site or, if so, that the wastes have been removed. The written findings must also state that the site does not contain pipelines which carry hazardous wastes or substances other than a natural gas supply line to that school or neighborhood. If hazardous air emissions are identified, the written findings must state that the health risks do not and will not constitute an actual or potential danger of public health of students or staff. If corrective measures of chronic or accidental hazardous air emissions are required under an existing

order by another jurisdiction, the governing board of the school district(s) serving the Planning Area is required to make a finding that the emissions have been mitigated prior to occupancy of the school.

The DTSC's School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning up proposed school sites. The division ensures that proposed school sites are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school. All proposed school sites that will receive state funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under the DTSC's oversight.

CEQA Guidelines Section 15186, School Facilities, requires that school projects, as well as projects proposed to be located near schools, examine potential health impacts resulting from exposure to hazardous materials, wastes, and substances. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential hazardous materials handling and emissions could occur in proximity to existing schools. Additionally, Beaumont 2040 Plan Policy 9.11.5 prohibits the placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal materials near existing sensitive receptors, which includes schools. Since any future placement of schools would be required to comply with state statutory and regulatory requirements addressing safety from hazards, including hazardous materials, impacts from the placement of schools in the vicinity of such hazards or the placement of new hazards in the vicinity of existing schools are anticipated to be **less than significant**.

Threshold 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 create a significant hazard to the public or the environment.

There are two sites within the Planning Area that are on the Cortese list, compiled pursuant to Government Code Section 65962.5, Lockheed Propulsion-Beaumont No. 1 (Site 1) and Lockheed Propulsion-Beaumont No. 2 (Site 2). According to EnviroStor, the DTSC is the cleanup oversight agency for these sites. Since Site I is designated Open Space in the Beaumont 2040 Plan and the majority of the site is owned by the state and administered by CDFW and the remainder of the site is under a conservation easement to the state, implementation of the Beaumont 2040 Plan would not result in new development at this location or a significant hazard to the public or environment. Site No. 2 is, which is owned by the County of Riverside is designated Industrial in the Beaumont 2040 Plan; therefore, future development could occur on this site. Final environmental cleanup at Site 1 and Site 2 commenced summer 2018. According to EnviroStor, the remedial investigation and feasibility study for Site 1 indicated that levels of contaminants were very low and do not present any health concern. (Lockheed 1, Lockheed 2, Lockheed Martin.) Through compliance Health and Safety Code Section 25356.1, Beaumont 2040 Plan Policy 9.11.7 (coordination with regulatory agencies regarding remnant safety hazards and future utilization of contaminated sites), impacts regarding the potential risks of public exposure to hazardous materials as a consequence of development on a site on the Cortese list will be **less than significant**.

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

There are no airports within the Planning Area. The closest airport to the Planning Area is the Banning Municipal Airport, located in the eastern portion of the City of Banning over four miles to the east of the

City of Beaumont. Because the Planning Area is not within an airport land use plan or within two miles of a public use airport, impacts with regard to safety hazards to people residing or working in the Planning Area would be **less than significant**.

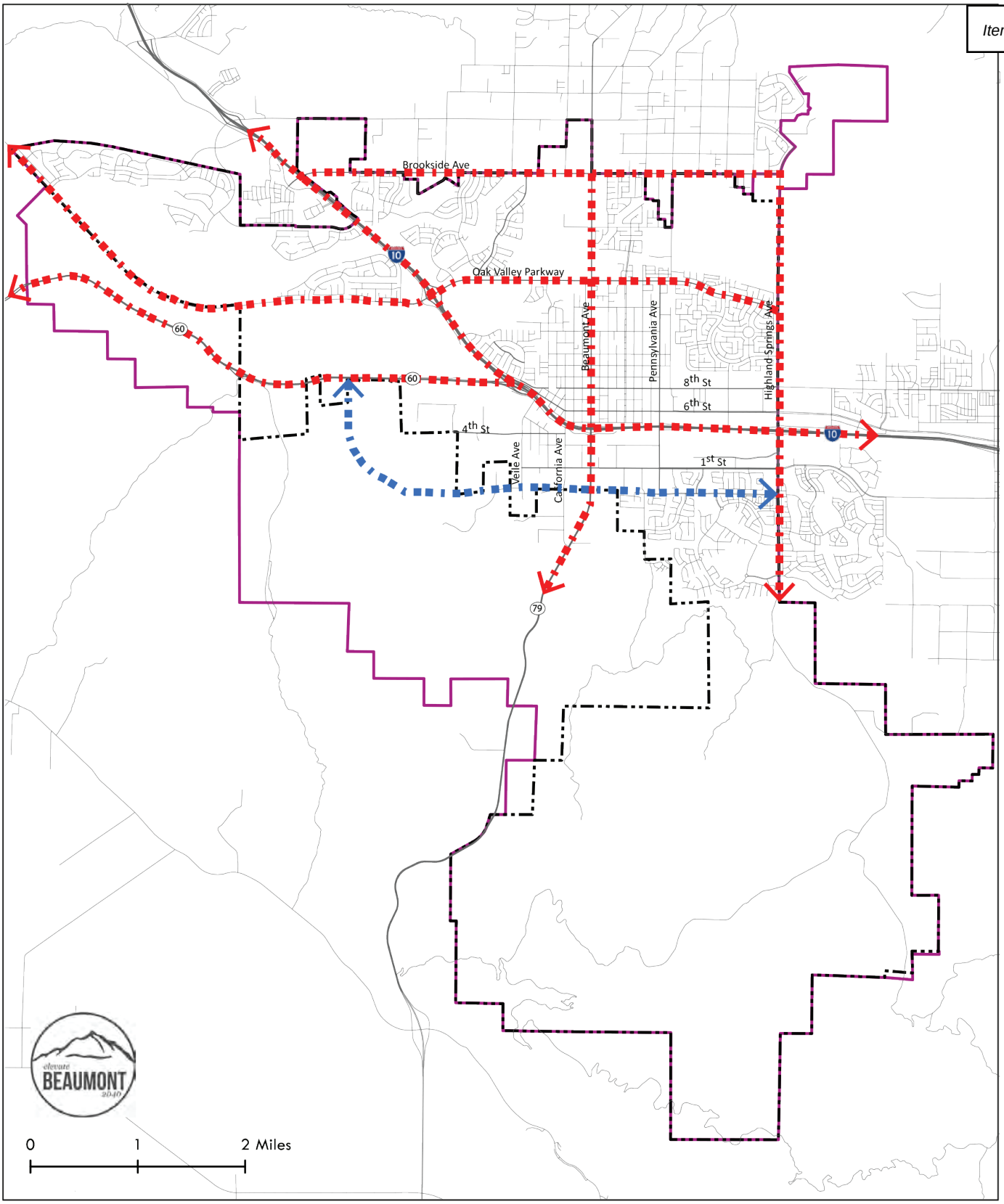
Threshold F: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Major evacuation routes that would be used in the event of an emergency are designated in the Beaumont 2040 Plan and shown on **Figure 5.8-3 – Evacuation Routes**. These routes include I-10, SR-60, Brookside Avenue, Oak Valley Parkway, Highland Springs Avenue, and Beaumont Avenue. The Beaumont 2040 Plan includes a planned extension of Potrero Road eastward to connect to Highland Springs Avenue. After the completion of the extension, Potrero Boulevard shall be designated as an evacuation route as well. During any future development activities, measures will be taken to maintain these roadways' use at all times. (Beaumont 2040 Plan, p. 227.)

Additionally, as discussed in Section 5.16 of the Draft PEIR, the Mobility Element of the Beaumont 2040 Plan provides for appropriate access and circulation throughout the Planning Area and allows for appropriate access for rapid response for emergency situations and routes for evacuation purposes.

Remainder of page intentionally left blank

Page intentionally left blank



City Boundary

Sphere of Influence

Evacuation Route

Future Evacuation Route

Figure 5.8-3 - Evacuation Routes

City of Beaumont General Plan Update

Page intentionally left blank

Goals and Policies in the Beaumont 2040 Plan, including Goals 9.3 and 9.4 and Policies 9.3.1 through 9.3.6, 9.4.5, and 9.4.6, which provides for effective emergency responses, protection from natural and man-made disasters, and public education related to emergency conditions and emergency preparedness, response, and evaluation plans.

Future development projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. Therefore, implementation of existing laws and regulations, compliance with applicable Beaumont 2040 Goals, Policies, and Implementation actions during individual project review would ensure that impacts regarding impairing the implementation of emergency response and evacuation plans will be **less than significant**.

Threshold G: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The Southern California region generally faces risk from wildland fire, particularly where urbanized properties adjoin undeveloped areas containing substantial available fuel loads; CAL FIRE -has designated the City as being located within a “wildland-urban interface.” This includes areas where residential structures are intermixed with wildlands.

Protection from wildland fires is realized through creation of defensible areas around structures and the use of fire-resistant building materials. Standard City Building and Safety Department and City Fire Department environmental and building permit review processes are intended to ensure that new developments are safely designed with regard to wildland fire hazards. Several proposed Beaumont 2040 Plan goals, policies, and implementation actions would protect people and property from wildland fire hazards. Specifically, Goals 9.5 and 9.6, Policies 9.5.1 through 9.5.9 and 9.6.1 through 9.6.10 and Implementation actions S12 through S16. Therefore, through compliance with existing federal, state, and local laws and regulations related to wildland fire hazards and implementation of Beaumont 2040 Plan goals, policies, and implementation actions, impact regarding the exposure of people or structures to significant loss, injury, or death involving wildland fires will be **less than significant.**

5.8.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impacts related to hazards and hazardous materials; therefore, mitigation measures are not necessary.

5.8.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project’s impacts to hazards and hazardous materials. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable federal, state, and local standards/regulations discussed herein, the Project’s potential impacts regarding hazards and hazardous materials were found to be **less than significant.**

5.8.8 References

The following references were used in the preparation of this section of the Draft PEIR:

ALUC — Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan, Volume 1 Policy Document, Banning Municipal Airport,* October 14, 2004. (Available at http://www.rcaluc.org/Portals/13/06-%20Vol.%201%20Ba, accessed August 21, 2020.)

BMC — City of Beaumont, *Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances. Accessed August 20, 2020.)

CAL FIRE — California Department of Forestry and Fire Protection, Office of the State Fire Marshal, *California's Fire Hazard Severity Zones*. (Available at https://www.sccgov.org/sites/dpd/DocsForms/Documents/Fire_Hazard_Zone_Fact_Sheet.pdf, accessed August 21, 2020

Cortese List — California Department of Toxic Substances Control, *Hazardous Waste and Substances Site List (Cortese).* (Available at https://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2CFUDS&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=county, accessed August 21, 2020.)

DTSC — California Department of Toxic Substances Control, *Hazardous Waste Tracking System, Search for a Transporter Profile.* (Available at https://hwts.dtsc.ca.gov/reports/transporter, accessed August 21, 2020.)

EPA — United States Environmental Protection Agency, *Superfund, Search Superfund Site Information.* (Available at https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm, accessed August 21, 2020.)

Geotracker — California State Water Resources Control Board, *Geotracker, Riverside County Sites.* (Available at https://geotracker.waterboards.ca.gov/search?cmd=search&hidept=True&status=&reporttitle=Riverside+County&county=Riverside&excludenc=True, accessed August 21, 2020.)

Lockheed 1 — State of California, Department of Toxic Substances Control *Envirostor Report for Lockheed Propulsion-Beaumont No.1.* (Available at https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=33370039, accessed August 24, 2020.)

Lockheed 2 — State of California, Department of Toxic Substances Control, *Envirostor Report for Lockheed Propulsion-Beaumont No. 2 (33370038).* (Available at https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=33370038, accessed August 24, 2020.)

Lockheed Martin — Lockheed Martin, Beaumont Remediation website. (Available at https://www.lockheedmartin.com/en-us/who-we-are/eesh/remediation/beaumont.html, accessed September 5, 2020.)

NPMS — National Pipeline Mapping System, *Public Map Viewer*. (Available at https://pvnpms.phmsa.dot.gov/PublicViewer/, accessed August 21, 2020.)

PHMSA — United States Department of Transportation, *Pipeline and Hazardous Materials Safety Administration* website. (Available at https://www.phmsa.dot.gov/, accessed August 21, 2020.)

RCIT — Riverside County Information Technology, *Map My County – Riverside County*, https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public accessed July 16, 2019.

Riverside County HMP — County of Riverside Emergency Management Department, *County of Riverside Multi-Jurisdictional Local Hazar Mitigation Plan,* July 2018. (Available at https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf, accessed August 20, 2020.)

5.9 HYDROLOGY AND WATER QUALITY

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to hydrology and water quality because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map. Impacts related to the adoption and implementation of the Beaumont 2040 Plan, the revised Zoning Map, will be addressed herein.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion pertains is related to: the violation of any water quality standards, waste discharge permits, or the substantial degradation of surface or ground water quality; substantial decrease in groundwater supplies or substantial interference with groundwater recharge, such that sustainable groundwater management of the basin may be impaired; substantial alteration of the existing drainage patterns in the area; release of pollutants due to project inundation (in flood hazard, tsunami, or seiche zones; and conflicting with or obstructing a water quality control plan or sustainable groundwater management plan.

5.9.1 Setting

The following discussion describes the water quality requirements, groundwater supply and management, drainage patterns, flooding potential and regulatory setting of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area") to provide a context for understanding the nature and significance of hydrology and water quality resources in the Planning Area. Potable water supply is discussed in Section 5.18 – Utilities and Service Systems.

The Planning Area is located in the San Gorgonio Pass, a low-relief highland that is bordered on the north by the San Bernardino Mountains, on the southeast by the San Jacinto Mountains, and on the west by the San Timoteo Badlands. Surface sediments consist of unconsolidated to semiconsolidated Quaternary alluvium. The unconsolidated Quaternary alluvium and the upper portion of the underlying San Timoteo Formation constitute the water-bearing aquifer underlying the Planning Area. (BBW, p. 3-2.)

Beaumont-Cherry Valley Water District (BCVWD) is the water supplier to the City of Beaumont and the Riverside County Flood Control and Water Conservation District (RCFCWCD) provides regional flood control facilities within the City.

Stormwater Quality

As communities develop, much of the natural land surface becomes covered with buildings and pavement, which do not allow rain to slowly soak into the ground (i.e., a transition from pervious to impervious surfaces). Urban areas depend on storm drains (or storm sewer systems) to quickly and efficiently carry large amounts of runoff to nearby waterways. Runoff in a storm drain gathers speed and erosional power, so when it leaves the storm drain in a non-concrete lined waterway, the flow rate is of an unnatural rate that can damage streamside and aquatic habitats (referred to as hydromodification). Development designed with features to slow the speed and volume of urban runoff (i.e. Low Impact

Development or LID) can improve the quality of the runoff and protect downstream biological resources by maintaining the natural flow regimen.

Urban stormwater runoff can carry a wide variety of pollutants such as oil, dirt, chemicals, metals, trash, bacteria and fertilizers directly to streams and rivers, where it reduces the quality of the waterbody for beneficial uses (e.g. swimming, irrigation, wildlife) (EPA). Certain pollutants are known to come from certain land uses; therefore, treatment methods (or Best Management Practices [BMPs]) are aimed at "pollutants of concern." Rural areas can also contribute pollutants to local waterways, such as sediment and manure. Realizing that complete removal of all potential pollutants from stormwater is not feasible, BMPs should meet the maximum extent practicable (MEP) standard.[1] The MEP standard is met cumulatively over the long-term in an iterative process by the permittees implementing, continuously evaluating, and making corresponding changes to a variety of technically and economically feasible BMPs.

Unlike sewage, which goes to treatment plants, urban runoff flows untreated through the storm drain system and directly into local streams and rivers. Anything thrown, swept, washed, or poured into the street, gutter or a catch basin can flow into waterways. Consistent with the federal Clean Water Act (CWA) and the U.S. Environmental Protection Agency (USEPA) regulations promulgated pursuant thereto, the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) have adopted a number of permits to address pollution from industrial facilities, construction sites, and runoff from urbanized areas. Studies conducted by the USEPA, the states, counties, cities, flood control districts and other entities dealing with urban runoff indicate that industrial facilities, construction sites and urban areas are the three major sources of urban runoff pollution nationwide. (MS4, p.11.)

The SWRCB has issued permits for industrial and construction sites, and the RWQCB issues a local permit for runoff from urbanized areas pursuant to Section 402(p) of the Clean Water Act. These permits are issued under the National Pollutant Discharge Elimination System (NPDES). The Municipal Separate Storm Sewer System (MS4) permit is for municipalities who own and/or operate portions of an MS4 that discharge urban runoff into waters of the U.S. within the Santa Ana River Watershed, which includes the City. When facilities are authorized to connect to the City's MS4, the City must require compliance with the MS4 permit from said discharger. (MS4, p. 6.)The City is within the Santa Ana River Watershed, and within the regulatory boundary of the Santa Ana RWQCB. The City is a co-permittee to the Riverside County MS4 Permit.

Surface Water Resources

Surface water features within the Planning Area typically originate in the San Bernardino Mountains. The streams and creeks that flow into the Planning Area are dry for most of the year with occasional runoff during and shortly after rainfall events. There are no stream gages in the Planning Area that can be used

[1] In discussing the MEP standard, the SWRCB has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, it is likely that MEP has not been met. On the other hand, if a permittee employs all applicable BMPs except those where it can show that they are not technically feasible in the locality, or whose cost would exceed any benefit to be derived, it would have met the standard. MEP requires permittees to choose effective BMPs, and to reject applicable BMPs only where other effective BMPs will serve the same purpose, the BMPs would not be technically feasible, or the cost would be prohibitive." (Order No. WQ 2000-11, at p.20.)

to estimate surface water recharge to, or discharge from the groundwater basin. (BBW, p. 3-2; GP EIR 2006).

Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into the following three main drainage areas as reflected in **Figure 5.9-1 – Drainage Courses**.

- San Timoteo Creek – This drainage system is tributary to the Santa Ana River and drains from the San Gorgonio Pass.
- Potrero Creek – Areas located west of the Pass generally drain south into Potrero Creek which traverses the "Badlands" area to flow into the San Jacinto River, which ultimately connects to the Santa Ana River.
- Smith Creek – This drainage system is tributary to the Whitewater River, which is within the Salton Sea Watershed.

Flood Control and Drainage Facilities

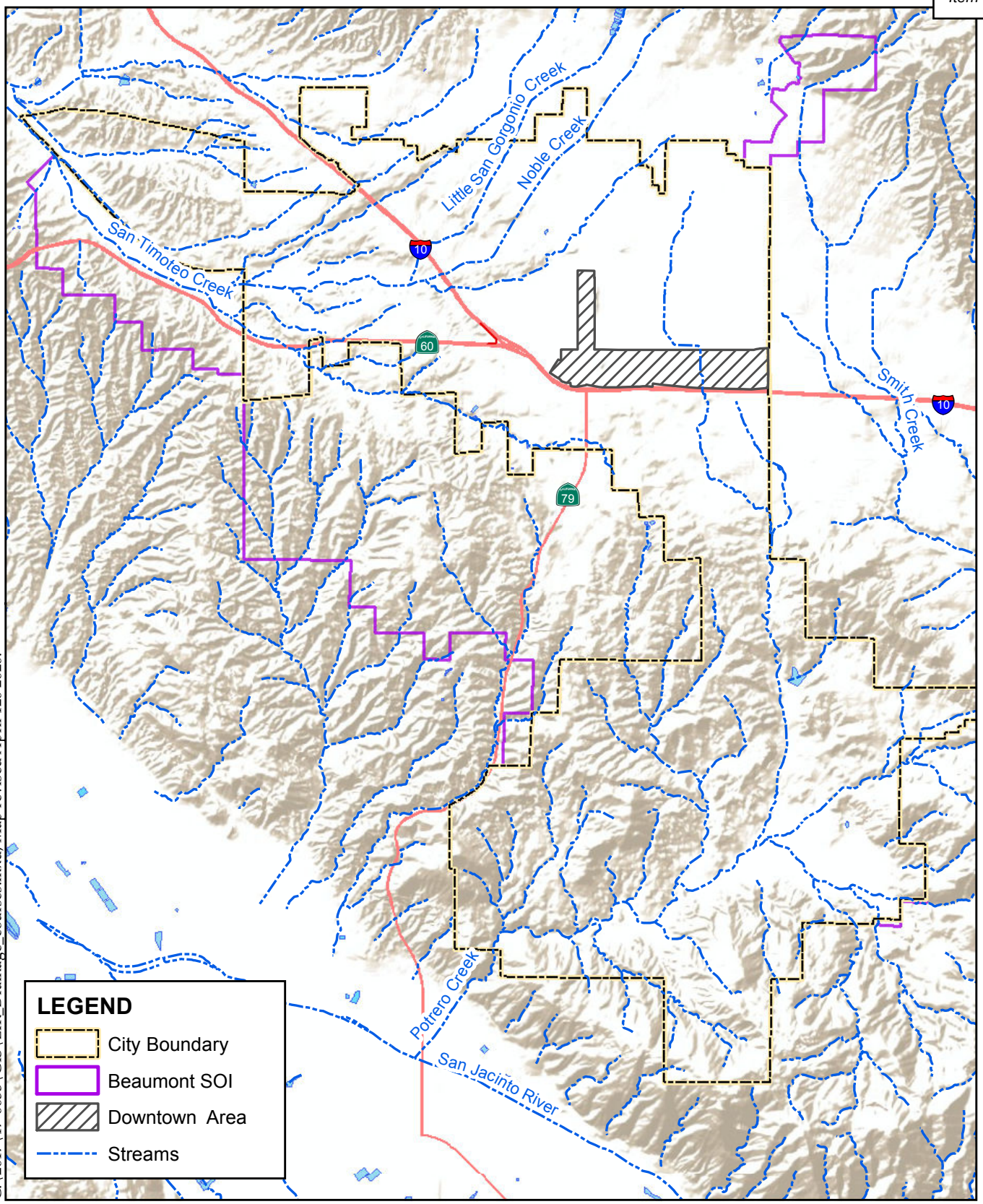
Flooding within the Planning Area has historically resulted from seasonal storms that can last for several days, with higher rainfall amounts recorded in the nearby mountains than on the valley floor. Local winter storms may occur concurrent with strong cold fronts or deep upper level low pressure centers, and like localized summer storms, may be of high intensity with concentrated precipitation over small areas. (BGP DEIR 2006, p. 4.9-3; ECR, p. 107–108.)

Occasional high-intensity summer thunderstorms can occur at the end of summer and beginning of fall and are more frequent over mountainous portions of the watershed. Intense rainfall does not allow for percolation at-depth, quickly resulting in runoff that be potentially erosive in a burn area. Mean annual precipitation in the region ranges from three inches in desert areas to over 35 inches in the San Bernardino and San Jacinto Mountains. Regionally, the dry summer months of June, July, and August in both desert and mountain regions regularly yield less than one-half inch of precipitation. (BGP DEIR 2006, p. 4.9-3.)

RCFCWCD (or District) provides flood control facility planning, design, operation, and maintenance within the City limits. The City of Beaumont and surrounding area has experienced occasional flooding. Consistent with the District's Master Drainage Plan for the Beaumont Area (MDP, July 1983), drainage and flood control facilities constructed by the City of Beaumont and the District aim to reduce nuisance flooding problems in much of the City. It was noted at the time the MDP was undertaken that discharge rates were determined on the basis of ultimate development assumptions from the then-current City of Beaumont and County of Riverside General Plans. As such, the alignment, location and sizing of MDP facilities are general and are subject to more detailed analysis at the design stage.

RCFCWCD has several flood control facilities currently within the City, including, channels, basins, spreading grounds, and culverts. (ECR, p. 107.) The existing drainage facilities in the City include the following, which are depicted on **Figure 5.9–2 – Flood Control Facilities** (BGP DEIR, pp. 4.9-6 to 4.9-7):

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Drainage_courses.mxd; Map revised April 120 2020.

Sources: NHD, 2016; Raimi + Associates, 2019; Riverside Co. GIS, 2020.

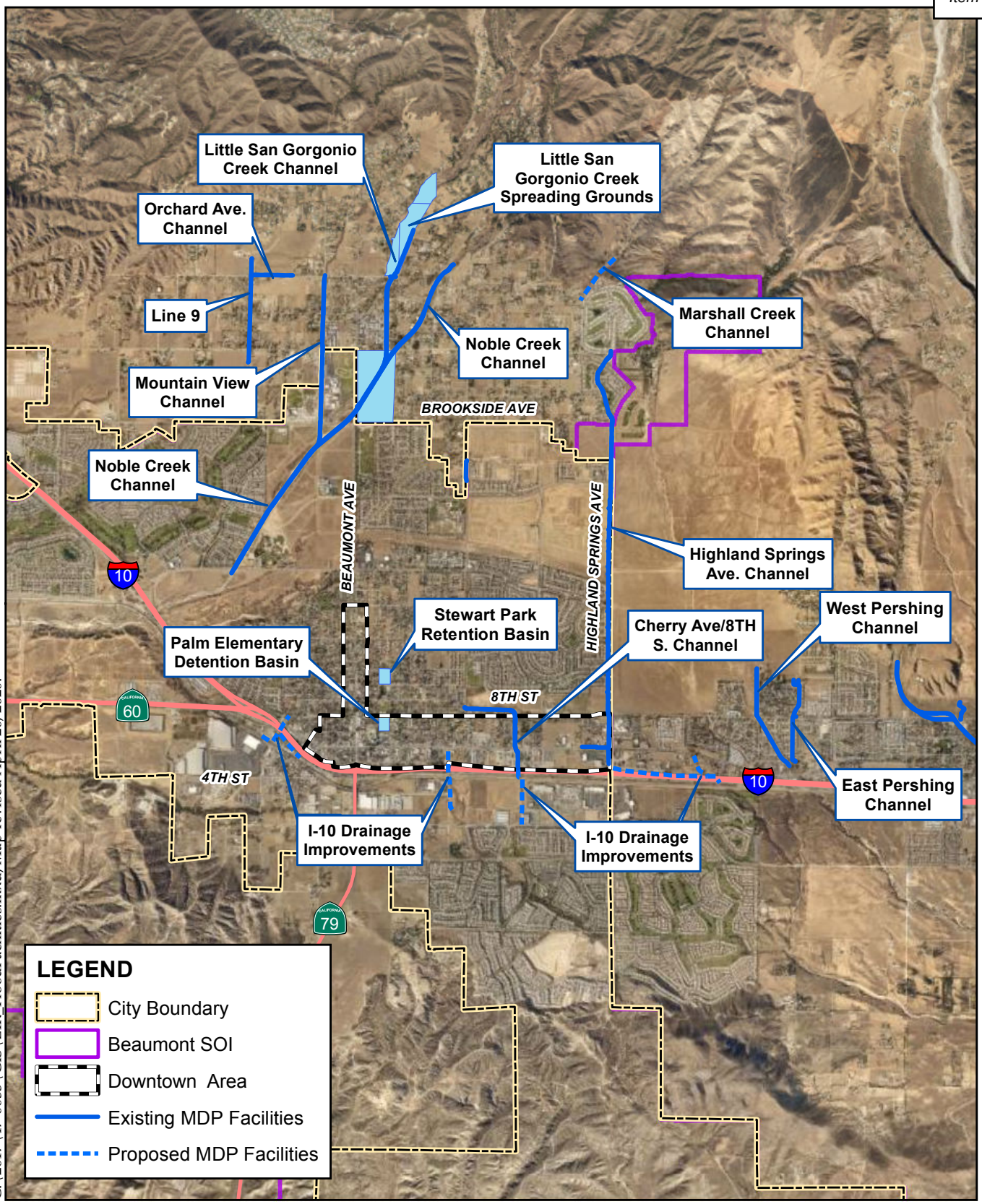
0 0.5 1 1.5 2 Miles

Figure 5.9-1 Drainage Courses

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_FloodFacilities.mxd; Map revised April 20, 2020.

Sources: RCFC&WCD, 2019; City of Beaumont, 2018; Raimi+ Assoc. 2019; RCIT, 2016 (imagery).

0 0.5 1 1.5 2 Miles

Figure 5.9-2 Flood Control Facilities

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Cherry Avenue/8th Street Channel
This concrete-lined trapezoidal channel, constructed in 1957, is improved from 8th Street to its current outlet at 6th Street. Approximately 1.4 square miles of drainage area is tributary to the channel.

Highland Springs Avenue Channel
This concrete-lined trapezoidal channel extends northerly from Interstate 10 to the eastern prolongation of 16th Street.

Little San Gorgonio Creek Channel
This facility is a rectangular section "wire and rail" channel, which means that the vertical earthen walls are supported by wire mesh secured to lengths of steel rails placed vertically and anchored by steel cables. It is a soft bottom channel extending from Orchard Street south to its confluence with Noble Creek Channel below Cherry Valley Boulevard.

Little San Gorgonio Creek Spreading Grounds
This system of nine earthen basins serves to recharge the groundwater table for the Cherry Valley area. It also acts as a catch basin for a portion of the large amount of silt and debris generated by erosion.

Marshall Creek Channel
This also is a "wire and rail" channel, constructed in 1938. The channel extends approximately 2,000 feet upstream from its outlet at Bellflower Avenue into Marshall Canyon. A 100-year flow rate of approximately 1,200 cfs is provided for at this reach.

Mountain View Channel
Constructed in 1965, this concrete-lined trapezoidal channel extends from its confluence with Noble Creek, upstream to a point midway between Vineland Street and Cherry Valley Boulevard.

Noble Creek Channel
This is an ultimate design concrete-lined trapezoidal channel which conveys flows from Noble Creek and Little San Gorgonio Creek through the Cherry Valley Area.

Orchard Street Channel
Constructed in 1958 to intercept flows from Cherry Valley Creek, this concrete-lined trapezoidal channel outlets at Nancy Avenue and provides a 100-year flow rate of 530 cfs.

Interstate 10 Drainage Improvements
Caltrans has constructed over 30 drainage facilities to convey flows across Interstate 10 within the boundaries of the MDP study area. Upon implementation of the Master Plan, these facilities will, in aggregate, protect upstream properties from a storm of 10-year frequency or greater.

Stewart Park Retention Basin
Constructed in 1989 to reduce the 10-year outflow from the park from 230 cfs to 13 cfs. This is located within the City of Beaumont's Stewart Park.

Line 16 Project
The Beaumont MDP Line 16 Project (aka Recharge Basin Feeder) is located along Grand Avenue, westerly from Winesap Avenue to the existing recharge ponds east of Beaumont High School. This project is a partnership between RCFCWCD and BCVWD to construct an underground storm drain that

will collect stormwater flows and deliver that water to BCVWD's existing recharge ponds. (UWMP, p. 6-59).

Designated Flood Hazard Area

Flood hazard mapping is an important part of the National Flood Insurance Program (NFIP), which is a program of the Federal Emergency Management Agency (FEMA). FEMA maintains and updates flood hazard and risk data through the Flood Insurance Rate Maps (FIRMs) and risk assessments. FEMA has mapped the expected flood hazard area of the City and City's SOI for both the 1 percent annual chance (100-year) and 0.2 percent annual chance (500-year) storm events, as shown in **Figure 5.9-3 – Flood Hazard Zones**.

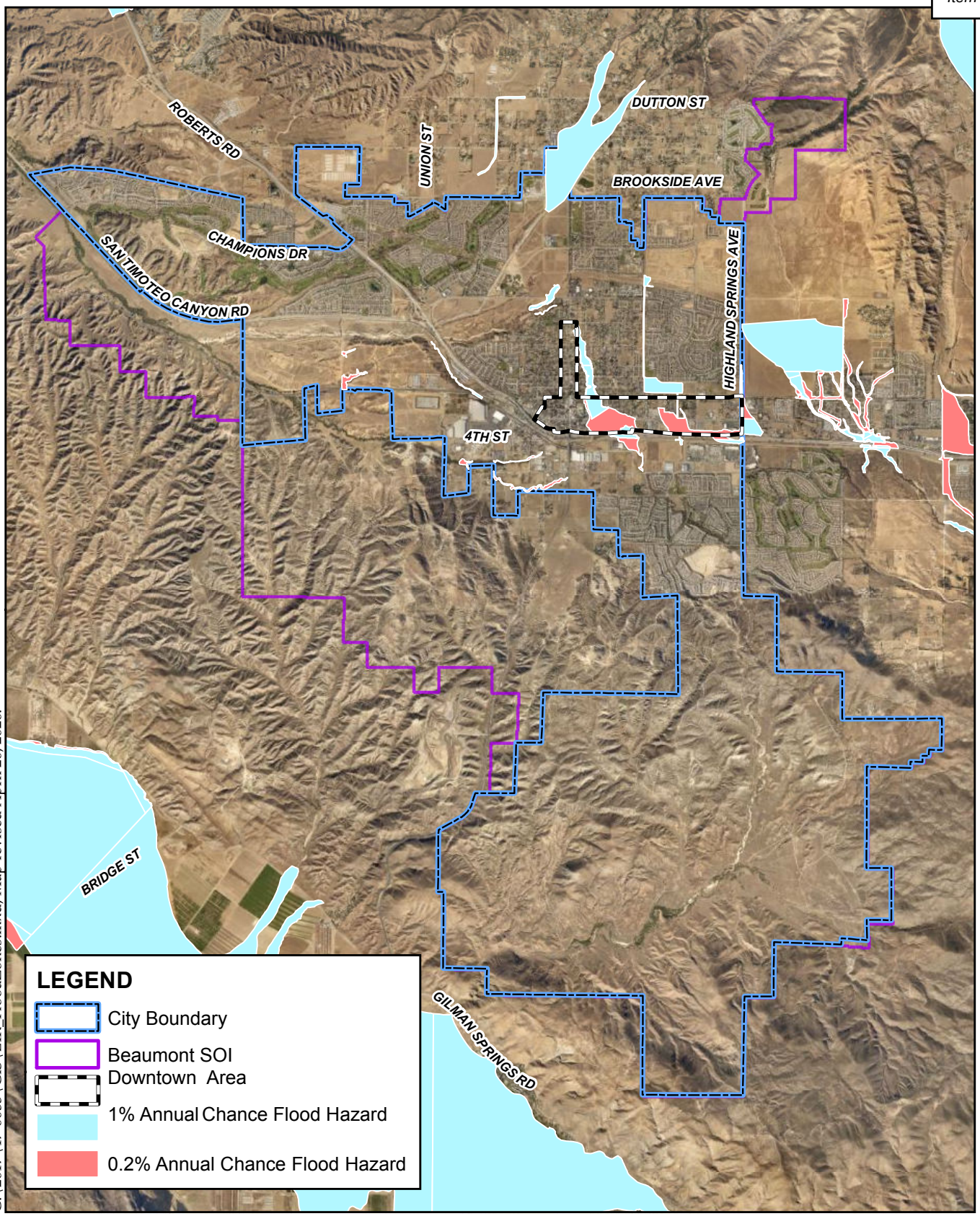
Approximately 198 acres of the City are located within the mapped 100-year flood hazard zone, and approximately 154 acres of the City are mapped within the 500-year flood zone (**Figure 5.9-3**). Within the SOI, there is less than one acre identified to be within the 500-year flood zone.

Development proposed within a flood hazard zone may be required to purchase mandatory flood insurance, submit to FEMA Conditional Letter of Map Revision (CLOMR) for approval, and following construction of any flood control facility(ies), submit for approval from FEMA a Letter of Map Revision (LOMR). A CLOMR is FEMA's comment on a project that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, the effective base flood elevations, or the Special Flood Hazard Area. For example, when a structure is placed in a flood hazard area the structure takes up space that would have otherwise been flooded. Since it no longer can flood there, that floodwater is pushed elsewhere thus resulting in a change in the flood zone and downstream impacts. An approved CLOMR does not revise an effective NFIP map. Once the flood control portion of a project is built, an approved LOMR application will officially modify an effective FIRM.

Groundwater Resources

A majority of the Planning Area overlies the San Timoteo Subbasin of the Upper Santa Ana River Valley. (Department of Water Resources [DWR] Basin No. 8-002.08.) The San Timoteo Subbasin is further divided into several groundwater basins, including the following that are pertinent to the Planning Area: Beaumont Basin, South Beaumont Basin, Singleton Basin, and Edgar Canyon as shown on **Figure 5.9-4 – Groundwater Basins**.

BCVWD is the water supplier to the City of Beaumont, and currently obtains all of its water supply from groundwater in Edgar Canyon and the Beaumont Basin, and percolated imported water (UWMP, p. 6-1). Much of the Planning Area overlies the Beaumont Basin, which is an adjudicated basin pursuant to a court Judgment issued in February 2004 and therefore managed by a Court-appointed Watermaster Committee, of which the City is a member. The Watermaster operates under the Judgment and the Rules and Regulations, which were originally adopted June 8, 2004, and subsequently amended in 2006 and 2008. The Judgment and the Rules and Regulations establish the procedures by which Watermaster accounts for the water resources of the Basin. Watermaster has the power to collect administrative assessments from all Appropriators and replenishment assessments from those parties (Appropriative and Overlying) pumping in excess of their pumping right to fund its operations. Each year, Watermaster publishes an Annual Report, which documents production and recharge activities in the Beaumont Basin.



G:\2017\17-0033\GIS\EIR_FloodZones.mxd; Map revised April 20, 2020.

Sources: FEMA, 2018; Raimi+ Assoc. 2019; RCIT 2016 (imagery).

0 1 2 3 Miles

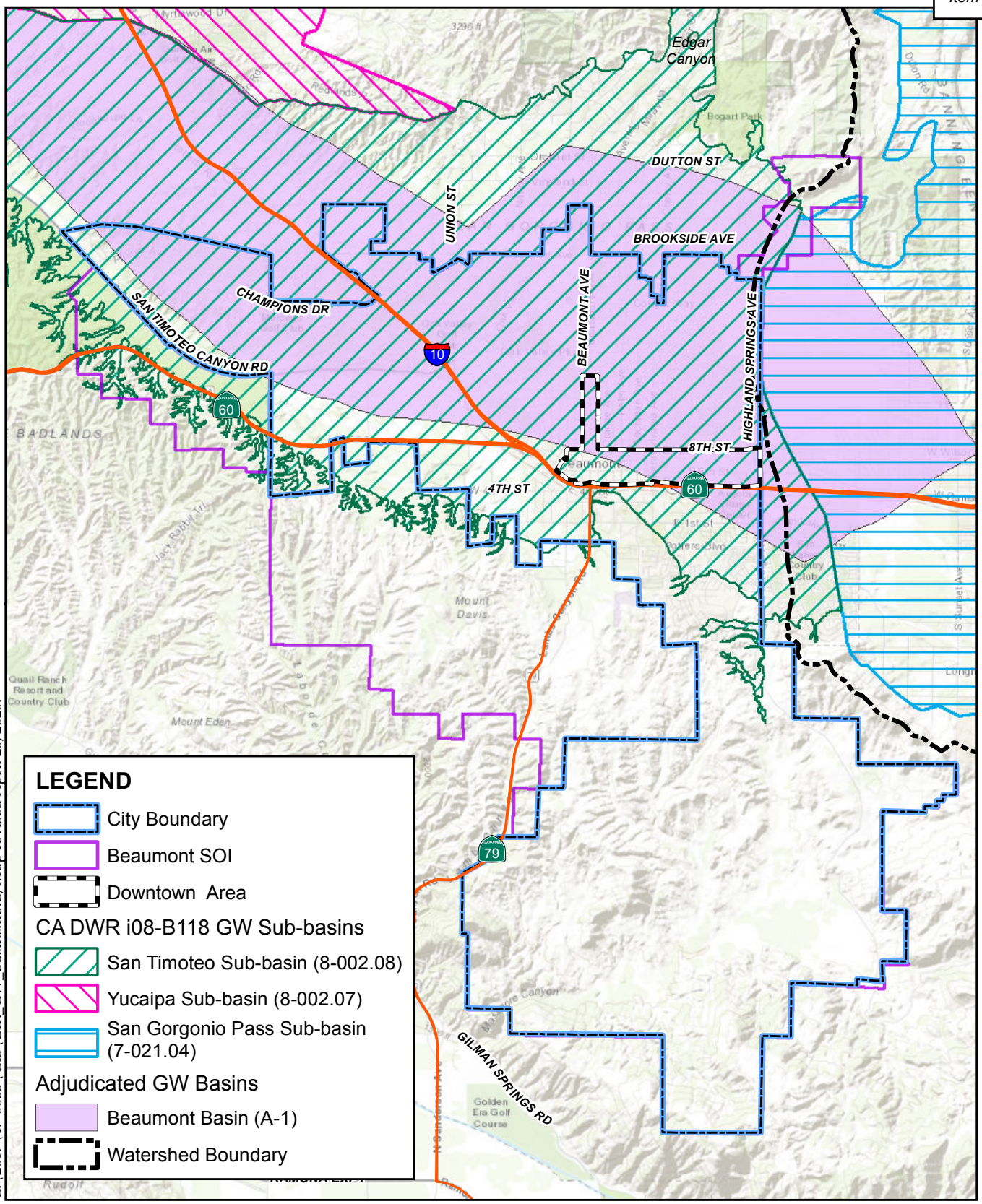
Figure 5.9-3 Flood Hazard Zones

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

RA MEXP

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_GW_Basins.mxd; Map revised April 20, 2020.

Sources: Calif. Dept. of Water Resources, 2018; City of Beaumont, 2018; Raimi+ Assoc. 2019.

Figure 5.9-4 Groundwater Basins

City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Under the Judgment, the Watermaster is granted discretionary powers to develop and implement a groundwater management plan for the Beaumont Basin. The Watermaster is responsible for providing the legal and practical means of ensuring that the waters of the Basin are put to maximum beneficial use. (BBW, p. 1-3). The Beaumont Basin is replenished from multiple sources; including infiltration of precipitation within the unlined portions of natural streams; subsurface seepage across fault boundaries; return flow from irrigation and individual septic systems; and artificial recharge with imported water in man-made basins (e.g. Noble Creek Recharge Facility). Groundwater discharges from the Beaumont Basin primarily occur from groundwater production; underflow out of the basin at the downgradient margins; rising water in San Timoteo Creek; and evapotranspiration. (BBW, p. 3-3.)

Pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA), the Yucaipa Valley Water District (YVWD) has formed the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) which will prepare a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin. The requirements of SGMA are discussed further in Section 5.9.2 – Regulations.

Groundwater Quality

The Santa Ana RWQCB regulates the groundwater quality within the Planning Area. They identify them as Management Zones (MZ's) in the Basin Plan, and have assigned different boundaries than DWR. The Beaumont MZ encompasses portions of the Beaumont Basin, the Singleton and South Beaumont basins, and limited portions of Edgar Canyon above the Banning Fault. The Planning Area also includes portions of the San Timoteo and Yucaipa MZ's.

The Santa Ana RWQCB adopted "maximum benefit" groundwater quality objectives for total dissolved solids (TDS) and nitrate-nitrogen (nitrate-N) in the Beaumont, Yucaipa, and San Timoteo MZ's at the request of the City and neighboring agencies to accommodate the recharge of imported water and the reuse of recycled water over the basin. TDS and nitrate are salts that are of particular concern in regulating groundwater quality since they do not naturally degrade with depth, and can be persistent in groundwater. Maximum benefit objectives permit a controlled lowering of water quality; however, if the RWQCB determines that this lowering is not of maximum benefit to the people of the State, more stringent antidegradation objectives would apply. The maximum benefit objectives have resulted in a recent upgrade in the treatment systems of the Beaumont wastewater treatment plant (WWTP) in order to produce higher quality effluent and thus protect groundwater quality.

5.9.2 Related Regulations

Federal Regulations

National Flood Insurance Program

In 1968, Congress passed the National Flood Insurance Act that created the National Flood Insurance Program (NFIP). The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by federal programs, or by federally supervised, regulated, or insured agencies or institutions.

National Flood Insurance Program Reform Act of 1994

In 1994, the National Flood Insurance Program Reform Act went through the first major revision since inception. Included in this revision were provisions that a lender must escrow for flood insurance if a structure is within the floodplain. The revised legislation also included increased flood insurance limits and

the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving federal disaster assistance. If the flood insurance policy was not maintained and in the event of another disaster, there would be no disaster assistance available for that structure.

Executive Order 11988, Floodplain Management

Executive Order 11988 requires the U.S. Army Corps of Engineers to provide leadership and to take action to:

- Reduce the hazards and risks associated with floods;
- Minimize the impacts of floods on human health, safety, and welfare; and
- Restore and preserve the natural and beneficial values of the current floodplain.

To comply with Executive Order 11988, the policy of the Corps is to develop projects that, to the extent possible, avoid or minimize adverse effects associated with use of the floodplain and that avoid development (or the inducement of development) in an existing floodplain; unless, there is no practicable alternative.

State Regulations

Clean Water Act

The Clean Water Act (CWA) requires all states to conduct assessments of water quality to identify water bodies that do not meet water quality standards. In California, the CWA is implemented by the SWRCB, and the nine RWQCB's. The California Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) authorizes the oversight of regulatory activities within each RWQCB basin.

The Project is located in "Region 8", or the Santa Ana RWQCB. Each RWQCB develops its own Water Quality Control Plan, or "Basin Plan," which establishes both the "beneficial uses" of specific waterbodies and the levels of quality (or "water quality objectives") that must be met and maintained to protect those uses. Beneficial uses are all the various ways that water can be used for the benefit of people and/or wildlife. (RWQCB(a), pp. 2-5 to 2-6.)

Water Code Section 13241 identifies the factors that the RWQCB must consider, at a minimum, when establishing water quality objectives to ensure the reasonable protection of beneficial uses and the prevention of nuisance. Among these factors are the "Past, present, and probable future beneficial uses of water." (CWC 13241(a).) Beneficial uses are identified by the RWQCB as "existing," "potential," or "intermittent" uses. Determination of an "existing" use is done with documentation of the existence of those uses. "Potential" beneficial uses are assumed to be the same as "probable future" beneficial uses. "Intermittent" uses are those that occur only seasonably because of limiting environmental conditions, and those uses which are dependent on and occur only when sufficient flow exists (RWQCB(a), p. 2-2). The Basin Plan recognizes the difference between perennial, intermittent and ephemeral streams. Perennial streams have continuous flow all year round during years of normal rainfall, while intermittent streams will normally cease flowing for weeks or months each year. Ephemeral streams will only flow for a short period time following a rainfall. The beneficial use designations given to the receiving waters of the Project site are provided in **Table 5.9-A – Beneficial Uses and Impairments of Receiving Waters.**

Table 5.9-A – Beneficial Uses and Impairments of Receiving Waters

Receiving Water	Beneficial Uses[a]	303(d) List Constituents[b]	TMDL
Reach 3 San Timoteo Creek	GWR, REC1, REC2, WARM, WILD (excepted from MUN)	*Indicator bacteria (proposed)*	Listed 2014 TMDL due 2029
Little San Gorgonio Creek	MUN, GWR, REC1, REC2, COLD, WILD	--	--
Other tributaries to these Creeks-Valley Reaches	(all intermittent) MUN, GWR, REC1, REC2, WARM, WILD	--	--
Beaumont Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
Yucaipa Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
San Timoteo Groundwater Management Zone	MUN, AGR, IND, PROC	--	--

Definitions of Beneficial Uses[a]	
MUN	Municipal and domestic supply waters are used for community, military, municipal or individual water supply systems. These uses may include, but are not limited to, drinking water supply.
AGR	Waters are used for farming, horticulture or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
IND	Industrial service supply waters are used for industrial activities that do not depend primarily on water quality, including mining, cooling water supply, gravel washing, and fire protection.
PROC	Like IND, industrial process supply waters are used for industrial activities that do not depend primarily on water quality, and include process water supply, product manufacturing and food preparation.
GWR	Groundwater recharge waters, used for natural or artificial recharge of groundwater for purposes that may include future extraction, maintaining water quality, or halting saltwater intrusion in freshwater aquifers.
REC1	Water contact recreation waters, used for recreational activities involving body contact with water where ingestion of water is reasonably possible. Uses may include swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.
REC2	Non-contact water recreation waters, used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include picnicking, sunbathing, hiking, beachcombing, camping, boating, sightseeing, and aesthetic enjoyment in conjunction of the above activities.

Table 5.9-A – Beneficial Uses and Impairments of Receiving Waters

Receiving Water	Beneficial Uses[a]	303(d) List Constituents[b]	TMDL
Reach 3 San Timoteo Creek	GWR, REC1, REC2, WARM, WILD (excepted from MUN)	*Indicator bacteria (proposed)*	Listed 2014 TMDL due 2029
Little San Gorgonio Creek	MUN, GWR, REC1, REC2, COLD, WILD	--	--
Other tributaries to these Creeks-Valley Reaches	(all intermittent) MUN, GWR, REC1, REC2, WARM, WILD	--	--
Beaumont Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
Yucaipa Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
San Timoteo Groundwater Management Zone	MUN, AGR, IND, PROC	--	--

Definitions of Beneficial Uses[a]	
WARM	**Warm freshwater habitat waters support warm water ecosystems that may include preservation and enhancement of aquatic habitats, vegetation, fish and wildlife, including invertebrates.**
WILD	Wildlife habitat waters support wildlife habitats that may include the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.

Notes:

(a) RWQCB(a), Table 3-1, p. 3-26; definitions adapted from pp. 3-2 – 3-3. "Excepted from MUN" means the waterbody has been specifically excepted from the MUN designation in accordance with the criteria specific in the "Sources of Drinking Water Policy" (Resolution No. 88-63). "Intermittent" beneficial uses are so designated because water conditions do not allow the beneficial use to occur year-round. Waste discharges that could impair intermittent beneficial uses, whether they are made while those uses occur or not, are not permitted (RWQCB(a), p. 3-21).

(b) From *Resolution R8-2017-0013,* adopted by Santa Ana RWQCB on April 28, 2017. Approved by SWRCB on October 3, 2017 and pending approval by USEPA.

Pursuant to section 303(d) of the CWA, water bodies that fail to meet certain water quality standards are placed on a list of impaired waters (303(d) List). Once listed, the RWQCB must develop a Total Maximum Daily Load (TMDL) that addresses each pollutant causing the impairment. The TMDL defines how much of a pollutant a waterbody can tolerate and still meet water quality standards.

The Basin Plan outlines both narrative and numeric water quality objectives to protect beneficial uses of identified surface waters and groundwater. Narrative objectives apply to all surface waters within the region (RWQCB(a), p.4-6). In addition, certain numeric objectives listed in **Table 5.9-B – Numeric Objectives for Receiving Waters** have been developed. When more than one objective is applicable, the stricter shall apply.

Table 5.9-B – Numeric Objectives for Receiving Waters

Water Body	Water Quality Objectives (mg/L)[a]						
	Total Dissolved Solids	Hardness	Sodium	Chloride	Nitrogen	Sulfate	Chemical Oxygen Demand
Reach 3 San Timoteo Creek	Surface water objectives not established; underlying Management Zone objectives apply. Biological quality protected by narrative objectives.						
Little San Gorgonio Creek	230	125	50	40	3 (total inorganic)	45	5
Other tributaries to these Creeks-Valley Reaches	Numeric objectives have not been established; narrative objectives apply. The division between Mountain and Valley reaches occurs at the base of the foothills of the San Bernardino Mountains.						
Beaumont Management Zone - Maximum Benefit	330	--	--	--	5.0 (nitrate as nitrogen)	--	--
Beaumont Management Zone - Antidegradation	230	--	--	--	1.5 (nitrate as nitrogen)	--	--
San Timoteo Management Zone – Maximum Benefit	400	--	--	--	5.0 (nitrate as nitrogen)	--	--
San Timoteo Management Zone – Antidegradation	300	--	--	--	2.7 (nitrate as nitrogen)	--	--
Yucaipa Management Zone – Maximum Benefit	370	--	--	--	5.0	--	--
Yucaipa Management Zone – Antidegradation	320	--	--	--	4.2	--	--

Notes:
(a) RWQCB(a), Table 4-1.
(b) "Maximum benefit" objectives apply unless Regional Board determines that lowering of water quality is not of maximum benefit to the people of the state; in that case, "antidegradation" objectives apply.

For discussions of CWA Section 401 (Water Quality Certification) and Section 404 Nationwide and Individual permits (U.S. Army Corps of Engineers), as well as California Department of Fish and Wildlife (CDFW) Lake and Streambed Alteration Agreements, please refer to Section 5.4 – Biological Resources of this PEIR.

As noted above, the CWA prohibits the discharge of pollutants to waters of the U.S. unless the discharge is in compliance with a NPDES permit. Some of the NPDES permits are managed on a statewide basis by the State Water Resources Control Board (i.e., General Permits), including the General Industrial Activities Storm Water Permit and the General Construction Activity Storm Water Permit. In addition, the State Board issues two statewide municipal permits for CalTrans-managed storm sewer systems and Municipal Separate Storm Sewer Systems (MS4).

The general construction stormwater permit (currently Order 2009-0009-DWQ) applies to construction sites that disturb one or more acres of soil, or projects less than one acre but are part of a larger common plan of development. The primary requirement of the general construction permit is development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD) and implemented/monitored onsite by a certified Qualified SWPPP Practitioner (QSP). The purpose of the SWPPP is to apply appropriate sediment and erosion control Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater runoff. BMPs can include source control methods such as site housekeeping and secondary containment structures, as well as detention basins for capture and containment of sediments; use of silt fencing, sandbags, and/or straw bales.

The statewide general industrial permit (currently Order 2014-0057-DWQ) regulates post-construction discharges associated with ten federally-defined categories of industrial activities. This permit also requires certain BMPs, a site-specific SWPPP and monitoring plan. The Santa Ana RWQCB also adopted a sector-specific general permit specifically for metal scrap recyclers within the Santa Ana River Watershed (Order R8-2012-0012).

The MS4 permit program regulates all stormwater discharges from municipal storm drains. The Santa Ana RWQCB oversees three MS4 permits: one for Orange, Riverside, and San Bernardino Counties. The Riverside County MS4 permit (Order RB8-2010-0033) requires the principal permittee (District) and co-permittees (County of Riverside and cities, including the City of Beaumont) to develop several items that generally reduce pollutants in urban runoff to the Maximum Extent Practicable (MEP, as previously discussed). This includes “Local Implementation Plans” describing the enforceable elements of an agency’s urban runoff compliance program, as well as a “Watershed Action Plan” and “Hydromodification Management Plan” to address impacts from urbanization. Likewise, a “Drainage Area Management Plan” is periodically updated by the principal permittee to document MS4 permit compliance programs and to provide guidance to co-permittees for Local Implementation Plans. In addition, the “Consolidated Monitoring Program” defines the monitoring locations and methods to evaluate BMP effectiveness. Lastly, the MS4 permit requires a “Water Quality Management Plan” (WQMP) for most new development and certain redevelopment projects. Like the construction SWPPP, the WQMP identifies how site design elements, source control methods and treatment control BMPs in the post-construction phase will minimize pollutant loads to the municipal storm drain in the long-term.

Under direction from the Santa Ana RWQCB, the WQMP prioritizes the use of Low Impact Development (LID) principles and BMPs[2] to reduce the discharge of pollutants into urban runoff by mimicking the pre-development hydrologic regime. Therefore, the WQMP template (developed by principal permittee, RCFC&WCD and approved by the Santa Ana RWQCB) forces the applicant to work through a hierarchy of LID BMPs to justify feasibility (or infeasibility) of infiltration methods as the primary treatment mechanism for the urban runoff. The WQMP also requires each onsite drainage area (i.e. roofs, parking lots, landscaping, etc.) be identified as a Drainage Management Area (DMA) as to where it is draining; to either “self-treating” areas,[3] “self-retaining” areas,[4] or areas draining to BMPs. (WQMP Guidance 2012)

---

[2] Low Impact Development: An approach to stormwater management and land development that combines hydrologically functional design with pollution prevention measures to compensate for land development impacts on hydrology and water quality. LID BMPs and Principles mimic the site’s predevelopment hydrology by using techniques that store, infiltrate, evapotranspirate, bio-treat, bio-filter, bio-retain, or detain runoff close to its source (LID, 2012).

[3] Self-treating area: Natural or landscaped area that drains overland off-site or directly to the storm drain system.

Eligible projects submitted to the City are required to provide a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits.

Sustainable Groundwater Management Act of 2014

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package, composed of AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act (SGMA). For the first time in its history, California has a framework for sustainable, groundwater management - "management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results." SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. GSPs are required for "critically overdrafted" basins by 2020, and for all remaining high- and medium-priority groundwater basins by 2022.

Pursuant to SGMA, the San Timoteo Subbasin is a medium priority basin. The Beaumont Basin is not prioritized by SGMA because it is managed through an adjudication.

Cobey-Alquist Flood Plain Management Act (California Water Code Section 8400 et.seq.)

The act states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource. The floodplains of the State are a land resource that requires development in a manner that is in conjunction with economically justified structural measures for flood control, and that would result in the prevention of loss of life and economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is a policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management, and to provide state assistance and guidance.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1984 requires urban water suppliers to develop written "Urban Water Management Plans." This Act was promulgated as a means of encouraging and implementing water conservation measures, while establishing long term planning obligations for water suppliers. Under the Act, Urban Water Management Plans must describe the following:

- Existing and planned water supply and demand;
- Water conservation measures and a schedule for implementing and evaluating such measures; and

[4] Self-retaining area: Area designed to retain runoff, such as graded depressions with landscaping or porous pavements.

- Water shortage contingency measures.

The Urban Water Management Planning Act requires a 20-year planning horizon, and water management plan updates every 5 years. Urban Water Management Plans are statutorily exempt from CEQA.

In preparing their 20-year management plans, water suppliers must directly address the subject of future population growth and related increases in water demands. The Plan must “identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier” intended to satisfy future demands. The BCVWD has recently adopted a Year 2015 Urban Water Management Plan Update which conforms with State law requirements.

Regional Regulations

Flood Control District

The RCFCWCD adopted and maintains the Beaumont MDP, which addresses the locations where flooding is known or likely in the Beaumont area and provides an economical plan that considers flood protection for both existing and future development within the study area. An Area Drainage Plan (ADP) developed in connection with a ADP provides the financing mechanism used to offset taxpayer costs for proposed drainage facilities. An ADP has not been developed between the City and the District.

The MDP encompasses approximately 34 square miles of incorporated and unincorporated land in and around the City. Generally, the MDP study boundary limits are the community of Oak Glen to the north, Highland Springs Avenue to the east, Beaumont City limits to the south, and Interstate 10 and Wildwood Canyon to the southwest and northwest, respectively. The scope of the MDP includes the following (BGP DEIR 2006, p. 4.9-4):

- The quantity and points of concentration of stormwater runoff in the area;
- Drainage boundary map;
- Determine the location, size and capacity of the proposed drainage structures;
- Preliminary plan and profile drawings, and supporting cost estimates.

It was noted at the time the MDP study was undertaken that discharge rates were determined on the basis of ultimate development assumptions from the then-current City of Beaumont and County of Riverside General Plans. As such, the alignment, location and sizing of facilities are general and are subject to more detailed analysis at the design stage. The criteria utilized for the study was based on all underground storm drains proposed in the drainage master plan being able to collect local urban runoff and, with few exceptions, being located in either existing or assumed street rights-of-way. Runoff from a 10-year storm would be allowed to accumulate in the streets until it reaches the top of curb, whereby the MDP initiates an underground drain which will intercept and convey the entire 10-year storm runoff to an outlet downstream. Flows exceeding the 10-year frequency storm would generally be carried within street rights-of-way. As designed and implemented to date, the combination of street and underground storm drain conveyance of water proposed in the MDP provides appropriate flood protection for potentially affected areas of the City. The MDP further proposes open channels to convey large drainage discharge volumes in circumstances where the right-of-way costs for channel improvements are estimated to be less than the cost of underground storm drains. Where open channels are provided, they are designed to carry the runoff from a 100-year frequency storm. (BGP DEIR, pp. 4.9-5 to 4.9-6.)

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address hydrology and water quality topics:

Title 8 – Health and Safety, Chapter 8.32 – Nuisances

This chapter sets the standards of defined public nuisances, including but not limited to, improper grading or excavation that causes erosion, subsidence or surface water runoff problems of such magnitude as to be injurious or potentially injurious to public health, safety, and welfare or to adjacent premises. (BMC, Section 8.32.185.)

Title 13 – Public Services; Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls

The purpose of this chapter is to protect the health, safety and welfare of the public by:

1. Reducing pollutants in stormwater discharges to the maximum extent practicable;
2. Regulating illicit connections and discharges to the storm drain system; and
3. Regulating non-stormwater discharges to the storm drain system.

The intent of Chapter 13.24 is to protect and enhance the water quality of watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act, the State Porter-Cologne Water Quality Control Act and the conditions of any NPDES permit applicable to the City. (BMC, Section 13.24.010.)

Title 15– Buildings and Construction; Chapter 15.24 – Floodplain Management

The purpose of Chapter 15.24 to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas of the City by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land. According to BMC Section 15.24.030, regulations in this chapter of the municipal code are designed to:

A. *Protect human life and health;*
B. *Minimize expenditure of public money for costly flood control projects;*
C. *Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;*
D. *Minimize prolonged business interruptions*
E. *Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone and sewer lines; and streets and bridges located in special flood hazard areas;*
F. *Help maintain a stable tax base by providing for the sound use and development of special flood hazard areas so as to minimize future blighted areas caused by flood damage;*
G. *Ensure that potential buyers are notified that property is in an area of special flood hazard area; and*
H. *Ensure that those who occupy special flood hazard areas assume responsibility for their actions.*

BMC Section 15.24.040 indicates the following types of regulations are included in Chapter 15.24 to accomplish the purposes set forth in BMC 15.24.030, These regulations:

A. *Restrict or prohibit land uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities;*

B. *Require that land uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;*

C. *Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;*

D. *Control filling, grading, dredging, and other development which may increase flood damage; and*

E. *Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.*

Title 16 – Subdivisions; Chapter 16.44 – Flood Control and Tract Drainage
This chapter sets flood event design standards, and the flood control facility design calculations (hydrologic and hydraulic) that are required from applicants of Schedules A, B, C, D, and E land divisions as defined in BMC Section 16.40.050 through 16.40.090. According to BMC Section 16.44.010, the required facilities are established as follows:

A. *The minimum design for facilities which control drainage water generated within a land division or floodwater flowing into or crossing a land division shall be based on a storm having a frequency of once in 100 years. Hydrologic and hydraulic calculations for the design of drainage facilities which control drainage water generated within a land division shall be submitted for approval to the City Engineer. Hydrologic and hydraulic calculations for the design of flood-control facilities to control floodwater flowing into or crossing a land division shall be submitted for approval to the flood-control agency having jurisdiction and to the City Engineer.*

B. *The use of streets for flood-control and drainage purposes may be prohibited by the City Engineer if the use thereof is not in the interest of the public health, safety and welfare.*

C. *When the City Engineer permits the use of streets for flood-control and drainage purposes, the ten-year frequency design discharge shall be contained between the tops of curbs, and the 100-year frequency design discharge shall be contained within the street right-of-way. If either of these conditions is exceeded, additional flood control facilities shall be provided.*

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a hydrology/water quality report is required for an implementing development project if: the project may require drilling for new utilities, construction activities that require deep excavation, or project is above water table, or may require excavation that will reach water table.

5.9.3 Beaumont 2040 Plan

This section presents those policies of the proposed Project that reduce potential impacts to water quality and hydrology.

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to hydrology and water quality include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policy 3.10.7 Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policy 3.11.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy 3.12.3 Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Implementation LUCD7 Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions.

Implementation LUCD13 Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.

Implementation LUCD23 Joint Use. Create a joint use agreement with the Flood Control District and other utility companies to allow residents greater park and recreational access.

Beaumont 2040 Plan, Chapter 6 – Health, Equity, and Environmental Justice

Goal 6.7: A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials

Policy 6.7.1 Prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow R&D uses, medical uses, and other necessary services such as dry cleaners.

Policy 6.7.7 Work with the Beaumont Cherry Valley Water District to develop and distribute an informational brochure regarding best practices to reduce or eliminate surface and groundwater contamination.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP .

Policy 7.2.6 Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.

Policy 7.2.7 Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Policy 7.4.4 Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

Policy 7.5.1 Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.

Policy 7.5.2 Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

Policy 7.5.3 Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Policy 7.5.4 Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.

Policy 7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Policy 7.5.6 Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.

Policy 7.5.7 Pursue grant funding and partnership opportunities for stormwater capture and/or restoration projects.

Policy 7.5.8 Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.

Policy 7.5.9 Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

Policy 7.5.10 Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.

Implementation CFI1 Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI3 Adequate Water Supply for New Development: Require a Water Supply Assessment for new developments to ensure adequate water supply.

Implementation CFI4 Water System Plans and Rate Study. Participate in the revision the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.

Implementation CFI5 Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI8 Low Impact Development. Develop standards to:

- determine where Low Impact Development (LID) techniques are appropriate and can incorporate best management practices.
- identify and eliminate barriers to incorporate watershed protection principles.

Implementation CFI9 Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI21 Local implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 ("MS4 Permit").

Implementation CFI22 Site Inspections. Conduct periodic inspections of commercial and industrial facilities for non-stormwater and/or pollutants discharges to the storm drain system.

Implementation CFI23 Construction Site Inspections. Conduct construction site inspections in order to check for inadequate erosion and sediment control measures and/or non-stormwater discharges.

Implementation CFI24 Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture

<u>Beaumont 2040 Plan, Chapter 9 – Safety</u>

Goal 9.8: A City with reduced potential flood hazards.

Policy 9.8.1 In coordination with the Public Works Department, annually review the City's Land Use and Flood Hazard Maps to ensure that they accurately reflect areas recognized by FEMA as being subject to flooding.

Policy 9.8.2 Restrict development in Flood Hazard Areas.

Policy 9.8.3 Work closely with Federal and regional partners to perform timely reviews of potential flood hazards and identify mitigation strategies.

Policy 9.8.4 Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.

Policy 9.8.5 Limit future development of critical facilities including, but not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities within the boundaries of the 100-year flood plain.

Policy 9.8.6 Encourage critical facilities to implement feasible design mitigation measures that ensure the building will not flood during a 100-year flood event to greatest extent practical.

Policy 9.8.7 Support regional efforts to control and mitigate existing potential flood related problems.

Policy 9.8.8 Evaluate the feasibility of expanded joint-use of open space lands and utility easements for flood control.

Policy 9.8.9 Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in areas that have experienced flooding in the past.

Implementation S22 Flood Control Maps. Regularly update City's maps to reflect latest FEMA designations.

Implementation S23 Update Municipal Code. Update municipal code to require:

- on site stormwater runoff retention.
- limit stormwater runoff impacts on adjacent properties.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

5.9.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- (Threshold B) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- (Threshold C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:
    i. result in substantial erosion or siltation on- or off-site.
    ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
    iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv. impede or redirect flood flows.

- (Threshold D) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- (Threshold E) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.9.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions will serve to ensure potential impacts to cultural resources are reduce to the point where impacts are less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Water quality standards for ground waters and surface waters of the region are established in the RWQCB Basin Plan. The term "water quality standards" includes both the beneficial uses of specific waterbodies and the levels of quality which must be met in the waterbody and maintained to protect those uses. The actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards are in the Basin Plan implementation plan. (Basin Plan, p. 1-1.)

The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities including, wastewater treatment plants and recycled water. WDRs typically contain effluent limitations on major wastewater constituents and receiving water limitations for toxic materials. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. (Basin Plan, p. 1-1.)

Development of natural areas brings with it the increased risk of pollutant discharges to the environment. Impacts to surrounding water quality are discussed in terms of two phases of development: construction-phase and operational (post-construction). Stormwater and point source discharges are highly regulated with systems put in place to allow for growth while requiring mitigation for the adverse impacts of development. And most importantly, the regulatory mechanisms are continually evolving.

<u>Construction</u>
Construction of the Beaumont 2040 Plan will have the potential to result in discharges from soil disturbance that could violate water quality standards if not adequately addressed. Construction projects greater than or equal to one acre in size (unless part of a larger plan of development) would be required to comply with the current NPDES Statewide Construction General Permit (CGP), which also includes

Waste Discharge Requirements (WDRs) for discharges of storm water runoff associated with construction and land disturbance activities. The CGP requires preparation of an effective Storm Water Pollution Prevention Plan (SWPPP), which describes targeted erosion and sediment control BMPs to prevent stormwater pollution during construction. The SWPPP must be prepared by a Qualified SWPPP Developer (QSD) and implemented onsite by a Qualified SWPPP Practitioner (QSP). (CGP, pp. 32-33.) This is consistent with the aforementioned policies and implementation measures of Goal 7.5 in the Beaumont 2040 Plan, which will minimize pollutant discharges (Policy 7.5.3), require construction site inspections of erosion control measures (Implementation CFI23), and provide education to the public about stormwater pollution (Policy 7.4.4 and Implementation CFI6). Further, Policy 3.12.3 controls grading practices to minimize the potential for erosion consistent with Title 13 of the City's Municipal Code ("Stormwater/Urban Runoff Management and Discharge Controls"). Consequently, through compliance with the goals, policies, and implementation measures of the Beaumont 2040 Plan, compliance with the City's Municipal Code requirements for erosion control, and the existing regulatory requirements of the NPDES Statewide CGP, construction of future projects in the Planning Area , Area will not violate water quality standards or WDRs and impacts from construction of each implementing project are considered **less than significant** and no mitigation is necessary.

Operation

Pursuant to the Riverside County MS4 NPDES Permit, qualifying new development and large redevelopment projects are required by the City to prepare a Water Quality Management Plan (WQMP) or similar demonstration of post-construction methods to mitigate downstream impacts to flooding and water quality. The City also requires a Drainage Study for qualifying development proposals to address the hydrologic and hydraulic considerations. The WQMP requires site design features to attempt maintaining the preconstruction hydrologic regime, which can include porous pavement, avoiding natural drainages, disconnecting roof drains, covering land uses with high concentrations of pollution sources (i.e., outdoor industrial activities) and curb cuts to allow runoff to unpaved areas instead of the storm drain. To address pollutants, treatment systems are required to capture and remove the expected pollutants based on the land use type. Stormwater treatment methods can be highly complex (e.g., hydrodynamic separators with chemical precipitation) to relatively simple basins, sand filters, and grass swales. Water quality sampling data is often required and can depend on the level of erosive risk, the type of industry, or frequency of enforcement actions. In the end, regular reporting from the discharger, which includes the City and private entities, to the regulators is required to document activities and gage over the long-term the progress made in complying with the basic provisions of the CWA.

Qualifying industrial facilities (based on SIC codes),[5] are required to comply with the Industrial General Permit (IGP) that is issued by the SWRCB for long-term monitoring/reporting and metal scrap recyclers are also subject to a NPDES permit from the Santa Ana RWQCB (Order No. R8-2018-0069). Industrial facilities such as manufacturers, landfills, mining, steam generating electricity, hazardous waste facilities, transportation with vehicle maintenance, larger sewage and wastewater plants, recycling facilities, and oil and gas facilities are typically required to obtain IGP coverage. The IGP requires an industrial SWPPP for each facility and a Qualified Industrial Storm Water Practitioner (QISP) for certain facilities where site sampling of stormwater runoff is needed, depending on the type and location of the facility. The regulators

[5] Refer to Attachment A of Industrial General Permit but generally includes: manufacturing, oil and gas/mining, hazardous waste treatment, storage or disposal, landfills, land application sites, open dumps, recycling facilities, steam electric power generation, transportation facilities, sewage or wastewater treatment works.

at the state level and the City are charged with ensuring the different stages of development, and sectors of the community, comply with water quality standards and WDRs. Through their systems of reviewing applications, requiring BMPs that are based on the best science available, continually evaluating program effectiveness, as well as having the legal authority to enforce permit violations, the goal of protecting water resources to the MEP is met.

The proposed Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3 require future development to incorporate sustainable and improved stormwater management practices, including LID techniques to improve stormwater quality and reduce runoff quantity. The policies will also require new development and redevelopment projects to reuse stormwater onsite to the MEP and provide adequate stormwater infrastructure for flood control. Further, the policies will result in effectively treating storm water to minimize risk to downstream resources. In turn, this will ensure compliance with the NPDES MS4 permit requirements. The City will require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Through compliance with existing regulations in Section 5.9.2 and the proposed Beaumont 2040 Plan goals, policies, and implementation for the protection of water resources in Section 5.9.3, adoption and implementation of the Project will result in **less than significant** impacts to surface water and ground water quality and no mitigation is necessary.

Threshold 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?***

BCVWD is the water supplies for the City and City SOI. BCVWD has anticipated significant growth within the City that will be met through maximizing local groundwater production, purchasing more imported water, and increasing recycled water distribution (UWMP, p. 6-62). Most of the groundwater produced by BCVWD is within the Beaumont Basin, which is an adjudicated basin and managed through a court-appointed Watermaster (**Figure 5.9-4 – Groundwater Basins**). Groundwater supplies that are utilized by BCVWD but outside of the Beaumont Basin will be managed by a GSA through a GSP by 2022 pursuant to SGMA.

The bulk of future supplies is forecasted to come from the BCVWD storage account in the Beaumont Basin. BCVWD water supplies are projected to increase from 9,792 AFY supplied in 2015 to 28,960 AFY by 2040. (UWMP, p. 6-62.) This projection will meet BCVWD's projected customer water demand of 25,381 AFY by 2040. BCVWD plans to purchase additional imported water from the State Water Project (SWP) through the San Gorgonio Pass Water Agency when possible to add to the storage account balance to prepare for future shortfalls that may occur during dry years. BCVWD expects the imported water that is requested for purchase in the future (either for storage or distribution) to be supplied, and if in any year the request is not met, the shortfall will be delivered once imported water is available. BCVWD anticipates banking 35,000 AF of water over the next 20 years, thus bringing the storage account to 60,560 AF. When the groundwater storage account reaches this amount, BCVWD will be able to meet year 2040 water demands with no SWP for over three years. (UWMP, p. 7-4.) As of 2015, BCVWD had 25,568 AF stored in their account which has a maximum capacity right of 80,000 AF. (UWMP, p. 8-2.) Because the availability of imported water supplies varies each year, it is critical for recharge to occur in the Beaumont Basin.

In order for BCVWD to construct the facilities to serve build-out of its service area, the estimated cost will be more than $570 million over the next 20 years. BCVWD expects about $490 million to be paid for by development through impact fees to accommodate the growth in demand and facilities. About $82 million may be funded through a combination of depreciation funds and other sources such as front footage fees for pipelines less than 16-inch diameter put in by developers as part of a main extension agreement or installed as part of the tract development. (BCVWD, p. 7-16.)

Continued development of the Planning Area will result in an increased demand for water supplies and less space available for natural groundwater recharge. Because groundwater supplies meet the bulk of the City's water demand, expanding water supplies and reducing water demand through conservation, while also setting aside land for active and passive recharge will be necessary by both the City and BCVWD. The Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 will provide space for such purposes and require coordination and communication between the City and BCVWD to ensure a clean and sustainable water supply. Through these policies, the City will find more recharge opportunities, ensure adequate funding for water facilities is available, and ensure planning for water infrastructure and testing of water quality.

The Beaumont 2040 Plan Policies will not conflict with the management efforts of the Beaumont Basin Watermaster in its oversight of the Beaumont Basin. The other groundwater basin in the Planning Area will be managed by a GSA and a GSP beginning 2022. The Beaumont 2040 Plan goals, policies, and implementation action support efforts that are aligned with sustainable groundwater management, including protecting and monitoring water quality, increasing opportunities for recharge, and funding existing and future water facilities. Therefore, through the implementation of the Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 and compliance with existing regulations for protection of water quality and groundwater management in Section 5.9.2, impacts to sustainable groundwater management from the adoption and implementation of the Beaumont 2040 Plan will be **less than significant.**

Threshold C: ***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:***

i. Result in substantial erosion or siltation on or off site.

Implementation of the Beaumont 2040 Plan will result in the development of properties that are currently undeveloped. This is anticipated to increase the area of impervious surfaces and result in alteration of existing drainage patterns. Substantial erosion or siltation is known to result during construction and/or during the post-construction phase if erosion control measures are not used. Erosion or siltation can also occur in the post-construction phase if runoff is not captured and conveyed appropriately.

As discussed previously, future implementing projects of the Beaumont 2040 Plan will be subject to NPDES permit requirements that address the control of erosion and siltation. This includes the CGP which requires for projects greater than one acre in size (or part of a larger plan of development) a SWPPP and the effective implementation of erosion control measures. The Santa Ana RWQCB conducts inspections and enforces the CGP at construction sites.

Implementing projects of the Beaumont 2040 Plan will also be subject to the post-construction requirements of the MS4 NPDES permit. This includes preparation of a project-specific WQMP and drainage study for review and approval by the City prior to issuance of a grading permit(s). The WQMP

ensures that implementing project designs have incorporated current LID methods (or adequately demonstrated why LID will not be feasible) for the effective treatment of pollutants of concern in stormwater runoff from a design storm event. Project-specific drainage studies will demonstrate the pre- and post-construction hydrology and hydraulics of implementing projects, and how the project and any incorporated elements, such as such detention basins, will ensure that adverse downstream impacts to receiving waters and/or receiving drainage facilities have been mitigated for and will not occur. In addition, future projects that encroach on RCFCWCD property will be required to demonstrate how the project will not result in adverse impacts to the RCFCWCD facility (i.e. exceed facility capacity, or contribute pollution).

Implementing industrial projects of the Beaumont 2040 Plan, depending on their SIC Code, may also be subject to the current NPDES IGP, in addition to the CGP and WQMP. The IGP requires an industrial SWPPP and various degrees of long-term site sampling of stormwater runoff, and annual reporting to the state, depending on the type and location of the facility. Likewise, all discharges from Caltrans MS4s, maintenance facilities, and construction activities are subject to the Caltrans MS4 Permit requirements, which are similar to the CGP and WQMP requirements.

Discharges that are not authorized by a NPDES permit must be permitted by other means by the Santa Ana RWQCB or SWRCB (e.g. filing a Report of Waste Discharge, Water Quality Certification).

The control of erosion that may result from implementing projects of the Beaumont 2040 Plan is already a highly regulated, monitored, and enforced system as outlined in Section 5.9.2. The Beaumont 2040 Plan Policies in Section 5.9.3 will provide residents, project applicants, and the City the tools to comply with existing regulations that address erosion and siltation from the addition of impervious surfaces and alteration of existing drainage patterns.

Through implementation of Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3 and existing regulations discussed in Section 5.9.2, erosional/siltation impacts from changes to the existing drainage patterns and increasing imperviousness from adoption and implementation of the Beaumont 2040 Plan are **less than significant** and no mitigation is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

Future implementing projects of the Beaumont 2040 Plan will result in changes to the existing drainage patterns in such a way that flooding could occur on- or off-site of a project. Flooding can occur from an increase in imperviousness which increases the volume and speed of runoff. When the volume and speed of runoff is increased, drainage facilities become inadequate to handle the flows and capacity is exceeded.

RCFCWCD operates and maintains a network of flood control facilities in the City (**Figure 5.9-2 – Flood Control Facilities**). The City is responsible for smaller drainage facilities, typically those that are less than 36 inches in diameter. As such, future implementing projects of the Beaumont 2040 Plan must demonstrate how flooding will be avoided on- and off-site (upstream and downstream) through preparation of drainage studies. Project contributions to RCFCWCD facilities must also be analyzed and mitigated for by each project, taking into account buildout of the entire area tributary to that same drainage facility. WQMPs will be required for qualifying projects to demonstrate to the satisfaction of the City, the benefit of decreasing the area of imperviousness by incorporating LID methods into the drainage system by slowing on- and off-site flow rates and decrease flooding. WQMPs will also evaluate methods

of on-site retention of runoff, such as cisterns, rain barrels, and basins which allow for a metered release of flows, typically after the rain event has passed, when capacity becomes available in the downstream pipes and channels.

Beaumont 2040 Plan Goal 7.4 includes policies to provide adequate stormwater infrastructure for flood control, and reduce run-off quantity (Policy 7.4.1 and 7.4.3). The policies of Goal 7.5 will manage and effectively treat stormwater to minimize risk to downstream resources including drainage studies and WQMPs for new developments (Policy 7.5.5). Implementation measures CFI9 will develop an ADP with the flood control district to accompany the existing master drainage plan. The policies of Goal 9.8 will reduce potential flood hazards in the City by updating flood maps, restricting development in flood hazard areas, and requiring new development to mitigate potential flooding and adverse impacts to adjacent properties (Policy 9.8.4). Beaumont Municipal Code Chapters 8.32, 13.24, 15.24 and 16.44 include measures to address the avoidance and minimization of flooding, as well as proper design and planning for flood control facilities. Through implementation of Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3 and existing regulations discussed in Section 5.9.2, flooding impacts from changes to the existing drainage patterns and increasing imperviousness from implementing projects of the Beaumont 2040 Plan are **less than significant** and no mitigation is required.

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.

Refer to previous Threshold C.ii. for discussion of existing regional stormwater drainage facilities and pollutants in runoff water. Beaumont 2040 Plan policies will support practices that promote LID, prevention of urban runoff and mitigation of industrial pollution (3.10.7, 7.4.1, 7.4.3), and distribute information on how to reduce or eliminate surface and groundwater contamination (6.7.7, 7.4.4). Implementation action CFI2 includes updating ordinances to enable innovative stormwater capture and reuse systems and CFI8 will develop standards for use of LID. Through implementation of existing regulations in Section 5.9.2, and future project-specific analyses and planning required by Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3, adoption and implementation of the Beaumont 2040 Plan will not exceed the capacity of drainage systems, or provide substantial additional sources of polluted runoff. Therefore, impacts to existing or planned stormwater drainage systems from the alteration of drainage patterns and the addition of impervious area in the Planning Area will be **less than significant.**

iv. Impede or redirect flood flows.

The FEMA-designated 100-year and 500-year flood hazard zones that are within the City and City's SOI are shown on **Figure 5.9-3.** Approximately 154 acres within the City limits are in the 500-year flood zone, and approximately 198 acres are within the 100-year flood zone. The City's SOI contains less than one acre of 500-year flood zone. With continued development of regional drainage facilities pursuant to the Beaumont MDP (**Figure 5.9-2**), these flood hazard areas are expected to decrease. The proposed Beaumont 2040 Plan plans for some residential land uses in the area of the flood hazard zones. Therefore, future developments that are within a flood hazard zone will have to reduce the threat of flooding pursuant to current floodplain development regulations and the pertinent Beaumont 2040 Plan Policies. Through implementation of existing regulations as described in Section 5.9.2 above, and the Beaumont 2040 Plan goals, policies, and implementation described in Section 5.9.3, adoption and implementation of the Beaumont 2040 Plan and revised Zoning Map, future projects within the Planning

Area will not substantially alter existing drainage patterns so as to impede or redirect flood flows, and impacts from flood flows are **less than significant**.

Threshold D: ***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

The FEMA-designated 100-year and 500-year flood hazard zones that are within the City and City's SOI are shown on **Figure 5.9-3 – Flood Hazard Zones.** Within the City limits, approximately 154 acres are within the 500-year flood zone, and approximately 198 acres are within the 100-year flood zone. The City's SOI contains less than one acre within the 500-year flood zone. Should structures proposed by the Beaumont 2040 Plan become inundated during a future flood event, there is a risk of pollutants being released inadvertently into the environment. The regulations of Beaumont Municipal Code chapter 15.24 (Floodplain Management) restrict land uses that are dangerous to health, safety, and property due to water or erosion hazards and require land uses vulnerable to flood be protected against flood damage at the time of initial construction. Further, Beaumont 2040 Plan Policy 6.7.1 prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow necessary services. Future implementing projects will be required to incorporate flood control methods to minimize the risk to life and property pursuant to current regulations, City Municipal Code, and Beaumont 2040 Plan goals, policies, and implementation actions discussed in Sections 5.9.2 and 5.9.3, respectively.

The City is located approximately 52 miles from the nearest (Pacific) ocean. Therefore, the Planning Area is too far away from the nearest ocean to have any meaningful tsunami risk.

Seiches can occur in bodies of water both near and far from an earthquake epicenter. Future projects developed consistent with the Beaumont 2040 Plan may propose the creation of community lakes, ponds, or pools in the Planning Area. Seiches as a result of ground shaking could occur in the region that may adversely impact property owners down-gradient from these bodies of water. Pursuant to Beaumont 2040 Plan goals, policies, and implementation, future projects will be required to mitigate potential flooding, such as preventing adverse drainage impacts to adjacent properties and the adequate siting of structures located within flood plains. Therefore, with implementation of Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 and compliance with existing regulations discussed in Section 5.9.2, impacts associated with the risk of pollutants from seiches and flooding that may result from adoption and implementation of the Beaumont 2040 Plan and revised Zoning Map will be **less than significant** and no mitigation is required.

Threshold E: ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

The local water quality control plan (Basin Plan) is maintained by the Santa Ana RWQCB (updated June 2019). The Basin Plan specifies the state's water quality standards (i.e. beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB's regulatory programs. When permittees and projects comply with the provisions of applicable NPDES permits and water quality permitting, as discussed herein in Section 5.9.2 – Existing Regulations, they are consistent with the Basin Plan. The Beaumont 2040 Plan Policies include measures to implement NPDES requirements and enforcement of said regulations, such as inspecting construction sites. Through implementation of existing regulations in Section 5.9.2 and Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3, adoption and implementation of the proposed Beaumont 2040 Plan and revised Zoning Map will not conflict or obstruct a water quality control plan. Therefore, impacts in this regard will be **less than significant** and no mitigation is needed.

Much of the Planning Area overlies the Beaumont Basin, which is managed by the Beaumont Basin Watermaster Committee, of which the City is a member. The Watermaster operates under the Judgment and the Rules and Regulations, which were originally adopted June 8, 2004, and subsequently amended in 2006 and 2008. The Judgment and the Rules and Regulations establish the procedures by which Watermaster accounts for the water resources of the Basin. Watermaster has the power to collect administrative assessments from all Appropriators and replenishment assessments from those parties (Appropriative and Overlying) pumping in excess of their pumping right to fund its operations. Each year, Watermaster publishes an Annual Report, which documents production and recharge activities in the Beaumont Basin. Under the Judgment, the Watermaster is granted discretionary powers to develop and implement a groundwater management plan for the Beaumont Basin. The Watermaster is responsible for providing the legal and practical means of ensuring that the waters of the Basin are put to maximum beneficial use. (BBW, p. 1-3.)

The Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 include policies to support the monitoring, protection, and development of groundwater resources which is consistent with the tasks of the Watermaster. Thus, adoption and implementation of the Beaumont 2040 Plan and revised Zoning Map will not conflict with or obstruct implementation of the Beaumont Basin Judgment and efforts of the Watermaster. Therefore, impacts will be **less than significant** and no mitigation is required.

The surrounding groundwater basins in the Planning Area are not subject to a management plan currently. Pursuant to SGMA, the surrounding groundwater basins will be managed beginning 2022 by state-approved GSAs following a state-approved GSP. A GSP details the plan for how groundwater basins will reach long-term sustainability. Because the Beaumont 2040 Plan preceeds the forthcoming GSPs, the proposed land use plan and Beaumont 2040 Plan goals, policies, and implementation actions are expected to become a baseline assumption in the GSP. Therefore, through compliance with the regulations listed in Section 5.9.2 and the Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3, adoption and implementation of the proposed Beaumont 2040 Plan will not conflict or obstruct a sustainable groundwater management plan. Therefore, impacts in this regard will be **less than significant** and no mitigation is required.

5.9.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the proposed Project will not result in significant adverse impacts with regards to hydrology and water quality resources, no mitigation measures are necessary.

5.9.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation actions, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to hydrology and water quality resources from the Project is considered less than significant and no mitigation is necessary.

The significance of impacts to hydrology and water quality resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.9.8 References

The following references were used in the preparation of this section of the Draft PEIR:

303(d) List — Santa Ana Regional Water Quality Control Board, *Approval of Recommendations for the Federal Clean Water Act Section 3030(d) List, Resolution No. R8-2017-0013.* Adopted by Santa Ana RWQCB on April 28, 2017. Approved by SWRCB on October 3, 2017 and pending approval by USEPA. (Available at https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2017/R8-2017-0013.pdf, accessed July 12, 2019).

BBW — Beaumont Basin Watermaster, *2018 Consolidated Annual Report and Engineering Report,* Draft, February 2019. (Available at http://documents.yvwd.dst.ca.us/bbwm/documents/2017finalAnnualReport180300.pdf , accessed July 12, 2019).

BCVWD — Beaumont Cherry Valley Water District, *Potable Water System Master Plan*, adopted January 13, 2016. (Available at https://bcvwd.org/wp-content/uploads/2017/08/2016-Potable-Water-System-Master-Plan.pdf, accessed April 20, 2020.)

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020. (Available at [https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft]`

BMC — City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=COORBECA01. Accessed April 22, 2020.)

Caltrans MS4 — State Water Resources Control Board, *Caltrans MS4 Permit, Order WQ 2017-0026-EXEC, NPDES No. CAS000003 (unofficial draft).* (Available at https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/caltrans/conformed_order_2012-0011-dwq_unofficial_draft.pdf, accessed July 12, 2019).

CGP — State Water Resources Control Board. *Order No. 2009-0009-DWQ, NPDES No. CAS000002, National Pollutant Discharge Elimination System General Permit (and Waste Discharge Requirements) for Storm Water Discharges Associated with Construction and Land Disturbance Activities*. Adopted September 2, 2009. (Available at http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml, accessed March 5, 2019).

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

EPA — U.S. Environmental Protection Agency, *Protecting Water Quality from Urban Runoff*, EPA 841-F-03-003. (Available at https://www3.epa.gov/npdes/pubs/nps_urban-facts_final.pdf, accessed July 12, 2019).

FEMA — Federal Emergency Management Agency, (Federal Emergency Management Agency, (Available at https://www.fema.gov/floodplain-management, accessed July 12, 2019.)

IGP — State Water Resources Control Board, *Industrial General Permit, Order No. 2014-0057-DWQ, NPDES No. CAS000001, effective July 1, 2015.* (Available at https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/industrial/2014indgenpermit/wqo2014_0057_dwq_revmar2015.pdf, accessed July 12, 2019).

LID 2012 — Riverside County Flood Control and Water Conservation District. *Design Handbook for Low Impact Development Best Management Practices*. September 2011. (Available at http://www.floodcontrol.co.riverside.ca.us/NPDES/LIDBMP.aspx, accessed March 5, 2019).

MDP — Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area, Zone Five,* July 1983. (Available at http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%205/Reports/BeaumontMDP_report.pdf, accessed July 11, 2019).

MS4 — State of California, Regional Water Quality Control Board, Santa Ana Region. *Order No. R8-2010-0033, NPDES No. CAS 618033, National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the Count of Riverside, and the Incorporated Cities of Riverside County within the Santa Ana Region, Area-Wide Urban Runoff Management Program*. Adopted January 29, 2010. (Available at http://waterboards.ca.gov/santaana/water_issues/programs/stormwater/index.shtml, accessed March 5, 2019).

RBF — RBF Consulting. *Hydromodification Susceptibility Documentation Report and Mapping: Santa Ana Region*, prepared for Riverside County Flood Control and Water Conservation District. January 2012. (Available at https://www.waterboards.ca.gov/santaana/water_issues/programs/stormwater/docs/rcpermit/wap/Appendix_A-SAR_Hydromodification_Mapping-Final_with_maps.pdf, accessed March 5, 2019)

RWQCB(a) — California Regional Water Quality Control Board, Santa Ana Region. *Water Quality Control Plan Santa Ana River Basin*. January 24, 1995, updated February 2016 to include approved amendments. (Available at www.swrcb.ca.gov/rwqcb8/water_issues/programs/basin_plan/index.shtml, accessed March 5, 2019)

UMWP — Beaumont-Cherry Valley Water District, *2015 Urban Water Management Plan*, January 2017. (Available at http://www.bcvwd.org/pdf/BCVWD_UWMP2015.pdf, accessed July 12, 2019.)

WQMP Guidance 2012 — Riverside County Flood Control and Water Conservation District. *Water Quality Management Plan: A Guidance Document for the Santa Ana Region of Riverside County*. Approved October 22, 2012. (Available at http://rcflood.org/NPDES/SantaAnaWS.aspx, accessed March 5, 2019).

5.10 LAND USE AND PLANNING

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to divide an established community, or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

In response to the Notice of Preparation, the City received comment letters from Caltrans, Riverside County Department of Waste Resources, and Ron Roy, regarding land use and planning. The City also received a comment letter from the Southern California Association of Governments (SCAG). Consistency with SCAG's regional plans are discussed in Section 6 of this Draft PEIR. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding land use and planning at the Project's public scoping meeting.

5.10.1 Setting

The Planning Area

The City and City's SOI (collectively referred to as the "Planning Area") encompasses approximately 26,566 acres (41.51 square miles), of which 19,381(approximately 30 square miles) acres are within the boundaries of the City of Beaumont and 7,185 acres (approximately 11 square miles) are located within the City's Sphere of Influence (SOI). The City is bordered by unincorporated County of Riverside and City of San Jacinto to the south, unincorporated County of Riverside and City of Banning to the east, the unincorporated County of Riverside to the west, and the City of Calimesa and unincorporated community of Cherry Valley to the north.

The existing City limits generally extend north and south of Interstate 10 and State Route (SR) 60. The City's SOI encompasses areas to the south of Interstate 10 and State Route 60 in the regions referred to as Lamb Canyon, Laborde Canyon, portions of the San Timoteo Badlands and Poppet Flats. (Refer to **Figure 3-1 – Regional Map** and **Figure 3-2 – Project Vicinity Map.)**

Development History and Patterns

The City's early development was directly linked with its location in the San Gorgonio Pass, which served as a major route connecting the Los Angeles Basin with points east. Historically, the San Gorgonio Pass has served as a natural gateway between desert and coastal regions, and was well-traversed during both pre-contact (aboriginal) and historic times. The origin of the City of Beaumont dates back to 1866, when the Summit Station mail stop was established on a passenger stage route through the San Gorgonio Pass.

In 1876, with the advent of the railroad, the Pass area became readily accessible. In 1900, the first plans for the City were laid out, and a water system was developed. The City's sparsely scattered population at this time was estimated at between 200 and 300 persons.

The City's early railroad town originated around Beaumont Avenue and Sixth Street. Over time, the City center expanded into a familiar block pattern consisting of small parcels. Development has continued to radiate out from the original town center, following the freeway east, west, and north along Beaumont Avenue/SR-79.

Beaumont was incorporated as a City on November 18, 1912, and has grown steadily since. A rapid population influx following World War II brought the City's 1950 population to almost 3,000 persons. In the late 1990s and early 2000s, Beaumont experienced a housing boom, including several new master planned communities: Oak Valley Greens, Three Rings Ranch, Solera, Sundance, and Tournament Hills.[1] Together, these specific plans comprise over 25,000 new residential units. While the pace of development has slowed, there are still development projects that are entitled or currently under construction. Most of the new residential developments are operated under Homeowner Associations (HOAs) and several are gated with restricted access. Additionally, new arterial roads and freeway intersections are also under development.

Retail and commercial uses in the City are primarily concentrated along Beaumont Avenue, Sixth Street and Highland Springs Avenue, between Sixth Street and First Street, on both sides of the I-10 freeway. Smaller retailers are generally located along Beaumont Avenue and Sixth Street, while big box retailers are concentrated along the I-10. Many of these large retail developments were built in response to the City's population growth in the mid-2000s. A smaller neighborhood shopping center has recently been partly developed adjacent to the I-10 exit at Oak Valley Parkway. Additionally, industrial uses have mostly developed along the I-10 and SR-60 corridors in the last few decades; future industrial developments are also planned.

Existing Land Uses Within the Planning Area

The City has a relatively small built footprint compared to its overall size. The SOI portion of the Planning Area includes residential and undeveloped land outside of City limits. There is limited data on existing use in land outside of the City limits. Existing land uses within the Planning Area are presented in **Table 5.10-A** and shown on **Figure 5.10-1 – Existing Land Uses within the Planning Area** on page 5.10-5.

Table 5.10-A – Existing Land Use within the Planning Area

Land Use[(a)]	Approximate Percentage of Planning Area
Unknown	1.0
Multi-Family R3	0.1
Commercial	5.7
Religious	0.1
Farmland	1.3
Manufactured Home	0.3
Miscellaneous Structures	0.7
Multi-Family Residential 2 to 3 Units	0.5

[1] See **Figure 5.10-2 – Existing Specific Plans within the Planning Area** on page 5.10-9.

Table 5.10-A – Existing Land Use within the Planning Area

Land Use[a]	Approximate Percentage of Planning Area
Parks	1.2
Single Family on CM[b] Zone	0.1
Single Family Residential	10.4
Private Recreation	2.7
Vacant Land	75.8
Total	99.9[c]

Source: ECR, Figure 4.2

Notes

(a) Location as shown on **Figure 5.10-1**

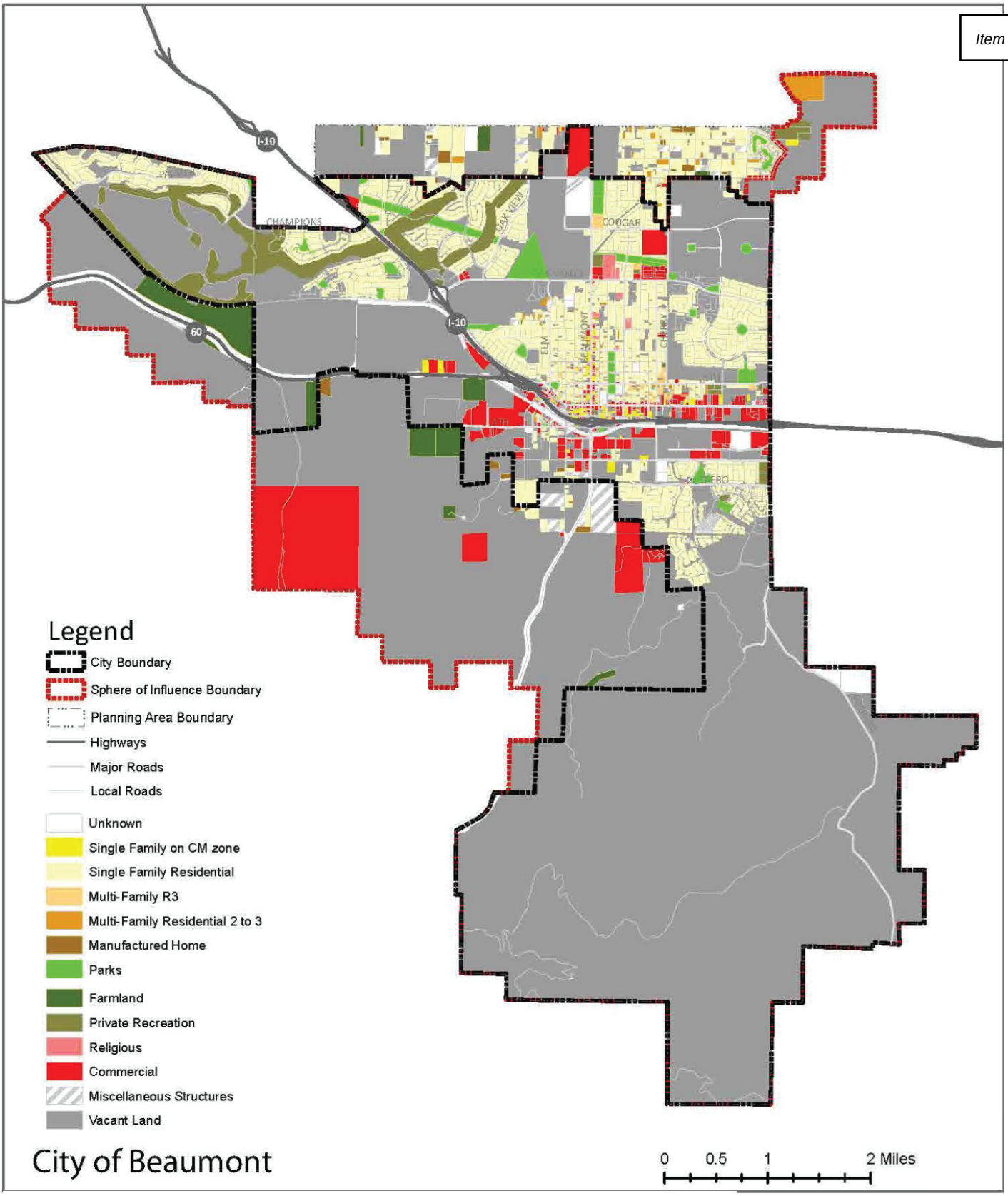
(b) CM – Commercial Manufacturing

(c) Total is less than 100 due to rounding.

As shown in the above table, the largest land use category within the Planning Area encompassing approximately 76% of the Planning Area is vacant. The next largest category is single family residential at just more than 10%, followed by commercial at approximately 6%. Vacant land within the City includes lands that are reserved for open space as well as land designated for urban uses that have not been developed yet. Residential development is primarily found north of SR-60 and I-10 in the flatter areas of the city. As shown on **Figure 5.10-1**, most of the neighborhoods are single-use neighborhoods without supporting commercial uses or services in close proximity. Most of the vacant land, especially that land designated by the 2007 General Plan as open space, is found in the southern end of the city in areas generally characterized with steeper slopes and more rugged topography. While there is a substantial amount of vacant land within the core area of the city, as well as along the freeways, much of this land has already been entitled for development. This pattern of existing uses indicates that Beaumont is a bedroom community[2] with much potential for growth. (ECR, p. 38.)

[2] A bedroom community describes an area where most of the residents commute outside of the city in which they reside.

Page intentionally left blank



Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

Figure 5.10-21- Existing Land Use: Planning Areas

City of Beaumont General Plan Update

Page intentionally left blank

There are seventeen Specific Plans currently in place within the City, which were adopted for the development of master planned residential communities and commercial uses. While almost 25,000 housing units were entitled, approximately 7,500 units remain to be built. A brief description and status of these specific plana are presented **Table 5.10-B – Existing Specific Plans** and their locations are shown on **Figure 5.10-2 – Existing Specific Plans**.

Table 5.10-B – Existing Specific Plans

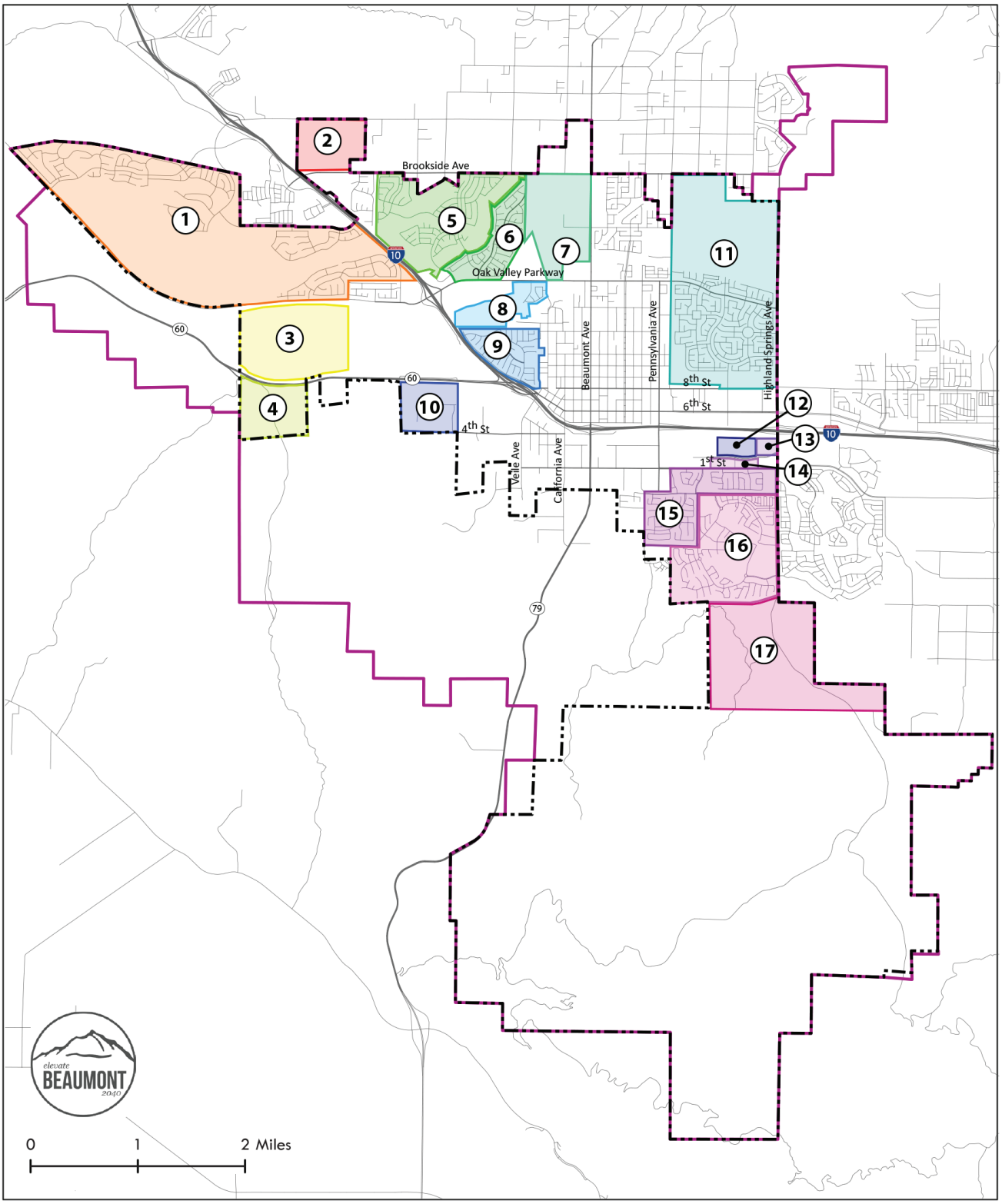
Specific Plan[a]	Description
1. Fairway Canyon	Single family residential community with a total buildout of 4,660 homes
2. Sunny Cal	Single family residential community with a total buildout of 560 homes
3. Heartland	Single family residential community with a total buildout of 1,224 homes
4. Hidden Canyon	Industrial park with a total buildout of 2.89 million square feet
5. Solera	Single family residential community with a total buildout of 1,600 homes
6. Estates at Oak Valley	Residential community with a mixture of single family and active adult with a total buildout of 2,800 homes and 151,000 square feet of commercial.
7. Noble Creek Vistas	Single family residential community with a total buildout of 648 homes
8. Kirkwood Ranch	Residential development including 470 single family homes and 60 multi- family units
9. Three Rings Ranch	Single family residential community with a total buildout of 602 homes
10. Rolling Hills Ranch Industrial	Industrial development with a total buildout of 3,000,000 square feet
11. Sundance	Residential community with a mix of very low density to high density and a total buildout of 4,450 units
12. Walmart/Home Depot Commercial	Commercial uses with a total square footage of 224,214 square feet
13. Marketplace at Beaumont	Commercial uses with a total buildout of 194.569 square feet
14. San Gorgonio Village	Commercial uses with a total buildout of 225,139 square feet
15. Seneca Springs/ Empire Homes	Residential community with a total buildout of 1,150 homes
16. Four Seasons	Active adult residential community with a total buildout of 2,400 homes
17. Potrero Creek Estates	Single family residential community with a total buildout of 1,028 homes

Source: Beaumont 2040 Plan, Table 3.1

Notes

[d] Location as shown on **Figure 5.10-2** on page 5.10-9**.**

Page intentionally left blank



City Boundary
Sphere of Influence
1 Fairway Canyon/ Tournament Hills
2 Sunny Cal
3 Heartland
4 Hidden Canyon
5 Solera
6 Estates at Oak Valley
7 Noble Creek Vistas
8 Kirkwood Ranch
9 Three Rings Ranch
10 Rolling Hills Ranch Industrial
11 Sundance
12 Walmart/Home Depot Commercial
13 Marketplace at Beaumont
14 San Gorgonio Village
15 Seneca Springs/ Empire Homes
16 Four Seasons
17 Potrero Creek Estates

Figure 5.10-2 - Existing Specific Plans

City of Beaumont General Plan Update

Page intentionally left blank

Existing zoning designations within the Planning Area recognize adopted Specific Plans. By combining policy statements and implementation mechanisms, these Specific Plans provide criteria and standards tailored to individual development proposals, and become the effective zoning for the properties within each Specific Plan area.

5.10.2 Related Regulations

Federal Regulations

There are no federal regulations related to land use that are applicable to the proposed Project.

State Regulations

California Government Code

The California Government Code (Section 65300) describes the scope and authority of local jurisdictions to prepare, adopt, and amend general plans. Communities prepare general plans to guide the long-term physical development of the jurisdiction and any land within the jurisdiction's sphere of influence. At a minimum, the California Government Code requires general plans to address land use, circulation, housing, noise, conservation, open space, and safety issues.

Additionally, California Government Code assigns equal importance to each general plan element and requires general plan elements to be internally and externally consistent, meaning that policies between elements should not be in conflict with one another, nor should subsequent plans or implementation programs, such as the zoning ordinance, capital improvement plan, or specific plans, conflict with general plan policies.

The land use portion of a general plan is expected to describe and identify the general location and extent of uses of land for housing, business, industry, open space, public facilities, and categories for public or private uses of land. The land use element is also expected to establish and define population density and building standards for each district and other territories covered by the plan.

California Building Code

The State of California provides minimum standards for building design through the California Building Code (CBC) (California Code of Regulations, Title 24). The City enforces the CBC through its Municipal Code. The City Building Code incorporates the CBC, including recent changes. The CBC is based on the Uniform Building Code, which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the Uniform Building Code are reflected in the CBC requirements. Through the CBC, the State of California provides a minimum standard for building design and construction.

Surface Mining and Reclamation Act of 1975

The State of California has recognized that mineral resources are essential to the needs of society and the economic well-being of the state. In 1975, the State Legislature passed the Surface Mining and Reclamation Act (SMARA), Public Resources Code (PRC) Section 2710, et seq. The intent of SMARA is to promote production and conservation of mineral resources, minimize the environmental effects of mining and ensure mined lands are reclaimed to conditions suitable for alternative uses. Reclaiming land for other uses once mining operations are completed is important for the general health, safety and welfare of the community. Under SMARA, permits are required for all mining activities commencing operation on or after January 1, 1976. All cities and counties in California must incorporate such

designated mineral resource zones into their general plans. Please refer to the MRZ classifications previously outlined under Section 5.11.1 of this section.

Regional Regulations

SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities

The Southern California Association of Governments (SCAG) is responsible for developing, implementing, and funding the *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) for the Southern California region, including the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2016 RTP/SCS was adopted in 2016 and had three subsequent amendments. The latest amendment, Amendment No. 3, was adopted on September 6, 2018. This 2016 RTP/SCS prioritizes investment in land use, housing, and transportation solutions to improve mobility, safety, air quality, and financial challenges in the region.

The Project's consistency with the 2016 RTP/SCS is discussed in Section 6 – Consistency with Regional Plans.

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Local Agency Formation Commission (LAFCO) of Riverside County is a state-mandated local agency that administers California Government Code Sections 56000 et seq., known as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Among the purposes of LAFCO are discouraging urban sprawl and encouraging the orderly formation and development of local government agencies, including cities and special districts, based on local conditions and circumstances (Section 56301). LAFCO regulates, through approval and denial, the boundary changes proposed by other public agencies or individuals. In reviewing proposals for boundary changes, LAFCO is required to consider certain factors such as the conformity between city and county plans, current service levels, and the need for future services to the area, as well as the social, physical, and economic effects that agency boundary changes present to the community. (Government Code Section 56841.) Any annexation to the City must be approved by LAFCO.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP Plan Area provides a regional vision for balanced growth by complying with federal and state endangered species laws. The MSHCP is discussed in detail in Section 5.4.2.

County of Riverside General Plan – The Pass Area Plan (2014)

The County of Riverside General Plan applies to land in Beaumont's SOI. This land is under the County's jurisdiction and not currently located in City limits; however, it could be annexed at some time in the future. Beaumont's SOI is located within The Pass Area Plan of the County's General Plan.

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address land use and planning.

Title 16 – Subdivisions

Title 16 is the City's subdivision ordinance and is adopted pursuant to the provisions of the Subdivision Map Act of 1975 with current amendments and govern all land divisions within the City. (BMC 16.04.010A and B.) According to Section 16.04.01C, BMC Title 16 was adopted to promote orderly growth and

development of the City; to protect existing and future citizen rights; to develop a harmonious and workable relationship between the citizens of the City, employees of the City and applicants for land division; and to provide a means whereby the process, from submission to approval, is completed in a minimum time frame.

BMC Section 16.04.020 establishes the City Planning Commission is designated as the "advisory agency" charged with the duty of making investigations and reports on the design and improvement of all proposed parcel map land divisions and tentative subdivision maps in the City. This section also authorizes the Planning Commission to conditionally approve or disapprove all tentative parcel maps and tentative subdivision maps and land divisions and submit to the City Council for final approval.

BMC Section 16.04.030 establishes the City's Land Division Committee, which consists of representatives from the following departments and districts: Planning, Engineering, Building and Safety, Public Works, Riverside County Flood Control and Water Conservation District, and the Fire Department. The Land Division committee shall be chaired by the Planning Department representative. All land division maps shall be considered by the Land Division Committee and the committee report its findings and recommendations on subdivision maps and parcel maps to the advisory agency with jurisdiction over the map.

Title 17 – Zoning
Title 17 is known as the City's Zoning Ordinance and consists of the Zoning Ordinance and Zoning Map. (BMC 17.01.010.) The primary purposes of the Zoning Ordinance is to serve the public's health, safety, and general welfare through the promotion of compatible land uses. Additionally, the Zoning Ordinance establishes development standards related to heath and safety, protection and enhancement of the environment, maintenance of property values, and enhancement of the City's appearance. (BMC, 17.01.020.) The Zoning Ordinance establishes standards and procedures for development in each zoning district in addition to setting forth the procedures for amendments to the Zoning Map and Zoning Ordinance. (BMC, Section 17.02.080.)

5.10.3 Beaumont 2040 Plan

The Beaumont 2040 Plan includes an entire chapter on Land Use and Community Design that focuses on setting forth the City's long-term vision, goals, and policies to accommodate change and growth in the City while preserving and enhancing the features that make Beaumont a desirable place to live. The goals, policies, and implementation actions identified in this section are limited to those that will reduce impacts regarding physically dividing an established community (e.g., promote connectivity) and/or reduce or eliminate conflicts with land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect.

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.1 Promote a balance of land use and development types throughout the City.

Policy 3.1.2 Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.

Policy 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60.

Policy 3.1.4 Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.

Policy 3.1.5 Invest in existing residential neighborhoods adjacent to Downtown.

Policy 3.1.6 Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.

Policy 3.1.7 Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities as well as be well-connected to transit.

Policy 3.1.9 Prioritize public investments and guide private investments around existing neighborhoods and districts to locate expansion areas contiguous to the existing footprint.

Policy 3.1.10 Infill vacant areas within City limits by developing new residential neighborhoods around neighborhood centers and community gathering spaces, such as schools and parks.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Policy 3.1.12 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.3 Continue to maintain and conserve existing residential neighborhoods.

Policy 3.3.5 Incentivize infill housing development in the Downtown and new higher density housing in the Urban Villages.

Policy 3.3.6 Encourage developers to build supportive commercial uses by the time 75% of the residential uses are constructed.

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

Policy 3.3.9 Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.

Policy 3.3.11 Discourage the construction of new gated communities. When gated communities are allowed, require frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.

Goal 3.4: A City that maintains and expands its commercial, industrial and other employment-generating land uses.

Policy 3.4.3 Encourage development of employment-generating uses in the SR-79 West Subarea.

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policy 3.11.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.

Policy 3.11.6 Encourage residential clustering and allow transfer of development rights as a means of preserving open space.

Policy 3.11.8 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Policy 3.11.9 Continue to maintain the Badlands and Potrero area as primarily a functioning wildlife habitat.

Policy 3.11.10 Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.2 Develop policies for hillside development in order to protect the natural environment.

Policy 3.12.3 Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Implementation LUCD 9 Regulatory Barriers. Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development.

Implementation LUCD 16 Core Service Areas. Prioritize capital spending in neighborhoods that promote active transportation, mixed use support improvements to its core service areas

Implementation LUCD 17 Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development.

Implementation LUCD 25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Beaumont 2040 Plan, Chapter 4 – Mobility

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

Policy 4.1.3 Identify key streets and intersections that will be exempt from the LOS threshold due to inadequate right-of-way, environmental constraints, or funding limitations.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.2 Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Policy 4.3.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.4 Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M7 Grant Funding. Submit grant funding applications consistent with grant opportunities to SCAG and RCTC for multi-modal infrastructure projects that promote complete streets.

Implementation M10 Traffic Study Methodology. Update the City's traffic study requirements to implement the VMT methodology and impact thresholds adopted by the City.

Implementation M13 ATP Grants. Annually submit applications in coordination with WRCOG to pursue grant funding opportunities to implement the active transportation system, including in the downtown and adjacent to schools that improve bicycle and pedestrian facilities.

Implementation M19 Multi-Use Trail. Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.

Implementation M20 Transit Station Location. Engage RCTC frequently and participate in meetings to ensure that the Pass transit station is in the City of Beaumont.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- provide a reduction in parking standards if comprehensive TDM programs are provided.

- increase the number of electric vehicle charging stations in parking areas,
- be consistent with the Downtown Area Plan.

Implementation M30 Curbside Management. Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.8 Align City investment, including capital projects, with areas of desired economic growth and business attraction in the existing commercial and industrial areas, Employment District and Urban Villages.

Goal 5.6: A collaborative community that advances economic development goals through partnerships.

Policy 5.6.1 Support and participate in regional economic development efforts, such as the Riverside County Economic Development Agency's programs and events.

Implementation EDF 27 Coordination with Nearby Cities. Establish regular coordination with neighboring jurisdictions, including the City of Banning, City of Calimesa and Riverside County to explore strategies for efficient infrastructure maintenance and delivery of services and economic development programs.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy 7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP.

Implementation CFI 5 Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.

Implementation CFI 9 Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI 26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

5.10.4 Threshold of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Physically divide an established community; and/or
- (Threshold 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.

5.10.5 Environmental Impacts before Mitigation

A variety of regulatory measures, including compliance with and implementation of Federal, State, regional, and local regulations as well as City's applicable Beaumont 2040 Plan goals, policies, and implementation would serve to ensure potential land use and planning impacts are reduced to the point where impacts are less than significant. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Project.

For purposes of this analyses, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: *Would the project physically divide an established community*.

An established community is commonly physically divided when the development and construction of physical features result as a barrier to easy and frequent travel between two or more parts of a community. Beaumont is traversed by two major freeways, SR-60 and I-10. The existing land use pattern in the City includes residential, mixed-use, commercial, and open space, which is oriented around these major east-west regional transportation corridors. Since much of the City and the shape of its future communities are already determined by previously approved Specific Plans (see **Figure 5.10-2 – Existing Specific Plans** and **Table 5.10-B – Existing Specific Plans**), the Beaumont 2040 Plan identifies 12 smaller subareas that contain residential subdivisions (see **Figure 3-3**), commercial and industrial areas, which can evolve into walkable neighborhoods.

The Beaumont 2040 Plan does not propose, for example, any new significant open space areas, roadway networks or other large-scale infrastructure (canals, freeways, etc.) that could physically divide an established community. In terms of land use, there are no new large-scale changes to land use, especially to open space, that could physically divide an established community. The Beaumont 2040 Plan identifies subarea strategies that define and clarify expected land use for each of the City's subareas. These strategies provide guidance to enhance future development, rather than cause future

disruptions or divisions. Rather than dividing a community, the Beaumont 2040 Plan intends to connect new growth areas together with established City neighborhoods, provide active and comfortable places that encourage social interaction and community gathering, and provide high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Section 5.10.3 of this Draft PEIR identifies applicable Beaumont 2040 Plan Goals, Policies, and Implementation actions that support a cohesive community, promote connectivity, and encourage transit use in order to reduce vehicle miles traveled and greenhouse gas emissions. Policies 3.1.2, 3.1.10, 3.1.11, 3.1.4, 3.1.8, 3.3.7 address the provision of pedestrian oriented development and connection to transit facilities. Policy 3.1.11 addresses development patterns that put most residents within one-half mile walking distance of neighborhood serving commercial uses and Implementation LUCD9 directs the City to address potential regulatory barriers to mixed use development. New development would be connected with established neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design per Policy 3.1.7. The Beaumont 2040 Plan discourages the construction of new gated communities and in those instances when a gated community is allowed, requires pedestrian and bicycle connections to encourage non-vehicular mobility (Policy 3.3.11).

Through compliance with the Goals, Policies, and Implementation identified in Section 5.10.3, land use and development types will be balanced, pedestrian oriented facilities will be reestablished in downtown, mixed-use districts will be establish and preserved, existing districts would be preserved, new development would connect with existing development, gated communities will be discouraged, and vacant lands within the City (infill) would be developed with new development, schools, and parks.

Mobility Goals 4.1, 4.2, 4.3, and 4.4 and Policies 4.1.2, 4.1.3, 4.1.4, 4.1.5, 4.2.2, 4.2.3, 4.2.5, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.4, and 4.4.5 discuss how the City will provide and integrate land use and transportation infrastructure to support pedestrian, bicycle, and vehicular connections. Implementation actions M3, M4, 47,13, M19, M20, M29. and M30 sets forth the actions to support the vision of the Mobility Element.

Economic Development and Fiscal Goal 5.1 and Policy, 5.1.8 discuss how the City will align City investments with areas of desired growth in the existing commercial and industrial areas, and how the City's infrastructure would support new development.

No aspect of the proposed Project would divide the existing city. In addition, the Beaumont 2040 Plan includes provisions that directly address land use connectivity, mobility access, and encroachment of new development on existing neighborhoods and land uses. The proposed Zoning Code and Zoning Map revisions will implement the goals and policies of the Beaumont 2040 Plan though development standards and identification of zoning districts that provide for mixed-use development. Therefore, through compliance with the provisions of the Beaumont 2040 Plan and the revised Zoning Ordinance and Zoning Map, implementation of the proposed Project would result in **less than significant impacts** with regard to physically dividing an established community. No mitigation is necessary.

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

The Beaumont 2040 Plan changes are intended to clarify existing policies, correct errors and oversights and provide additional guidance where appropriate to further the physical growth and development of City. As such, the Beaumont 2040 Plan will enhance, rather than impede, the land use plans, policies and programs of the Beaumont 2040 Plan, ordinances and other regulatory programs.

The Beaumont 2040 Plan, if approved, would instigate the state requirement to update the City's Zoning Ordinance, Zoning Map, and other regulations to be consistent with the new Beaumont 2040 Plan and/or to address compatibility issues. State law requires zoning to be consistent with General Plan land use designations. The proposed Project includes revisions to the Zoning Ordinance and Zoning Map so that they will be consistent with the Beaumont 2040 Plan. As such inconsistency with City land use plans and regulations would be less than significant.

The changes in the Beaumont 2040 Plan to the Land Use Designations within the City's SOI area, which is under Riverside County's jurisdiction, are the City's vision for the SOI, should all or a portion of that area be annexed to the City in the future. The City is not currently planning SOI annexation. If a property owner in the SOI requests annexation in the future, the Beaumont 2040 Plan will provide guidance for future development. Since the SOI land use is governed and approved by the County of Riverside, the Beaumont 2040l Plan would not conflict the Riverside County General Plan.

The City is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The City of Beaumont is committed to working with all surrounding jurisdictions in an effort to deal with cross-border and regional issues. Beaumont 2040 Plan Goal 5.6 and Implementation actions EDF 27, CFI , CFI 9, and CFI 26 address how the City will cooperate and work with other agencies to development and implement regional plans for groundwater, drainage, and solid waste.

The County of Riverside has an Airport Land Use Compatibility Plans (ALUCPs) which is tasked with the compatibility planning for land uses surrounding 16 private, public, and military airports throughout Riverside County. The purpose is to protect the public health, safety, and welfare through compatible development with airports and minimize the public's exposure to noise and safety hazards. This is achieved through the implementation of policies in Compatibility Plans for each of the airports. As noted in Section 5.8 – Hazards and Hazardous Materials of this Draft PEIR, the City is not within an airport land use plan; there are no airports within the City. and the closest airport, Banning Municipal Airport, is located over four miles from the City.

The Project's consistency with other regional plans is discussed in the applicable topical section of the Draft PEIR. Section 5.4 – Biological Resources discusses the Project consistency with the MSHCP, Section 5.7 – Greenhouse Gas Emission discusses the Project's consistency with California's greenhouse gas reduction plans (e.g., AB 32), Section 5.11 – Mineral Resources discusses the City's compliance with SMARA, and Section 6 – Compliance with Regional Plans discusses the Project's consistency with the 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast (RTP/SCS).

For the reasons set forth above, implementation of the proposed Project will not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; therefore, impacts are considered **less than significant**.

5.10.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impact related to land use; therefore, mitigation measures are not necessary.

5.10.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to land use. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable state, and local standards/regulations discussed herein, the Project's potential land use impacts were found to be less than significant.

5.10.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC City of Beaumont, *Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 31, 2020.)

DOF State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark,* May 2019. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed September 10, 2019.)

ECR City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

5.11 MINERAL RESOURCES

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to potential impacts to the loss of availability of known mineral resources and to the loss of availability of a locally important resource site delineated on a local general plan, specific plan, or other land use plan.

5.11.1 Setting

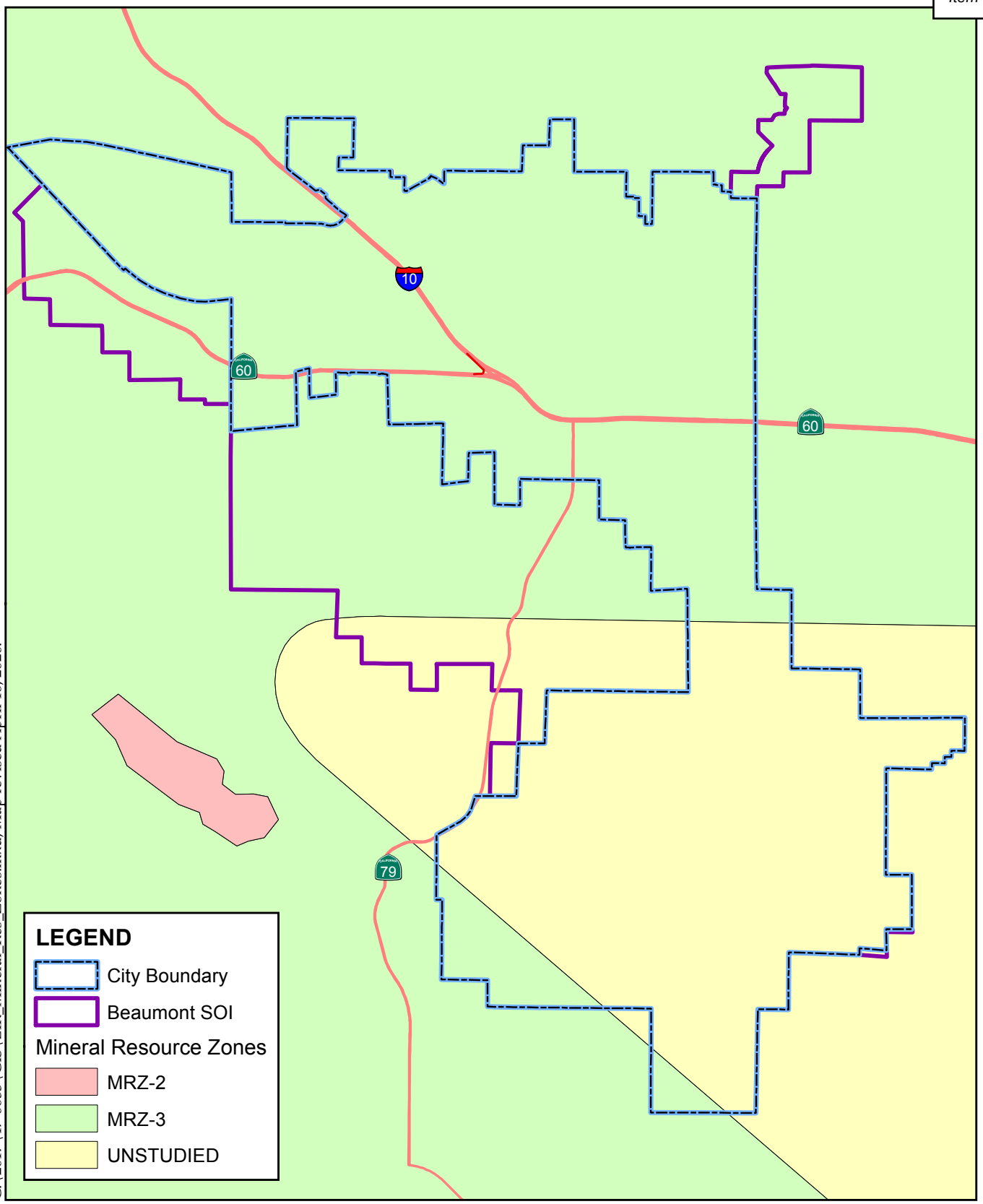
In the context of the California Environmental Quality Act (CEQA), mineral resources are land areas or deposits deemed significant by the California Department of Conservation (DOC). Mineral resources include oil, natural gas, and metallic and nonmetallic deposits, including aggregate resources.

The State Mining and Geology Board (SMGB) is responsible for administration of a mineral lands inventory process termed classification designation. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The SMGB has established Mineral Resources Zones (MRZ) using the following classifications:

- MRZ-1: Areas where adequate geologic information indicates no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2a: Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present.
- MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present.
- MRZ-3a: Areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories.
- MRZ-3b: Areas that may have inferred mineral deposits which may qualify as mineral resources. Further exploration work could result in the reclassification of all or part of these areas into the MRZ-3a category or specific localities into the MRZ-2a or MRZ-2b categories.
- MRZ-4: Areas where there is not enough geologic information available to determine the presence or absence of mineral resources.

As depicted on **Figure 5.11-1 – Mineral Resource Zones**, the upper portion of the City limits and SOI is located in MRZ-3 where the significance of mineral deposits are undetermined; the lower portion of the City limits and SOI is located either in MRZ-3 or in an unstudied area (no MRZ designation issued).

Page intentionally blank



G:\2017\17-0033\GIS\EIR_Mineral_Res_Zones.mxd; Map revised April 16, 2020.

Sources: Riverside Co. GIS, 2007; Raimi+ Assoc. 2019.

Figure 5.11-1 Mineral Resource Zones

City of Beaumont General Plan Update

0 1 2 3 Miles

Page intentionally blank

There have been no significant amounts of mineral deposits found in the City. However, since much of the Planning Area is characterized by alluvial materials, which eroded and washed down from the mountains resulting in areas of aggregate mineral resources from open spaces adjacent to drainage courses. There are no delineated sites of locations of mineral resources with the Planning Area. Although there are likely accretions of aggregate along watercourses and drainage within the Planning Area. These resources occur primarily within the westerly portions of the City and its SOI.(Beaumont 2040 Plan, p. 8-7.)

5.11.2 Related Regulations

Federal Regulations

There are no federal regulationsrelated to mineral resources that are applicable to the proposed Project.

State Regulations

Surface Mining and Reclamation Act of 1975

The State of California has recognized that mineral resources are essential to the needs of society and the economic well-being of the state. In 1975, the State Legislature passed the Surface Mining and Reclamation Act (SMARA), Public Resources Code (PRC) Section 2710, et seq. The intent of SMARA is to promote production and conservation of mineral resources, minimize the environmental effects of mining and ensure mined lands are reclaimed to conditions suitable for alternative uses. Reclaiming land for other uses once mining operations are completed is important for the general health, safety and welfare of the community. Under SMARA, permits arerequired for all mining activities commencing operation on or after January 1, 1976. All cities and counties in California must incorporate such designated mineral resource zones into their general plans. Please refer to the MRZ classifications previously outlined under Section 5.11.1 of this section.

Mineral Resources and Mineral Hazards Mapping Program

California's Mineral Resources and Mineral Hazards Mapping Program (MRMHMP) provides data about nonfuel mineral resources, naturally occurring mineral hazards (such as asbestos, radon, and mercury), and historic mining activities throughout the state. The MRMHMP is divided into two projects; the Mineral Resources Project, which provides information about California's nonfuel mineral resources, and the Mineral Hazards Project, which maps and monitors minerals related to public health and safety concerns.

Regional Regulations

County of Riverside Ordinance No. 555

Ordinance No. 555 implements SMARA and addresses the importance of mineral extraction to the economic well-being of Riverside County. It regulates all surface mining operations in the unincorporated portions of Riverside County, as authorized by SMARA, to ensure that:

- The production and conservation of minerals is encouraged while considering and balancing values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment. And, at the same time, eliminating or minimizing the residual hazards to public health and safety.
- The adverse effects of surface mining operations are prevented or minimized and that mined lands are reclaimed to a useable condition readily adaptable for alternative land use.

- The reclamation of mined lands is carried out in a way that permits the continued mining of minerals.

This ordinance is intended to ensure the conservation of mineral resources within the City's SOI which currently is under the jurisdiction of Riverside County.

Local Regulations

Beaumont Municipal Code Section 17.03.160 – Mineral Resources Overlay Zone

This section of the Beaumont Municipal Code is intended to facilitate mining and quarry activities within the properties subject to the land use regulations of the City. Mining, quarrying, excavating, beneficiating, concentrating, processing, and stockpiling of rock, sand, gravel, decomposed granite, clay gypsum, limestone, metallic ores, and similar materials, the reclamation of the resulting excavations and the manufacturing of cement, rock crushing plants, aggregate washing, screening and drying facilities and equipment, and concrete batching plants are permitted uses in conformance with certain development and performance standards provided the operator holds a valid surface mining permit issued pursuant to this section.

5.11.3 Beaumont 2040 Plan and Revised Zoning Ordinance and Revised Zoning Map

Beaumont 2040 Plan

Indicating the relative absence of specific mineral resources in the Planning Area, the Beaumont 2040 Plan does not establish goals, policies, and implementation which directly address such resources.

Revised Zoning Ordinance and Revised Zoning Map

The Revised Zoning Map does not include any land uses designations regarding mineral resources. To be consistent with the lack of a mineral resources designation in the Beaumont 2040 Plan and Revised Zoning Map, one of the proposed revisions to the Zoning Ordinance is the deletion of the Mineral Resources Overlay Zone currently set forth in Section 17.03.160.

5.11.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold 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; or
- (Threshold 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.

5.11.5 Environmental Impacts before Mitigation

For purposes of the below analyses, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

***Threshold 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*?**

The City has no known or identified mineral resources of regional or statewide importance. As shown on **Figure 5.11-1 – Mineral Resource Zones**, the upper portion of the Planning Area is located in MRZ-3 where the significance of mineral deposits are undetermined; the lower portion of the Planning Area is located either in MRZ-3 or in an unstudied area (no MRZ designation issued). Approximately 11,00 acres within the City limits is and approximately 5,730 acres within the City's SOI are within MRZ-3; approximately 7,930 acres within the City limits and approximately 1,420 acres within the City's SOI are within an unstudied area.

Where no mineral resource information is available (e.g., MRZ-3 and unstudied areas), no impacts to "known mineral resources" would occur with implementation of the Beaumont 2040 Plan, Revised Zoning Ordinance, and Revised Zoning Map since the presence and extent of important mineral resources has not been established for the Planning Area. Development pursuant to the Beaumont 2040 Plan, Revised Zoning Ordinance, and Revised Zoning Map will not restrict access to mineral resources outside of the Planning Area. Therefore, the potential for adoption and implementation of the Beaumont 2040 Plan and Revised Zoning Map to result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State is considered **less than significant.**

Threshold 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*.**

As shown in **Figure 5.11**, the Planning Area does not contain any "locally important mineral resource recovery sites." Although the current Zoning Ordinance has a Mineral Resources Overlay Zone (Section 17.03.160, neither the City's 2006 General Plan, existing Zoning Map, or any specific plan within the Planning Area identifies a locally-important mineral resource recovery site. Therefore, impacts in this regard are considered to be **less than significant.**

5.11.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impact related to mineral resources; therefore, mitigation measures are not necessary.

5.11.7 Levels of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to mineral resources, because the Project's potential impacts were found to be **less than significant.**

5.11.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC City of Beaumont, *Beaumont Municipal Code, Section 17.03.160 Mineral Resources Overlay Zones. (Available at* https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.40PEST_ARTIGEPR_15.40.030DE, accessed April 16, 2020.)

5.12 NOISE

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.[1]

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to noise because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Planning Area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generation of excessive groundborne vibration or groundborne noise levels; and the exposure of people residing or working in the Planning Area to excessive aircraft noise. A variety of noise and vibration sources within the Planning Area are assessed, including vehicular traffic on roadways and highways, as well as aircraft, railway, and stationary sources.

In response to the Notice of Preparation, the City received a comment letter from Caltrans regarding noise. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding noise at the Project's public scoping meeting.

5.12.1 Setting

Overview of Sound Measurement

Noise is defined as unwanted sound. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1 to 2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while areas adjacent to arterial streets are typically in the 50 to 60 or more

[1] The analysis in this section was prepared by Rincon Consultants.

dBA range. Normal conversational levels are usually in the 60 to 65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source can reduces noise levels by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 10 dBA. (FTA, pp. 2-10, 6-6.) The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows. (FTA, p. 3-10.)

The duration of noise is important because sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest RMS (root mean squared) sound pressure level within the measurement period, and L_{min} is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using the Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. (Caltrans TeNS, p. 2-48.) The L_{dn} and CNEL typically do not differ by more than 1 dBA. (Caltrans TeNS, p. 2-53.) In practice, CNEL and L_{dn} are often used interchangeably.

Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. According to the Federal Transit Administration *Transit Noise and Vibration Impact Assessment*, a vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. (FTA, p. 7-5.)

The general human response to different levels of groundborne vibration velocity levels is described in **Table 5.12-A – Human Response to Different Levels of Groundborne Vibration**.

Table 5.12-A – Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many humans.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: FTA, p. 7-8, Table 7.1

Overview of the Existing Ambient Noise Environment

Noise sources in the Planning Area fall into five basic categories: freeways, aircraft over flights, traffic from local streets, noise from railroad operations, and stationary sources. Ambient noise in the City is dominated by transportation-related noise, mainly from Interstate 10 (I-10) and State Route 60 (SR-60). (ECR, p. 116, Beaumont 2040 Plan, pp. 254-255.) These noise sources are described below, as well as any potentially significant sources of vibration.

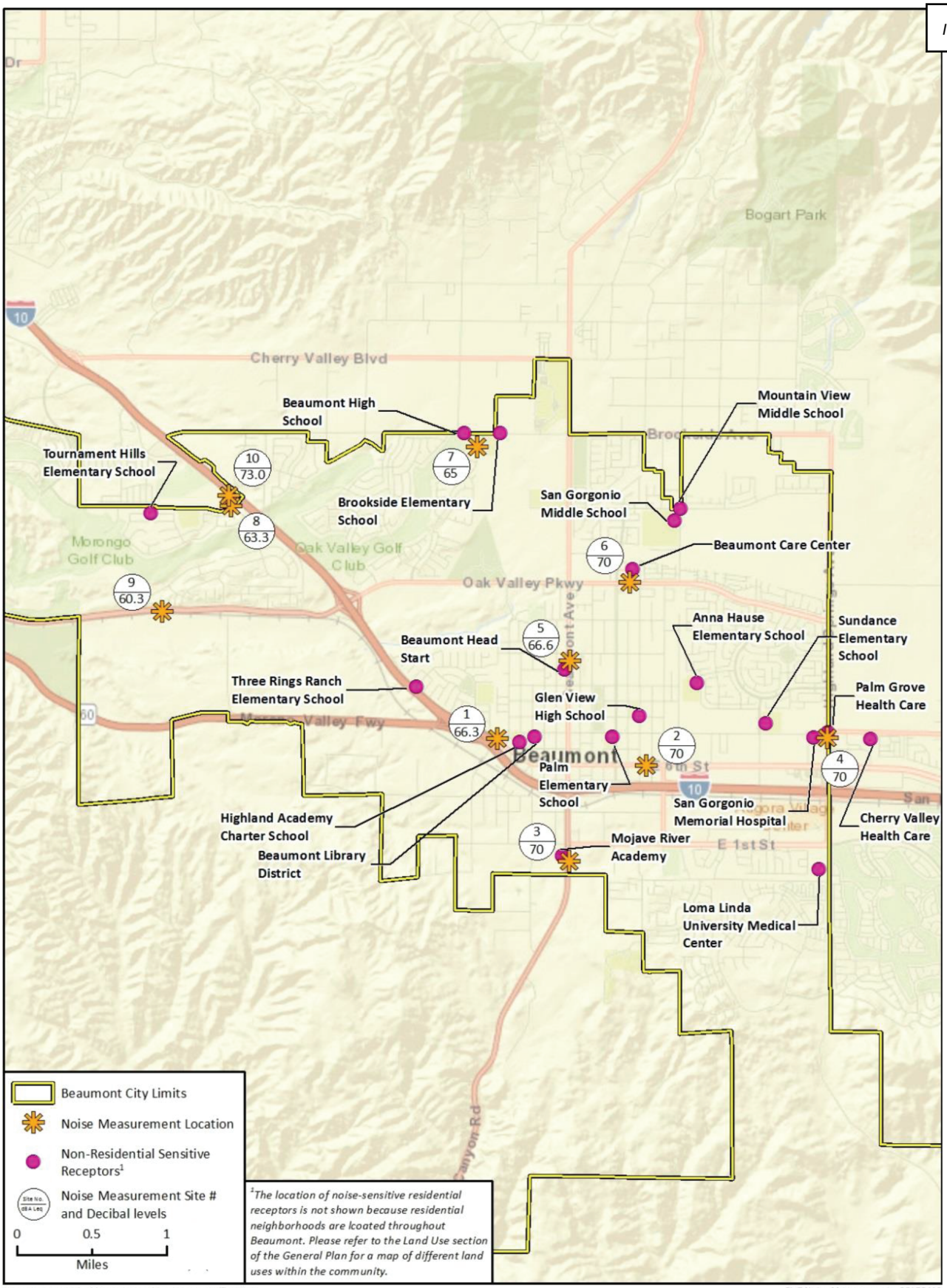
Ambient Noise Monitoring and Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each land use type. The Beaumont 2040 Plan identifies noise-sensitive land uses as residential dwellings, hotels, hospitals, nursing homes, educational facilities, libraries, and biological open space. Golf courses, recreational areas, and parks can also be sensitive to noise disturbances. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with the use. (Beaumont 2040 Plan, p. 254.) Sensitive noise receptors are located throughout the City, as shown in **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors**. These noise-sensitive receptors may also be sensitive to high levels of ground-borne noise and vibration, but are not generally located in close proximity to the railroad, which is the only area in Beaumont where long-term ground-borne noise and vibration may rise to this level of significance.

Motor vehicle and train traffic are the predominant source of ambient noise in the Planning Area. Motor vehicle noise is of concern due to the high number of individual events that create sustained noise levels. As such, ambient noise levels would be expected to be highest during daytime and rush hour, unless congestion substantially slows vehicle speeds. (ECR, p. 119.) Sensitive noise receptors such as residential neighborhoods, hospitals, recreational areas, and schools are located throughout the Planning Area and are exposed to varying ambient noise levels based on proximity to high volume roadways, the railroad, and commercial or industrial operations.

Remainder of page intentionally left blank

Page intentionally left blank



Imagery provided by ESRI and its licensors © 2017.

Fig7 Noise Measurements_20170412

Figure 5.12-1- Community Noise Survey

City of Beaumont General Plan Update

Page intentionally left blank

In order to characterize current ambient noise levels in Beaumont, a Community Noise Survey was carried out for the *Existing Conditions Report* by Rincon Consultants. Ten 15-minute noise measurements were recorded during afternoon peak traffic hours, between 3:35 p.m. and 6:15 p.m. on April 12, 2017, using an ANSI Type II integrating sound level meter.[2] The locations for these measurements were chosen based on proximity to roadways, developed uses, and noise sensitive receptors, during PM peak traffic hours, in order to show peak noise levels from these transportation noise sources. **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors** shows these noise measurement locations and nearby noise sensitive receptors. **Table 5.12-B – Project Vicinity Noise Monitoring Results** lists the ambient noise levels measured at these locations, along with other information about each measurement.

The results of the Community Noise Survey demonstrate that, as expected, noise levels are highest near high-volume roadways such as I-10 (73 dBA, Location 10), SR-79 (70 dBA, Location 3), 6th Street (70 dBA, Location 2), and Highland Springs Avenue (70 dBA, Location 4). Noise levels were lowest near lower-volume roadways such as Oak Valley Parkway (60.3 dBA, Location 9), Champions Drive (63.3 dBA, Location 8), and Oak View Drive (65 dBA, Location 7).[3] These Noise Survey results are compared to the results of roadway traffic noise contour modeling, described under the subheading **Vehicular Traffic Noise** below.

Table 5.12-B – Project Vicinity Noise Monitoring Results

Location Number[(a)]	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)[(b)]	L_{min} (dBA)	L_{max} (dBA)
1	NW corner of W 6th St & Veile Ave, near residential, across street from church	4:20 p.m. – 4:35 p.m.	140 ft from centerline of 6th St	66.3	60.6	74.2
2	1055 E 6th St, Pioneer Mobile Village	5:53 p.m. – 6:09 p.m.	40 ft from centerline of E 6th St	70.0	52.8	91.0
3	East side of Hwy 79, South of 1st St, across from Mojave River Academy	5:10 p.m. – 5:25 p.m.	30 ft from centerline of Beaumont Ave/Hwy79	70.0	54.5	91.3
4	West side of Highland Springs Ave, between 6th & 8th St, across from San Gorgonio Memorial Hospital	5:23 p.m. – 5:38 p.m.	30 ft from centerline of Highland Springs Ave	70.0	53.6	79.9
5	Beaumont Ave directly across from Beaumont Head Start	5:49 p.m. – 6:04 p.m.	30 ft from centerline of Beaumont Ave	66.6	44.4	84.8
6	In front of church at 960 Oak Valley Pkwy	4:54 p.m. – 5:09 p.m.	30 ft from centerline of Oak Valley Pkwy	70.0	49.1	83.8

[2] Noise measurement data is in Technical Appendix B of the *Existing Conditions Report*, which is included as Appendix B of this Draft PEIR.

[3] Locations as shown on **Figure 5.12-1– Community Noise Locations and Sensitive Receptors**.

Table 5.12-B – Project Vicinity Noise Monitoring Results

Location Number[a]	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)[b]	L_{min} (dBA)	L_{max} (dBA)
7	Oak View Dr, across from Brookside Elementary School	4:24 p.m. – 4:39 p.m.	40 ft from centerline of Oak View Dr	65.0	37.4	81.1
8	Champions Dr, by Desert Lawn Dr	3:37 p.m. – 3:52 p.m.	40 ft from median of Champions Dr	63.3	55.8	83.8
9	South side of Oak Valley Pkwy, between Apron Ln & Linksman Dr	3:37 p.m. – 3:52 p.m.	30 ft from centerline of Oak Valley Rd	60.3	34.5	78.4
10	Desert Lawn Dr, by Champions Dr	3:57 p.m. – 4:12 p.m.	130 ft from I-10 median	73.0	66.3	84.9

Notes:
(a) Location shown on **Figure 5.12-1**.
(b) The equivalent noise level (L_{eq}) is defined as the single steady A-weighted level equivalent to the same amount of energy contained in the actual fluctuating levels over a period of time (i.e., the average noise level). For this measurement the L_{eq} was over a 15-minute period (L_{eq}15]).

The results of the Community Noise Survey demonstrate that, as expected, noise levels are highest near high-volume roadways such as I-10 (73 dBA, Location 10), SR-79 (70 dBA, Location 3), 6th Street (70 dBA, Location 2), and Highland Springs Avenue (70 dBA, Location 4). Noise levels were lowest near lower-volume roadways such as Oak Valley Parkway (60.3 dBA, Location 9), Champions Drive (63.3 dBA, Location 8), and Oak View Drive (65 dBA, Location 7).[4] These Noise Survey results are compared to the results of roadway traffic noise contour modeling, described under the subheading **Vehicular Traffic Noise** below.

Vehicular Traffic Noise

The predominant noise source in Beaumont, as in most communities, is motor vehicles. The roadway system in the Planning Area includes a range of facilities: regional freeways, major highways, and other arterial, collector, and local streets. Regional connectivity to the Planning Area is provided by I-10, SR-60, and State Route 79 (SR-79). Major roadways within Beaumont include Potrero Boulevard, 6th Street, Oak Valley Parkway/14th Street, Beaumont Avenue, Highland Springs Avenue, and Brookside Avenue. Higher volume roadways within the Planning Area include Beaumont Avenue/SR-79 (30,000 average daily vehicle trips (ADT) on Beaumont Avenue/SR-79 south of 1st Street, 31,000 ADT on Beaumont Avenue/SR-79 south of California Avenue, and 28,000 ADT on Beaumont Avenue/SR-79 south of 4th Street); Highland Springs Avenue (25,760 ADT between the I-10 eastbound ramps and 1st Street, 23,810 ADT between 5th Street and 6th Street, 16,511 ADT north of Oak Valley Parkway, and 15,241 ADT south of Oak Valley Parkway), and 6th Street (17,150 ADT east of Veile Avenue). (Fehr and Peers) Traffic volumes are even higher on the freeways that pass through the Planning Area, with SR-60 west of I-10 carrying 59,500 ADT and I-10 carrying 103,700 ADT west of SR-60, 135,700 ADT between SR-60 and

[4] Locations as shown on **Figure 5.12-1– Community Noise Locations and Sensitive Receptors**.

SR-79, 139,300 ADT between SR-79 and Pennsylvania Avenue, and 146,900 ADT between Pennsylvania Avenue and Highland Springs Avenue.

Existing roadway noise levels were quantified using the United States Department of Housing and Urban Development (HUD) Day/Night Noise Level (DNL) Calculator, based on ADT data and railroad data obtained from Amtrak, California Department of Transportation (Caltrans), the Federal Railroad Administration, and a Draft Transportation Impact Analysis for the proposed project completed by Fehr & Peers.[5] (Amtrak 2018, Caltrans 2017a, Caltrans 2017b, Federal Railroad Administration 2018, Fehr & Peers 2020.) The HUD DNL Calculator noise level estimates are based on traffic volume, vehicle mix, and vehicle speed to estimate roadway noise levels in CNEL and generate roadway noise contours. Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map represent lines of equal elevation. The 60 dBA CNEL roadway contour was calculated using the HUD DNL Calculator for each modeled roadway and an attenuation rate of 4.5 dBA per doubling of distance was used to extrapolate the 65 dBA, 70 dBA, and 75 dBA CNEL noise contours. Roadway noise level estimates do not account for intervening barriers or topography that may shield individual receptors from the noise source. Therefore, the noise contours depicted in this section represent a reasonable, conservative worst-case estimate of noise levels and do not represent a specific estimate of sound levels at any particular location in the City.

The results of this noise contour modeling are depicted in **Figure 5.12-2 – Existing Noise Contours**, a map of existing noise contours along the roadways and railways that are the major source of noise in Beaumont. As show on **Figure 5.12-2**, the I-10 (which carries the most traffic through the area) and the Union Pacific Railroad (which also passes through the City) are the greatest contributors to noise within the City. Other roadways in and around Beaumont that carry sufficient traffic to produce audible noise at a substantial distance include SR-60, SR-79, Beaumont Avenue, and Oak Valley Parkway.

The contour map also shows that noise levels exceed 60 dBA CNEL along all modeled roadways and generally reflect the measured noise levels shown in **Table 5.12-B – Project Vicinity Noise Monitoring Results** and **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors**.

In addition to collecting ambient noise measurements (refer to **Table 5.12-B**), and preparing noise contour maps, Rincon Consultants also calculated existing noise levels along existing roadways, which are presented in **Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways**, below.

Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways

Roadway Segment	ADT	Noise Level (dBA, CNEL)
1st St (from Pennsylvania Ave to Highland Spring Ave)	12,901	69.0

[5] Subsequent to preparation of the noise analysis, the Project's Transportation Impact Assessment was revised to include a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania. Fehr & Pees completed an assessment to ascertain how that change would affect the transportation network. Fehr & Peers concluded that other than a reduction in daily trips along 1st Street near Pennsylvania Avenue, the change in the remainder of the volumes identified in the 2019 Draft Transportation Impact Analysis is negligible. (Refer to Appendix F.2) Therefore, no revisions to the noise analysis completed by Rincon Consultants is required.

Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways

Roadway Segment	ADT	Noise Level (dBA, CNEL)
6th St from east of Veile Ave	17,150	69.2
6th St from east of Beaumont Ave	14,059	68.4
6th St from east of Pennsylvania Ave	11,352	67.3
Beaumont Ave from north of Oak Valley Parkway	16,511	70.1
Beaumont Ave from 8th St to 12th St	12,081	68.7
Beaumont Ave from 5th St to 6th St	11,093	67.3
Beaumont Ave from south of 4th St	28,000	73.0
Beaumont Ave/SR-79 from south of 1st St	30,000	73.2
Highland Springs Ave from 5th St to 6th St	23,810	71.1
Highland Springs Ave from I-10 eastbound ramps to 1st St	25,760	71.5
Highland Springs Ave from south of Oak Valley Parkway	15,241	70.9
Oak Valley Parkway from east of Potrero Blvd	5,379	66.4
Oak Valley Parkway from west of Potrero Blvd	2,546	63.2
Oak Valley Parkway from I-10 westbound ramps to Oak View Dr	16,600	70.7
Oak Valley Parkway from west of Starlight Ave	8,471	66.6
Pennsylvania Ave from 6th St to I-10 westbound ramps	14,009	68.9
Pennsylvania Ave from I-10 eastbound ramps to 3rd St	10,628	67.7
Veile Ave from north of 4th St	2,870	61.9
Xenia Avenue from north of 6th St	2,487	61.3
Beaumont Avenue/SR-79 from south of California Ave	31,000	76.3
SR-60 Freeway from City's western boundary to I-10	59,500	73.4
I-10 Freeway from City's northwestern boundary to SR-60 West	103,700	78.7
I-10 Freeway from SR-60 to SR-79 South	135,700	79.9
I-10 Freeway from SR-79 South to Pennsylvania Ave	139,300	80.0
I-10 Freeway from Pennsylvania Ave to Highland Springs Ave	146,900	80.2

Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways

Roadway Segment	ADT	Noise Level (dBA, CNEL)
Union Pacific Railroad[1]	35	79.0

Notes:

[1] Union Pacific Railroad was assumed to have an average of 35 trips per day with 50 railway cars per trip; a night fraction of 50 percent; two engines per train; and an average speed of 30 miles per hour (default).

Source: Amtrak 2018, Caltrans 2017a, Caltrans 2017b, Federal Railroad Administration 2018, Fehr & Peers 2020, HUD 2019.

Aircraft Noise

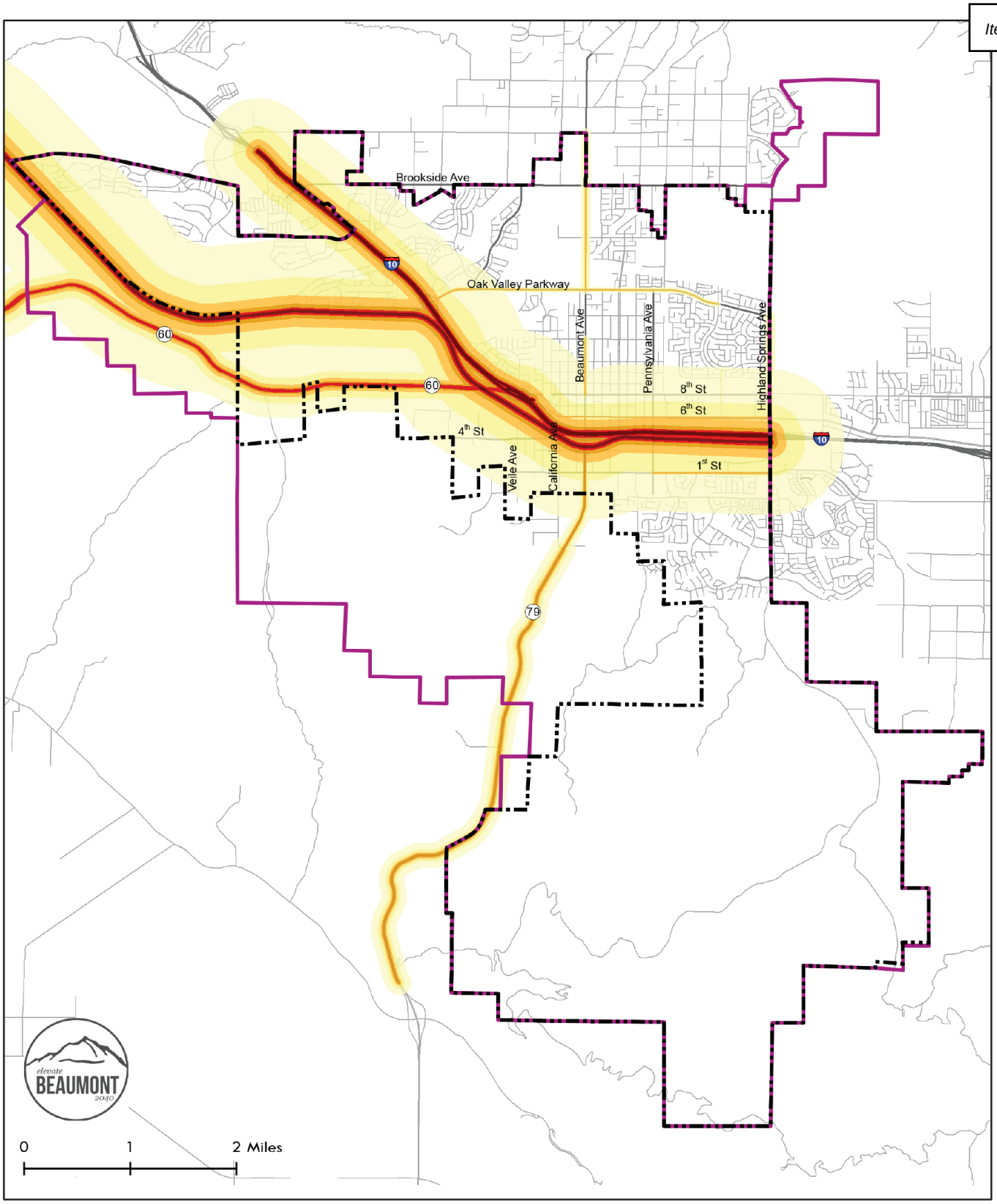
There are no airports in the City of Beaumont. However, the Banning Municipal Airport is located approximately five (5) miles east of the Planning Area eastern boundary. Therefore, aircraft noise may intermittently affect noise-sensitive receptors in the Planning Area, but noise levels will be outside of all identified 55 dBA CNEL, 60 dBA CNEL, and 65 dBA CNEL airport noise contours. (Banning 2007, Figure 5-2.)

Railway Noise

Freight rail service along the Union Pacific Railroad lines located south of and parallel to Oak Valley Parkway and I-10 are also responsible for generating substantial noise levels in the Planning Area (see **Figure 5.12-2 – Existing Noise Contours**). According to the Federal Railroad Administration, the Union Pacific Railroad carries up to 17 daytime trains (6 a.m. to 6 p.m.) and 17 nighttime trains (6 p.m. to 6 a.m.) on a daily basis. (Federal Railroad Administration 2018b.) The railroad is also a potential source of ground-borne vibration and noise.

Remainder of page intentionally left blank

Page intentionally left blank



City of Beaumont General Plan Update, 2018 & Riverside County, 2017.

City Boundary
Sphere of Influence

60 dBA
65 dBA
70 dBA
75 dBA
80 dBA
85 dBA

Figure 5.12-2- Existing Noise Contours

City of Beaumont General Plan Update

Page intentionally left blank

Construction, Stationary, and Operational Noise Sources

Other noise generators in Beaumont include industrial operations, construction activities, special event noise, commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems. Loading and materials transfer areas, outdoor materials warehousing operations, and other acoustically unscreened operations may also create issues of noise impact and use compatibility. Certain types of construction activities, such as pile driving, can also be temporary but significant sources of ground-borne vibration. (ECR, pp. 116–117; Beaumont 2040 Plan, p. 10-5.)

The operation of mechanical equipment is another important source of potentially significant noise. This category includes refrigerator units, chillers, and heating/air conditioner equipment associated with commercial centers. Noise from roof-mounted equipment is especially effective at penetrating into bordering neighborhoods and impacting sensitive receptors. The continual drone associated with fans and compressors can degrade the enjoyment of the outdoors and negatively affect the quality of life for nearby residents. (ECR, p. 117. Beaumont 2040 Plan, p. 10-5.)

5.12.2 Related Regulations

Federal Regulations

Federal Transit Administration Vibration Impact Criteria

The Federal Transit Administration (FTA) does not have regulatory authority over activities in Beaumont. However, the Vibration Impact Criteria thresholds adopted by the FTA are designed to identify acceptable noise levels for noise-sensitive buildings, residences, and institutional land uses near railroads. The thresholds that apply to residences and buildings where people normally sleep (e.g., nearby residences) are 72 VdB for frequent events (more than 70 events of the same source per day), 75 VdB for occasional events (30 to 70 vibration events of the same source per day), and 80 VdB for infrequent events (less than 30 vibration events of the same source per day). (FTA, p. 8-3, Table 8-1.)

State Regulations

California Government Code § 65302

The California Government Code encourages each local government entity to implement a noise element as part of its general plan. In addition, the California Governor's Office of Planning and Research (OPR) has developed Guidelines for the Preparation and Content of Noise Element of the General Plan (2017). The guidelines include recommendations for evaluating the compatibility of various land uses as a function of community noise exposure.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The act declares that the State of California has a responsibility to protect the health and welfare of its citizens through the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Code of Regulations, Title 24 (California Noise Insulation Standards)

The state's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are

applied to new construction in the state for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

California Vehicle Code

A number of California vehicle noise regulations can be enforced by local authorities, as well as the California Highway Patrol. These include Sections 23130, 23130.5, 27150 and 38275 of the California Vehicle Code (CVC), as well as excessive speed laws, which may also be applied to curtail traffic noise.

California Vehicle Code (CVC Sections 23130 and 23130.5 establish maximum noise emission limits for the operation of all motor vehicles at any time under any conditions of grade, load, acceleration or deceleration.

CVC Section 27150 requires motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

CVC Section 38275 requires off-highway motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

Local Regulations

City of Beaumont Municipal Code

The following chapter of the Beaumont Municipal Code addresses noise standards:

Title 9 – Public Peace, Morals and Welfare, Chapter 9.02 – Noise Control

Section 9.02.010 of the Beaumont Municipal Code (BMC) states the purpose of Chapter 9.02 is to establish criteria and standards for the regulation of noise levels within the City and to implement the noise provisions contained in the City's General Plan.

BMC Section 9.02.050 establishes base ambient noise levels (BANL) for outdoor noise in residential zones of 55 dBA from 7:00 a.m. to 10:00 p.m., and 45 dBA from 10:00 p.m. to 7:00 a.m. The standard used for maximum outdoor noise levels in residential areas in California is a CNEL of 65 dBA. This section of the BMC also establishes a BANL of 75 dBA from 7:00 a.m. to 10:00 p.m., and 50 dBA from 10:00 p.m. to 7:00 a.m. in industrial and commercial zones.[6]

BMC Section 9.02.070 establishes the maximum exterior residential noise levels set forth below in **Table 5.12-D.**

[6] Actual decibel measurements exceeding the levels set forth above at the times and within the shall be used as the "base ambient noise level" for purposes of Title BMC Chapter 9.02. referred to in this Chapter. Otherwise, no ambient noise shall be deemed to be less than the above specified levels.

Table 5.12-D – Beaumont Municipal Code
Maximum Exterior Residential Noise Levels

Noise Level Exceeded	Maximum Duration Period
5 dBA above BANL[(a)]	15 minutes any hour
10 dBA above BANL[(a)]	5 minutes any hour
15 dBA above BANL[(a)]	1 minute any hour
20 dBA above BANL[(a)]	Not permitted

Source: Beaumont Municipal code, Section 9.02.070

Notes:
[(a)] BANL as defined in BMC Section 9.02.050

BMC Section 9.02-.080A establishes the maximum interior nose levels for residences, schools, and hospitals set forth below in **Table 5.12-E.**

Table 5.12-E – Beaumont Municipal Code
Interior Base Ambient Noise Levels[(a)]

Decibels	Time	Land Use
35 dBA	10:00 p.m. – 7:00 a.m.	Residential
40 dBA	7:00 a.m. – 10:00 p.m.	Residential
45 dBA	7:00 a.m. – 10:00 p.m. while school is in session	School
45 dBA	Anytime	Hospital

Source: Beaumont Municipal Code Section 9.02.080A

Notes:
[(a)] BANL as defined in BMC Section 9.02.080

Section 5.02.080B of the BMC states that no person shall operate or cause to be operated any source of sound which causes the noise level, when measured in another dwelling unit, school, or hospital to exceed the levels set forth below in **Table 5.12-F**.

Table 5.12-F – Beaumont Municipal Code
Maximum Interior Noise Levels
for Residences, Schools, and Hospitals

Noise Level Exceeded	Maximum Duration Period
5 dBA above interior BANL[(a)]	5 minutes any hour
10 dBA above interior BANL[(a)]	1 minutes any hour
Over 10 dBA above interior BANL[(a)]	Not permitted

Source: Beaumont Municipal Code, Section 9.02.080B

Notes:
[a] BANL as defined in BMC Section 9.02.080A. According to BMC Section 9.02.080C, If the measured interior ambient noise level exceeds that permissible within Section 9.02.080A and 9.02.080B, the allowable noise exposure standard shall be increased in five decibel increments in each category as appropriate to reflect the interior ambient noise level. In the event the interior ambient noise level exceeds the third noise limit category, the maximum allowable interior noise level under said category shall be increased to reflect the maximum interior ambient noise level.

BMC Chapter 9.02.110F states that no construction activities may occur within one-quarter mile from an occupied residential dwelling between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. between the months of October through May, unless such activities are permitted under written consent of the City's building official.

The regulations and policies discussed above are intended to protect the community from excessive noise and vibration to ensure quality of life for residents and workers in the City. The City is responsible for continued enforcement of federal, state, and local regulations pertaining to noise generation and impacts, and for implementing Safety Element policies and applicable regulations of the BMC to ensure continued protection of the community from excessive noise and vibration in future growth and development.

5.12.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential noise impacts include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.4: A City that maintains and expands its commercial, industrial and other employment-generating land uses.

Policy 3.4.8 Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors.

<u>Beaumont 2040 Plan, Chapter 10 – Noise</u>

Goal 10.1: A City where noise exposure is minimized for those living, working, and visiting the community

Policy 10.1.1 Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.

Policy 10.1.2 ` Adopt, maintain, and enforce planning guidelines that establish the acceptable noise standards identified in Table 10.1 and 10.2.

Policy 10.1.2 Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, parks and places of worship, from excessive noise levels through land use adjacency, building design, and noise ordinance enforcement.

Policy 10-1.4 Incorporate noise considerations into land use planning decisions. Require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new development projects in the City.

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

Policy 10.1.6 Encourage reduction of stationary noise impacts from commercial and industrial land uses, activities, events, and businesses on noise-sensitive land uses.

Policy 10.1.7 Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.

Policy 10.1.8 Promote the effective enforcement of Federal, State, and City noise standards by all appropriate City departments.

Goal 10.2: A City with minimal mobile source-generated noise levels.

Policy 10.2.1 Work with Caltrans and the Federal Highway Administration to reduce noise impacts to sensitive receptors along I-10, SR-60 and SR-70.

Policy 10.2.2: Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.

Policy 10.2.3: Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Policy 10.2.4: Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.

Policy 10.2.5: Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range.

Policy 10.2.6 Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses.

Policy 10.2.7: Consider the noise effects of City purchases and or leases of vehicles and other noise generating equipment. Take reasonable and feasible actions to reduce the noise generated from City-owned or leased vehicles and equipment, where possible.

Policy 10.2.8 Ensure that noise and vibration from existing rail lines is considered during the land use planning and site development processes.

Policy 10.2.9 If Metrolink or other passenger rail service is initiated, work with the rail service providers to address noise and vibration considerations adjacent to the rail corridor.

Implementation N1 Update the City's Noise Ordinance. Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City's noise standards.

Implementation N2 Requirement for Acoustical Studies. Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code.

Implementation N3 Project Design Guidelines. Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities.

Implementation N4 Freeway Noise Reduction. Work collaboratively with Caltrans and the Federal Highway Administration to install measures that mitigate noise impacts along freeways.

Implementation N5 Traffic Noise Assessment. Periodically review and assess the sources of noise and vibration, strategies for mitigating impacts, and specific actions that can be applied.

Implementation N6 Construction Noise Limits. Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations.

Implementation N7 Stationary Equipment. Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors.

Implementation N8 Equipment Staging Areas. Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.

Implementation N9 Additional Noise Attenuation Techniques. Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/conditioning phases of construction.

Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors.

Implementation N10 Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.7: Design buildings that are at a human-scale and create quality environments.

Policy 11.7.6 Ensure that loading docks and service entrances are screened from the right-of-way and adjacent properties; are accessed via alleys, side streets, or service access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise. .

5.12.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project would result in:

- (Threshold 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;
- (Threshold B) Generation of excessive groundborne vibration or groundborne noise levels; and/or
- (Threshold 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.

This analysis uses the FTA's Transit Noise and Vibration Impact Assessment (FTA 2006), thresholds to determine potential excessive groundborne vibration or noise generated by future development with implementation of the proposed Project. The FTA sets the following thresholds for vibration:

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

Traffic noise modeling was conducted by Rincon Consultants using the HUD DNL Calculator to determine potential increases in roadway noise generated by development facilitated by the proposed Project. Noise contours were created for the purposes of defining a "significant" increase in traffic noise per the FTA recommendations, which are summarized in **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure**.

Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA Ldn or Leq)	Allowable Noise Exposure Increase (dBA Ldn or Leq)
45-49	7
50-54	5

Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA Ldn or Leq)	Allowable Noise Exposure Increase (dBA Ldn or Leq)
55-59	3
60-64	2
65-69	1
69-74	1
75+	0

Source: FTA 2006

Under the FTA criteria, the allowable noise exposure increase is reduced with increasing ambient existing noise exposure, such that higher ambient noise levels have a lower allowable noise exposure increase.

5.12.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this Draft PEIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation are intended to reduce potential noise impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold 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***

Development associated with future land uses consistent with the Beaumont 2040 Plan and Revised Zoning Map could result in substantial temporary increases in ambient noise levels during construction and permanent increases in ambient noise levels during operation. Permanent and temporary noise increases are discussed separately.

Permanent Noise Sources

As previously discussed under the subheading **Overview of the Existing Ambient Noise Environment**, noise levels are generally highest along or adjacent to major roadways and railways. Because roadway and railway traffic are the greatest noise sources in the City, noise-sensitive receptors located adjacent to high-volume roadways and railways would be exposed to the greatest noise increases generated by new development consistent with the Beaumont 2040 Plan. Potential sources of roadway noise exposure associated with growth and development under the proposed Project include increased traffic on the I-10

freeway and arterial roadways, such as Oak Valley Parkway, Veile Avenue, 6th Street, and Beaumont Avenue. As such, existing noise-sensitive receptors would be exposed to increased traffic noise. The analysis contained within this section, therefore, relies primarily upon analysis of the location of current and potential future noise-sensitive receptors in relation to existing and projected future roadway noise contours.

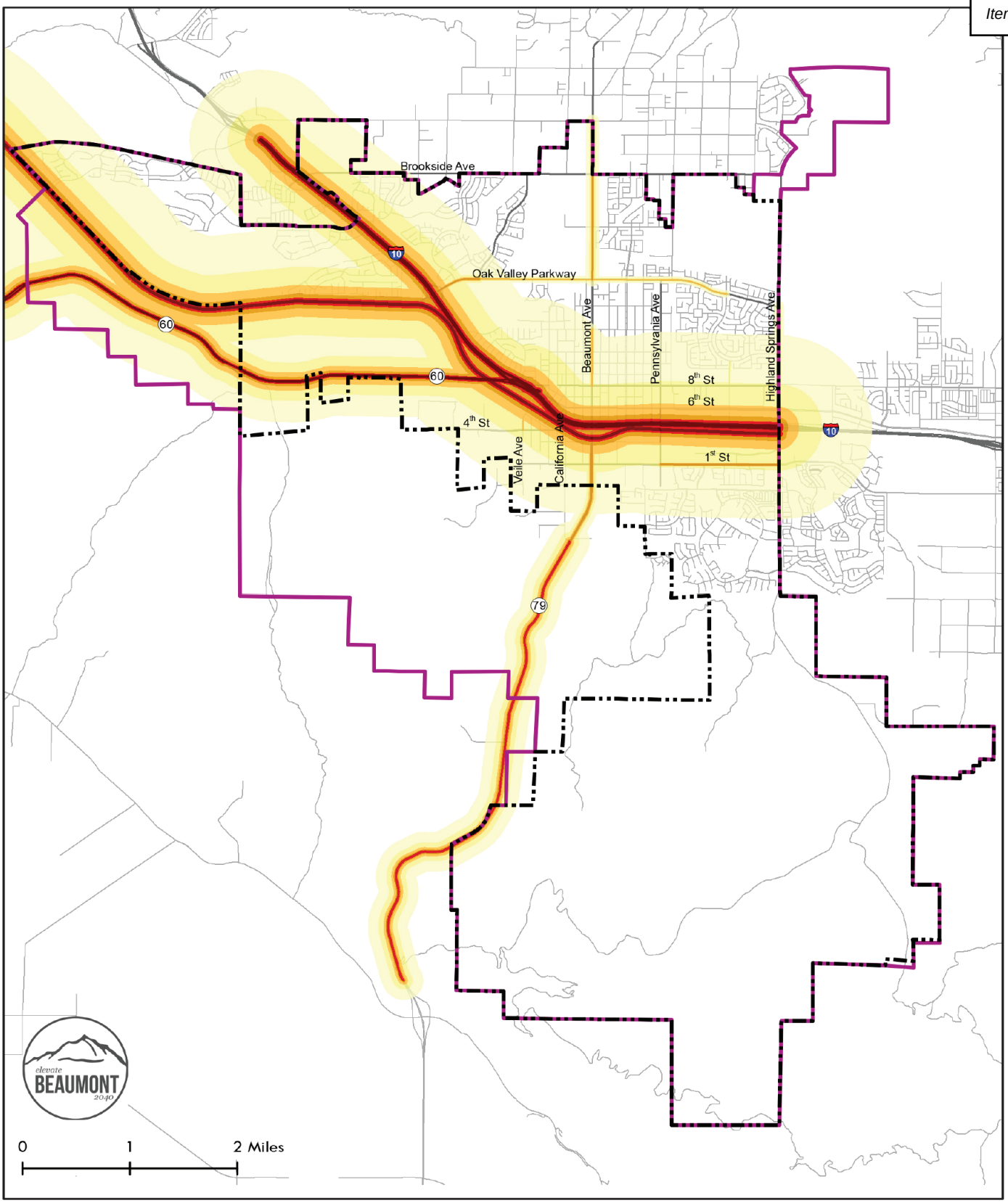
As discussed under the subheading **Overview of the Existing Ambient Noise Environment**, existing roadway and railway noise levels were quantified by Rincon Consultants using the HUD DNL Calculator based on ADT and railroad data from Amtrak, Caltrans, the Federal Railroad Administration, and a Draft Transportation Impact Analysis for the proposed Project completed by Fehr & Peers.[7] The data was used to generate roadway noise contours for studied roadway and railway segments. **Figure 5.12-2 – Existing Noise Contours** shows a map of existing traffic noise contours along major roadways and railways in the City. The location of future roadway noise contours was determined by using the ADT traffic volumes for the future-year 2040 scenario, which would include buildout under the proposed Project. Roadway and railway noise level estimates do not account for intervening barriers or topography that may shield individual receptors from the noise source. Therefore, the noise contours depicted in this section represent a reasonable, conservative worst-case estimate of noise levels and do not represent a specific estimate of sound levels at any particular location in the City. **Figure 5.12-3 – Future Noise Contours – 2040** shows a map of future traffic and railway noise contours, which shows marginal roadway and railway increases when compared to existing traffic and railway noise contours shown in **Figure 5.12-2**. As shown on **Figure 5.12-3**, noise levels along all modeled roadways and railways are expected to exceed 60 dBA CNEL with peak noise levels reaching up to 75 dBA CNEL along various segments of Oak Valley Parkway, Beaumont Avenue, and 1st Street.

Along SR-60, the Union Pacific Railway, and the I-10 freeway, roadway noise levels are anticipated to reach 85 dBA CNEL, and along SR-79 freeway, roadway noise levels are anticipated to reach 80 dBA CNEL.

Remainder of page intentionally blank.

[7] Subsequent to preparation of the noise analysis, the Project's Transportation Impact Assessment was revised to include a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania. Fehr & Pees completed an assessment to ascertain how that change would affect the transportation network. Fehr & Peers concluded that other than a reduction in daily trips along 1st Street near Pennsylvania Avenue, the change in the remainder of the volumes identified in the 2019 Draft Transportation Impact Analysis is negligible. (Refer to Appendix F.2.) Therefore, no revisions to the noise analysis completed by Rincon Consultants is required.

Page intentionally left blank



City of Beaumont General Plan Update, 2018 & Riverside County, 2017.

City Boundary
Sphere of Influence
60 dbA
65 dbA
70 dbA
75 dbA
80 dbA
85 dbA

Figure 5.12-3 Future Noise Contours

City of Beaumont General Plan Update

Page intentionally left blank

Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways (which commences on the following page) provides a quantitative analysis of traffic noise increases for comparison to the thresholds for changes in roadway noise (see **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure**). **Table 5.12-H –** includes the 30 roadway and highway segments that would experience the highest traffic volume increases. There are no anticipated changes in the number of railway trips along the Union Pacific Railroad in the future year 2040. In order to provide a valid point of comparison for existing and future noise conditions, CNELs were calculated at a distance of 200 feet from the Union Pacific Railroad, 150 feet from the roadway centerline for the I-10 freeway and SR-60, and 50 feet from the roadway centerline for all other roadways in order to represent noise levels at the railway and roadway edge. Noise farther away from the modeled distances would be lower than noise levels shown in **Table 5.12-H**.

All roadway segments except Highland Springs Avenue from south of Oak Valley Parkway and the Union Pacific Railway could experience a noise level increase exceeding the thresholds described in **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure** (2.0 dBA increase when the pre-project noise level exceeds 60 dBA CNEL, 1.0 dBA increase when the pre-project noise level exceeds 65 dBA CNEL, and 0 dBA increase when the pre-project noise level exceeds 75 dBA CNEL). As modeled by Rincon Consultants, the traffic noise impacts at the roadway segments, except Highland Springs Avenue from south of Oak Valley Parkway, would be potentially significant. However, actual noise levels (both existing and future) may be lower in some locations. For example, **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors** shows that the measured noise level at Site 1, on 6th Street and Veile Avenue, in central Beaumont, almost directly adjacent to the I-10 freeway, but at a lower elevation than the freeway, was 66.3 dBA, a lower perceivable sound level than the approximate 71-73 dBA that would be expected without the presence of barriers or intervening topography, according to the noise contour modeling.

Remainder of page intentionally left blank

Page intentionally left blank

Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways

Roadway Segment	Existing		Future (2040) with General Plan Buildout				
	ADT	Noise Level (dBA, CNEL)	ADT	Noise Level (dBA, CNEL)	Noise Level Increase (dBA)[1]	Threshold[2] (dBA)	Threshold Exceeded?
1st St (from Pennsylvania Ave to Highland Spring Ave)	12,901	69.0	23,800	71.7	+2.7	+1.0	Yes
6th St from east of Veile Ave	17,150	69.2	25,500	70.7	+1.5	+1.0	Yes
6th St from east of Beaumont Ave	14,059	68.4	23,800	70.6	+2.2	+1.0	Yes
6th St from east of Pennsylvania Ave	11,352	67.3	25,100	70.9	+3.6	+1.0	Yes
Beaumont Ave from north of Oak Valley Parkway	16,511	70.1	28,100	72.5	+2.4	+1.0	Yes
Beaumont Ave from 8th St to 12th St	12,081	68.7	19,400	70.9	+2.2	+1.0	Yes
Beaumont Ave from 5th St to 6th St	11,093	67.3	23,700	70.5	+3.2	+1.0	Yes
Beaumont Ave from south of 4th St	28,000	73.0	46,300	75.1	+2.1	+1.0	Yes
Beaumont Ave/SR-79 from south of 1st St	30,000	73.2	40,800	74.6	+1.4	+1.0	Yes
Highland Springs Ave from 5th St to 6th St	23,810	71.1	30,800	72.3	+1.2	+1.0	Yes
Highland Springs Ave from I-10 eastbound ramps to 1st St	25,760	71.5	40,200	73.4	+1.9	+1.0	Yes
Highland Springs Ave from south of Oak Valley Parkway	15,241	70.9	15,900	71.1	+0.2	+1.0	No

Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways

Roadway Segment	Existing		Future (2040) with General Plan Buildout				
	ADT	Noise Level (dBA, CNEL)	ADT	Noise Level (dBA, CNEL)	Noise Level Increase (dBA)[1]	Threshold[2] (dBA)	Threshold Exceeded?
Oak Valley Parkway from east of Potrero Blvd	5,379	66.4	27,700	73.5	+7.1	+1.0	Yes
Oak Valley Parkway from west of Potrero Blvd	2,546	63.2	9,700	69.0	+5.8	+2.0	Yes
Oak Valley Parkway from I-10 westbound ramps to Oak View Dr	16,600	70.7	33,500	73.7	+3.0	+1.0	Yes
Oak Valley Parkway from west of Starlight Ave	8,471	66.6	12,400	68.4	+1.8	+1.0	Yes
Pennsylvania Ave from 6th St to I-10 westbound ramps	14,009	68.9	22,800	71.0	+2.1	+1.0	Yes
Pennsylvania Ave from I-10 eastbound ramps to 3rd St	10,628	67.7	27,800	71.8	+4.1	+1.0	Yes
Veile Ave from north of 4th St	2,870	61.9	15,300	69.2	+7.3	+2.0	Yes
Xenia Avenue from north of 6th St	2,487	61.3	5,000	64.3	+3.0	+2.0	Yes
Beaumont Avenue/SR-79 from south of California Ave	31,000	76.3	62,900	79.3	+3.0	+0.0	Yes
SR-60 Freeway from City's western boundary to I-10	59,500	73.4	109,800	76.1	+2.7	+1.0	Yes
I-10 Freeway from City's northwestern boundary to SR-60 West	103,700	78.7	156,700	80.5	+1.8	+0.0	Yes

Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways

Roadway Segment	Existing		Future (2040) with General Plan Buildout				
	ADT	Noise Level (dBA, CNEL)	ADT	Noise Level (dBA, CNEL)	Noise Level Increase (dBA)[1]	Threshold[2] (dBA)	Threshold Exceeded?
I-10 Freeway from SR-60 to SR-79 South	135,700	79.9	222,000	82.0	+2.1	+0.0	Yes
I-10 Freeway from SR-79 South to Pennsylvania Ave	139,300	80.0	220,000	82.0	+2.0	+0.0	Yes
I-10 Freeway from Pennsylvania Ave to Highland Springs Ave	146,900	80.2	234,700	82.2	+2.0	+0.0	Yes
Union Pacific Railroad[2]	35	79.0	35	79.0	+0.0	+0.0	No

[1]. Union Pacific Railroad was assumed to have an average of 35 trips per day with 50 railway cars per trip; a night fraction of 50 percent; two engines per train; and an average speed of 30 miles per hour (default).

Source: Amtrak 2018, Caltrans 2017a, Caltrans 2017b, Federal Railroad Administration 2018, Fehr & Peers 2020, HUD 2019

[2] Based on FTA 2006 standards depicted on Table 5.12-G

Remainder of page intentionally left blank

Page intentionally left blank

Noise levels at new noise-sensitive receptors in the Planning Area would be compared to the City's compatibility standards to determine if additional noise reduction features are necessary. In general, it is easier to ensure proper noise attenuation for new uses, which can be required to incorporate noise-attenuating features into their design before they are built, than it is to ensure proper noise attenuation for existing uses. Noise impacts from new development will be mitigated on a project-level basis through the use of appropriate location-specific design and engineering techniques, including building setbacks, appropriate building siting, sound barriers, and sound attenuating construction techniques. Therefore, the use of such techniques in new development in Beaumont would maintain an acceptable noise environment.

Implementation of Beaumont 2040 Plan Policies 10.1.2, 10.1.3, 10.1.4, 10.1.5, 10.31.8, 10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.5, 10.2.6, and 10.2.7 and Implementation actions N2, N3, N5, and N10 would ensure that noise impacts are considered as individual development projects and transportation improvements are proposed; and, if necessary, appropriate, site-specific noise attenuation techniques are incorporated into future development and transportation project designs. As necessary, the City may consider a range of traffic noise attenuation techniques, potentially including the use of traffic calming measures (Policy 10.2.5), sound reducing paving materials (as described in Policy 10.2.6) and, in certain instances, the use of sound barriers. Noise impacts to sensitive receptors along I-10, SR-60, and SR-70 may be reduced by working with Caltrans and the Federal Highway Administration per Policy 10.2.1. With implementation of proposed Project policies and implementation actions, increases in roadway noise at existing noise-sensitive receptors would be reduced to the degree feasible. However, as shown in **Table 5.12-H – Comparison of Calculated existing (2018) and Future 2040 Noise Levels along Major Roadways and Railways**, future noise levels, could still exceed thresholds. Also as depicted in Table 5.12-H, the existing noise levels for sensitive receptors around the studied roadways indicates that the City's noise standard of 55dBA for daytime exterior noise level as well as the State standard of 65dBA for daytime exterior noise levels may be exceeded for existing receptors. Therefore, since the existing conditions already exceed the City and State noise standards, as well as exceeding acceptable noise increase standards from FTA, impacts from permanent noise are considered **significant and unavoidable**.

Temporary Noise Sources

Residences and other noise-sensitive land uses adjacent to potential development would be the most affected by construction noise associated with individual projects facilitated by the proposed Project. Since there are no specific plans or time scales for individual development projects, it is not possible to determine exact noise levels, locations, or time period for construction. However, construction noise would be highest and of the longest duration in those portions of the Planning Area where more future development and redevelopment is anticipated to occur, such as the City's SOI.

Most of the time construction noise impacts result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), when construction occurs in areas immediately adjacent to noise sensitive land uses, or when the duration of construction extends over long periods of time. Major noise-generating construction activities could include demolition activities, site grading and excavation, paving, and landscaping. These activities could occur in areas immediately adjacent to existing noise-sensitive receptors or future receptors developed within the City.

The highest construction noise levels would be generated during grading and excavation, with lowest levels occurring during construction. Large earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 90 to 95 dBA at a distance of 25 feet. **Table 5.12-I – Typical Noise Levels Generated by Construction Equipment** presents the noise levels generated by common types of construction equipment. Typical hourly, average, construction-generated noise levels

are about 85 to 90 dBA when measured at a distance of 25 feet from the site during busy construction periods. These noise levels drop off at a rate of about 6 dBA for each doubling of distance between the noise source and the receptor. In addition, intervening structures or terrain would also attenuate noise and reduce levels.

Table 5.12-I – Typical Noise Levels Generated by Construction Equipment

Equipment	Type	Typical Lmax (dBA) Distance from the Source	
		25 Feet	50 Feet
Air Compressor	Stationary	87	81
Backhoe	Mobile	86	80
Compactor (ground)	Mobile	89	83
Concrete Mixer	Stationary	91	85
Dump Truck	Mobile	82	76
Excavator	Mobile	87	81
Flatbed Truck	Mobile	80	74
Front-end Loader	Mobile	85	79
Generator	Stationary	87	81
Grader	Mobile	89	83
Paver	Mobile	95	89
Pickup Truck	Mobile	81	75
Pneumatic Tools	Stationary	91	85
Roller	Mobile	86	80
Saw	Stationary	76	70
Warning Horn	Stationary	89	83
Welder/Torch	Stationary	80	74

Source: Federal Highway Administration 2006

Noise from construction activities associated with development consistent with the proposed Project would increase the existing ambient noise at noise-sensitive receptors adjacent to potential development sites. In addition, construction activities may last for extended periods of time, which would generate sound levels in excess of ambient noise in the City.

The City has adopted specific standards for construction noise under Title 9 Public Peace, Morals and Welfare, Chapter 9.02 Noise Control. Section 9.02.110F of the BMC specifically exempts noise sources associated with landscape maintenance, construction, including erection, excavation, demolition, alteration, or repair of any structure or improvement, provided that such activities do not take place between the hours of 6 p.m. and 7 a.m. However, sound levels are not permitted to exceed 55 dBA for more than 15 minutes per hour, as measured in the interior of the nearest occupied residence or school. Typical construction in California generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with closed windows. (FTA 2006.). As shown in **Table 5.12-I – Typical Noise Levels Generated by Construction Equipment**, construction equipment noise levels could reach up to 89 dBA 50 feet from the source. With the typical 25 dBA reduction of exterior-to-interior noise level, this would equate to up to a 64 dBA interior noise level, which would exceed City standards. Beaumont 2040 Plan Implementation action N2, which requires project-specific acoustical studies, and Implementation actions N7, N8, and N9,

which set forth standards for the operation of construction equipment, require equipment staging areas to be located to as far away for noise sensitive receptors as feasible, and incorporation noise attenuation measures such as temporary bound barriers during certain construction phases.

In addition, per Section 9.02.110(F) of the BMC, whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to the standards shall be allowed only with the written consent of the building official.

Therefore, through implementation of the Beaumont 2040 Plan Noise Element and compliance with the BMC, temporary construction-related noise impacts are considered **less than significant**

Threshold B*: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels*

Vibration from construction activities could also have an impact on nearby noise-sensitive land uses. The FTA's *Transit Noise and Vibration Impact Assessment* (2006) sets a 72 VdB threshold for frequent events affecting residences and buildings where people normally sleep and a 100 VdB threshold for minor cosmetic damage to fragile buildings (vibration levels below 100 VdB produce no damage to buildings). The primary sources of man-made vibration during construction are blasting, grading, pavement breaking and demolition. The primary vibratory source during construction in the City would likely be large bulldozers used to demolish existing structures and large trucks loaded with supplies and debris. **Table 5.12-K – Vibration Source Levels for Construction Equipment** identifies vibration velocity levels for the common types of equipment that could be used in the City during construction. As shown in **Table 5.12-K**, typical bulldozer or loaded truck activities generate an approximate vibration level of 58 to 87 VdB at a distance of 25 feet. As such, existing and future residences located 25 feet from potential future construction facilitated by the proposed Project may intermittently be disturbed by vibration noise. However, vibration levels are not anticipated to exceed 100 VdB, which can cause minor damage in fragile buildings.

Table 5.12-K – Vibration Source Levels for Construction Equipment

	Approximate VdB[(a)]	
Equipment	25 feet	50 feet
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

Source: FTA 2006

Notes:
[(a)] Vibration levels assume an attenuation rate of 6 VdB per doubling of distance.

Per Section 9.02.110F of the BMC, whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00

p.m. and 7:00 a.m. during the months of October through May. Exceptions to the standards shall be allowed only with the written consent of the building official. These restrictions on hours of construction would keep most construction activities from exceeding 72 VdB at the nearest sensitive receptor and interfering with people's sleep. In addition, construction would not be expected to exceed the 100 VdB threshold and damage fragile buildings.

In addition to vibration from construction, new development within the Planning Area in proximity to the rail lines may be subject to groundborne vibration.

The Noise Element of the Beaumont 2040 Plan includes Policies 10.2.8 and 10.2.9 and Implementation action N6 to reduce impacts associated with vibration from transportation and construction vibration, Implementation N2 requires acoustical studies, which could include an analysis of groundborne vibration and identify project-specific mitigation measures as needed.

Compliance with the applicable provisions of Chapter 9.02 of the BMC and the Beaumont 2040 Plan policies and implementation actions listed above would limit construction hours, identify appropriate project-specific mitigation, and reduce construction-related vibration impacts. Therefore, **impacts are considered less than significant**.

Threshold C: ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No private or public airport is located within two miles of the Beaumont Planning Area. The closest airport is the Banning Municipal Airport, located approximately five (5) miles east of the eastern Planning Area boundary. Because the Planning Area is not located in the 55 dBA CNEL, 60 dBA CNEL, or 65 dBA CNEL noise contours of the Banning Municipal Airport (Banning 2007), impacts related to the exposure of people to excessive airport noise levels would be **less than significant**. Mitigation is not required.

5.12.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Although the Beaumont 2040 Plan includes feasible policies and implementation actions, future development per the Beaumont 2040 Plan could result in vehicular noise in excess of FHWA standards. At a program level, there are no feasible mitigation measures that have not been incorporated as policies or implementation actions in the Beaumont 2040 Plan.

5.12.7 Level of Significance After Mitigation

Because implementation of the Beaumont 2040 Plan could result in new vehicular traffic which could exceed the FHWA thresholds, proposed Project noise impacts could exceed applicable standards (Threshold A) and could substantially increase the ambient noise levels in the Planning Area. Although Beaumont 2040 Plan policies and implementation actions contained in the Noise Element would reduce these impacts to the furthest extent feasible, impacts, at a program level remain **significant and unavoidable**.

The significance of noise impacts from specific future development and public improvement projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards

and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.12.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Amtrak 2018	Amtrak. 2018. *Company Profile (FY 2017).* March 2018.
Banning 2007	City of Banning, *Banning Municipal Airport, Airport Master Plan Update Final Report,* 2007. (Available at http://banning.ca.us/DocumentCenter/View/470/Airport_MP?bidId=, accessed June 2019.)
Beaumont 2007	City of Beaumont, *City of Beaumont General Plan.* March 2007. (Available at https://www.beaumontca.gov/121/General-Plan, accessed June 2019.)
Caltrans 2017a	California Department of Transportation (Caltrans), 2017. Traffic Census Program. *Traffic Volumes: Annual Average Daily Traffic (AADT).* U.S. Department of Transportation, Federal Highway Administration. (Available at http://www.dot.ca.gov/trafficops/census/, accessed June 2019.)
Caltrans 2017b	California Department of Transportation (Caltrans), 2017. Traffic Census Program. *Truck Traffic: Annual Average Daily Truck Traffic.* U.S. Department of Transportation, Federal Highway Administration. (Available at http://www.dot.ca.gov/trafficops/census/, accessed June 2019.
Caltrans TeNS	California Department of Transportation, Division of Environmental Analysis, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. (Available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed May 9, 2020.)
California Governor's Office of Planning and Research (OPR) 2017	California Governor's Office of Planning and Research (OPR). 2017. *State of California General Plan Guidelines.* July 2017. (Available at http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf, accessed June 2019.)
ECR	City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016. (Included as Appendix B.)
FHWA 2006	Federal Highway Administration (FHWA). 2006. *Construction Noise Handbook*. FHWA-HEP-06-015. August 2006.

Federal Railroad Administration 2018a — Federal Railroad Administration Office of Safety Analysis, *US DOT Crossing Inventory Form for Union Pacific Railroad Company [UP] in and near Beaumont,* October 2018. (Available at https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/XingLocResults.aspx?state=06&countycity=0290%2c&railroad=UP&reportinglevel=INDIVIDUAL&radionm=City&street=&xingtype=3&xingstatus=1&xingpos=1, accessed August 2018.)

Federal Railroad Administration 2018b — Federal Railroad Administration Office of Safety Analysis, *US DOT Crossing Inventory Form for Union Pacific Railroad Company [UP] in and near Beaumont,* October 2018. (Available at https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/XingLocResults.aspx?state=06&countycity=0290%2c&railroad=UP&reportinglevel=INDIVIDUAL&radionm=City&street=&xingtype=3&xingstatus=1&xingpos=1, accessed October 2018.)

Fehr & Peers — Fehr & Peers, *Final Transportation Impact Analysis. Beaumont General Plan Update and Downtown Area Plan*, July 2020. (Included as Appendix F.1.)

FTA — Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06, May 2006. (Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf, accessed October 2018.)

HUD 2019 — U.S. Department of Housing and Urban Development (HUD), *DNL Calculator*. (Available at https://www.hudexchange.info/environmental-review/dnl-calculator/, accessed June 2019.)

5.13 POPULATION AND HOUSING

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

The proposed revisions to the Zoning Ordinance and Zoning Map are intended to implement and be compatible with the Beaumont 2040 Plan. Therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to the Project's potential to cause an impact by directly or indirectly inducing substantial unplanned population growth or displacing substantial number of existing people or housing necessitating construction of replacement housing elsewhere.

5.13.1 Setting

The Planning Area encompasses approximately 41.51 square miles (26,566 acres) and includes land within the existing City limits consisting of approximately 19,381 acres and approximately 7,185 acres of lands within the City's SOI. The City was incorporated in 1912 and with its proximity to Los Angeles, idyllic setting, and affordable housing, led to a population boom starting in 2000; the highest population growth from 2000 to the present, throughout the Riverside County region. In the first two decades of the 21st century, several residential subdivisions were built which more than tripled the population in the City (11,384 in 2000 to 36,877 in 2010 and projected at almost 47,000 in 2017). (GP, p. 16).

This rapid growth seen within the last two decades, has created a population growth rate significantly higher today than prior to the year 2000. Between the years 1990 and 2000, the City experienced a population increase of approximately 17 percent. The population forecast for the years 2000-2030 was an approximate 693 percent increase (GP DEIR, pp. 4.2-2, 4.2-4). Based on current census data, the City of Beaumont has seen an approximate 79 percent increase in population since the year 2000. As identified in Section 5.13-5 (Table 5.13-I) below, projected population growth under the Beaumont 2040 plan is just under 19 percent (GP DEIR, pp. 4.2-4 – Table 4.2-1, DOF). Much of the suburban growth has been in the form of low-density single-family subdivisions and strip commercial development located away from the City's original grid-pattern town center (GP, pp. 12). This growth has contributed to tremendous demographic changes in the last several decades providing for an estimated existing population of 45,188. (GP, pp. 129, 181).

Under the existing 2007 General Plan Draft EIR document, buildout projections were forecast for population, employment, and households through the buildout year 2030. Projections for the City from the Southern California Association of Governments (SCAG) who plans for growth within the region, were also identified. These projections are reflected below in **Table 5.13-A – Existing 2007 General Plan Buildout Projections**. (GP 2007 DEIR, p6. 4.2-4, 4.2-21.)

Table 5.13-A – Existing 2007 General Plan Buildout Projections

Forecast Category	2007 General Plan Post Year 2030	SCAG Year 2030
Population	107,200	90,290
Employment	29,755	25,061
Households	35,497	29,333

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10

The City's current demographics derive a larger proportion of its population to youth (nine years old and younger) at 18 percent of the population which is higher than Riverside County (15 percent) and the State (14 percent). The population of retirees (individuals 55 to 69 years of age) has increased most rapidly since 2000 and comprises approximately 15 percent of the population, slightly higher than State levels. Additionally, Beaumont residents are attaining higher levels of education with 64 percent of those 25 years old and older having some college education or higher, which is an increase from 56 percent in 2010. Median household income has also more than doubled over 15 years, from $29,721 in 2000 to $64,830 in 2015. (GP, p, 129.)

The City's population base can be characterized as predominantly white or Hispanic, with smaller representations by other ethnic groups. In 2018, approximately 40 percent of the City's population was identified as white, and approximately 43 percent of the City's population was identified as Hispanic. Other demographic statistics reported in the 2018 census included: approximately 6.5 percent African-American, 8.0 percent Asian, 0.3 percent Native American, and 2.6 percent all other non-Hispanics. (SCAG-A, pp. 6-7.)

Regional and Local Data Forecasts

Population, housing, and employment data for the City and surrounding area are available from the United States Census Bureau (USCB) and SCAG's Regional Growth Forecasts. SCAG is the regional planning agency with responsibility for reviewing the consistency of local plans, projects, and programs with regional plans. It is a federally-designated metropolitan planning organization (MPO) for six Southern California counties, including Riverside County. As such, SCAG is mandated to create regional plans that address among other things, growth management.

Population

Population forecasts for the City and surrounding area have been provided by SCAG in the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast* (RTP/SCS). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals so that the region can grow smartly and sustainably. SCAG updates the growth forecast every four years. The RTP/SCS Growth Forecast is broken down into separate growth forecasts for individual cities and unincorporated County areas. **Table 5.13-B – SCAG Growth Forecasts**, reflects SCAG's population forecasts for Riverside County as a whole as well as the City for Year 2040.

Table 5.13-B – SCAG Growth Forecasts

Forecast Category	2012	2020	2035	2040
Riverside County				
Population	2,245,100	2,479,800	3,055,100	3,183,700
Employment	616,600	848,700	1,111,800	1,174,300
Households	694,400	802,400	1,009,000	1,054,300
Employment/Housing Ratio	0.89:1	1.06:1	1.10:1	1.11:1
City of Beaumont				
Population	39,400	51,600	78,800	80,600
Employment	5,900	11,400	17,200	18,000
Households	12,400	18,200	26,700	27,200
Employment/Housing Ratio	0.48:1	0.63:1	0.64:1	0.66:1

Source: SCAG-B

Employment

SCAG data identified that approximately 9,708 jobs existed within the City in 2017, with only 8.6 percent of the population working and living within the City, leaving the remaining 91.4 percent of the City's working population to commute outside the City. The largest employment sectors within the City are comprised of Education (25 percent); followed by Retail (24.9 percent); Leisure (11.4 percent) Public Administration (7.7 percent); Manufacturing (6.6 percent); Professional/Management (6.1 percent); and Construction (5.4 percent). The remaining 12.9 percent of employment is comprised of Wholesale, Transportation, Finance, Information and Other trades. (SCAG-A, pp. 3, 21, 27.)

Housing

The California State Department of Finance (DOF) provides the population and housing estimates for the state, counties, and cities which incorporates 2010 census counts for the years 2011-2020 and provisional population and housing estimates for January 1, 2020. **Table 5.13-C – Existing Housing Supply (2020),** provides the existing supply of housing composition within the City. (DOF.)

Table 5.13-C – Existing Housing Supply (2020)

Unit Type	Number of Units	Percent of Supply
Single-Family (Detached)	14,577	86.2
Single-Family (Attached)	242	1.4
2-4 Units	686	4.1
5+ Units	881	5.2
Mobile Homes	523	3.1
Total	**16,909**	**100%**

Source: DOF, Table E-5

Of the 16,909 total number of units available, a total of 16,049 are occupied leaving the City with a vacancy rate of 5.1 percent (DOF).

The 2013-2021 Beaumont Housing Element (HE) described in Section 5.13.2 – Related Regulations, Local Regulations, below, the City's housing stock in 2013 was identified as having a total of 11,801 occupied housing units with an 8.6 percent vacancy rate. (HE, pp. A-2, A-4.) Of that total, 8,846 units (75 percent) were owner-occupied while 2,955 units (25 percent) were renter occupied. Assuming the same 75/25 breakdown rate for 2020 DOF data results in 12,037 owner occupied units and 4,012 renter occupied units.

Household Income

The 2013-2021 Beaumont Housing Element identified 2013 income limits for four income groups based on the Riverside County median household income, adjusted by household size as follows:

- Extremely low income <30% of the median household income
- Low income 30%-50% of the median household income
- Lower income 50%-80% of the median household income
- Moderate income 80%-120% of the median household income

The HE identified the County of Riverside median 3–person household income as $67,750. The income limits identified above determine eligibility for programs that provide financial assistance to owners and renters. **Table 5.13-D – Income Limits for 3-Person Household** identifies the annual income and monthly income limits for Riverside County for a 3-person household in each of the four income groups per the 2013-2021 Housing Element. Additionally, this table identifies the number of households falling within these income categories by owners and renters. (HE, pp. A-6 – A-8.)

Table 5.13-D – Income Limits for 3-Person Household

Income Category	Yearly Income Limit	Monthly Income Limit	Owner Household	Renter Households	Total Households
Extremely Low	Less than $18,100	Less than $1,508	645	435	1,080
Very Low	$18,101-$30,150	$1,509-$2,513	680	405	1,285
Low	$30,151-$48,250	$2,514-$4,021	635	1,155	1,790
Moderate[1]	$59,251-$80,200	$4,022-$5,850	N/A	N/A	3,955
Above Moderate[1]	$70,201+	$5,851+	N/A	N/A	2,945
TOTAL					**11,055**

Source: HE, Table A-6, pp. A-7 – A-8

Notes:

1. HE does not provide break down between owner versus renter household for Moderate and Above Moderate Income levels.

Employment/Housing Balance

Jobs-to-housing ratio is used as an indicator of a community's jobs-rich or jobs-poor status. SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California* (SCAG-D), states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply."

The concept of employment/housing balance has been widely discussed by SCAG and the South Coast Air Quality Management District (SCAQMD) over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated employment/housing balance into its growth forecast, transportation, and air quality policies. The term employment/housing balance is the concept that if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions have ratios greater than the regional average, and housing-rich subregions have ratios lower than the regional average. An appropriate employment/housing ratio for any given geographic area is area specific, in that each locale presents differing demographic characteristics. Jobs/housing ratios are also dynamic and fluctuate over time. Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of one or more than 1 to 1 indicates a jobs-rich area (SCAG-D, p.15). As noted above, the majority of Beaumont residents commute to cities within Riverside and San Bernardino.

As reflected in **Table 5.8-B** above, the 2016 RTP/SCS growth forecast indicates that in the year 2012 the jobs-to-housing ratio for Riverside County was 0.89:1, which by is considered jobs-poor. The jobs-to-housing disparity in Riverside County is not projected to continue as reflected in the year 2040, Riverside County is projected to have a jobs-to-housing ratio of 1.11:1. By contrast, the City's growth forecast indicates that in the year 2012 the jobs-to-housing ratio was 0.48:1 and, although it is expected to increase to 0.66:1 by the year 2040, the City's forecast shows that the City will remain jobs-poor.

5.13.2 Related Regulations

Federal Regulations

There are no federal regulations that pertain to regulations for housing and population.

State Regulations

California Planning and Zoning Law - State Housing Element Law

The California legislature has declared the attainment of affordable housing and a suitable living environment for every Californian to be of vital importance. Attaining the state's housing goals requires efforts from all sectors including the private sector and all levels of government. Each local government has power to facilitate the improvement and development of housing for all economic segments of the community accounting for economic, environmental, and fiscal factors as well as community goals and regional housing needs. One tool used by local governments to achieve these goals is the housing element of the general plan. The housing element identifies and analyzes existing and projected housing needs and presents goals, policies, quantified objectives, and programs to address those needs. Housing elements also provide implementation measures for these programs. The Housing Element is the only General Plan element that must be updated according to a schedule set by the state. The current City of Beaumont Housing Element was adopted in 2014 for the 2013–2021 cycle.

Regional Housing Needs Assessment (RHNA)

State law requires that jurisdictions provide their fair share of regional housing needs and adopt a general plan for future growth (California Government Code Section 65300). The California Department of Housing and Community Development (HCD) is mandated to determine state-wide housing needs by income category for each Council of Governments (COG) throughout the state. The housing need is determined based on four broad household income categories: very low (households making less than 50 percent of median family income), low (50 to 80 percent of median family income), moderate (80 to 120 percent of median family income), and above moderate (more than 120 percent of median family

income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner. SCAG is the COG for Riverside County and has determined that Beaumont's RHNA for the 1/1/2014 - 10/1/2021 planning periods is 5,250 housing units including 2,121 units within the low and very low income categories as per **Table 5.13-E – RHNA Allocation**.

Table 5.13-E – RHNA Allocation

Income Category	Housing Allocation
Very Low	1,267
Low	854
Moderate	969
Above Moderate	2,160
Total	5,250

Source: SCAG-C

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast* (RTP/SCS). SCAG has placed a greater emphasis than ever on sustainability and integrated planning in the RTP/SCS. The RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act.

Western Riverside Council of Governments

The Western Riverside Council of Governments (WRCOG) is a joint-powers agency that conducts interagency regional coordination and planning for local governments in western Riverside County and serves as the council of governments and local transportation planning agency for the western Riverside subregion of SCAG. Its member agencies are 17 cities, including the City of Beaumont; Riverside County, and the Eastern and Western Municipal Water Districts. WRCOG administers the Riverside County

Measure A, a half-cent transportation sales tax that supports freeway construction projects and designates smaller revenue allocations for arterial roadway improvements in western Riverside County. WRCOG also administers western Riverside County's Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of new development on the subregion's arterial highway system identified on the Regional System of Highways and Arterials. Other areas overseen by WRCOG include housing, planning for regional growth, and planning for solid waste and hazardous waste management.

Local Regulations

Beaumont Housing Element

The current Housing Element for the City is a "fifth cycle" Housing Element that covers the years 2013-2021. Beaumont's Housing Element is intended to ensure that the City establishes policies, procedures, and incentives in its land use planning activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in the City. The Housing Element provides the policies that guide City decision-making and implement housing goals through the year 2021 to ensuring a balance of housing types and costs are available to meet the needs of the City. As identified above, SCAG determined the City's RHNA for the 2013-2021 planning period is a total of 5,250 housing units.

5.13.3 Beaumont 2040 Plan

The City's Beaumont 2040 Plan includes the following goals and policies relative to population and housing:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.15 Invest in existing residential neighborhoods adjacent to Downtown and promote connectivity to surrounding neighborhoods.

Goal 3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.

Policy 3.3.2 Develop a variety of housing types at varying densities that meet the needs of residents of a variety of incomes, lifestyles and needs.

Policy 3.3.4 Continue to explore future opportunities for new residential development.

Policy 3.3.5 Incentivize infill housing development in the Downtown and new higher density housing in the Urban Villages.

Policy 3.3.10 Permit accessory dwelling units on single-family residential lots.

Implementation LUCD14 Develop financial and regulatory incentives (e.g., reduced fee permits, expedited building permits, impact fee waivers) to promote new development in the Sphere of Influence that conforms with the vision of the General Plan, including support for employment uses, mixed use housing, active transportation, and jobs.

Implementation LUCD15 Establish an infill housing incentive program. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.

Beaumont 2040 Plan, Chapter 5 – Economic Development

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.2 Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services.

Policy 5.1.5 Maintain a regulatory environment that is business friendly, easy to navigate, flexible and encourages growth consistent with the General Plan.

Implementation EDF9 Create a rental assistance program as a recruitment incentive to attract targeted, desired retailers and restaurants to key locations, such as in the Downtown area.

Beaumont 2040 Plan, Chapter 11 – Downtown Aare Plan

Goal 11.2: Preserve existing housing stock and create opportunities for additional housing choices.

Policy 11.2.1 Preserve existing residential neighborhoods and provide connectivity with amenities and neighborhood commercial uses.

Policy 11.2.2 Provide regulations that encourage the preservation of existing housing, including development of new housing that accommodates households that are diverse in size, type and level of affordability.

Policy 11.2.3 Encourage a diversity of housing types in the Downtown such as large apartments, walk-up apartments, stacked flats, townhomes, live-work housing, fourplexes, triplexes and duplexes.

Policy 11.2.4 Encourage a diversity of small, medium, and large units for individuals, families, seniors, students, and other demographics to encourage a diverse and vibrant population.

Policy 11.2.5 Encourage housing in Downtown to encompass a range of deeper affordability levels, including for those with moderate, low, very low, and extremely low incomes, as well as market rate housing.

Goal 11.13: Provide for a mix of funding alternatives to include but not be limited to: Public Funds, Public/Private Funds, Special District Funds, and regional, State and Federal Grant Funds

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP7 Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed- use development.

5.13.4 Threshold of Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on population and housing, if it would:

- (Threshold A) Include 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); and/or
- (Threshold B) Displace substantial numbers of existing people or housing, necessitating the construction of replacing housing elsewhere.

5.13.5 Environmental Impacts before Mitigation

Threshold A: ***Include substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).***

The Beaumont 2040 Plan may potentially include substantial unplanned population growth as it includes the potential to increase the density/intensity of the Planning Area.

Population/Housing
The Beaumont 2040 Plan does propose to include a number of land use designations intended to provide a range of housing types to meet the varying needs of its residents as reflected in **Table 5.13-F – Land Use Designations Allowing for Housing**, below.

Table 5.13-F – Land Uses Designations Allowing for Housing

Land Use Designation	Density Range
Rural Residential 40 (RR40)	1 DU per 40-acre (minimum) lot
Rural Residential 10 (RR10)	1 DU per 10-acre (minimum) lot
Rural Residential 1 (R1)	1 DU per 1-acre (minimum) lot
Single Family Residential (SFR)	0 – 5 DU/AC
Traditional Neighborhood (TN)	4 – 6 DU/AC
High-Density Residential (HDR)	12 – 30 DU/AC
Downtown Mixed Use (DMX)	0 – 22 DU/AC
Urban Village (UV)	12 – 24 DU/AC
Transit Oriented District Overlay (TOD Overlay)	18 – 30 DU/AC

Source: City of Beaumont General Plan Update, Table 3.3: Land Use Designations
Notes:
DU/AC = dwelling units per acre

Additionally, the plan projects a future number of dwelling units for buildout year 2040 which may increase the City's existing housing supply. **Table 5.13-G – Proposed Dwelling Units,** identifies the total number of dwelling units for both single family and multi-family residential dwelling units projected under the Beaumont 2040 Plan.

Table 5.13-G – Proposed Dwelling Units

Land Use Designation	Single Family Residential	Multi-Family Residential	Total Dwelling Units
Rural Residential 40 (RR40)	60	--	60
Rural Residential 10 (RR10)	60	--	60
Rural Residential 1 (R1)	383	--	383
Single Family Residential (SFR)	22,735	--	22,735
Traditional Neighborhood (TN)	1,824	203	2,206
High-Density Residential (HDR)	--	5,692	5,692
Downtown Mixed Use (DMX)	89	1,693	1,782
Urban Village (UV)	1,114	4,457	5,571
Transit Oriented District Overlay (TOD Overlay)	508	2,032	2,540
Total Residential Units	**26,773**	**14,077**	**40,849**

Source: Raimi + Associates 2019

To determine if the Beaumont 2040 Plan will result in an increase over anticipated future growth, **Table 5.13-H – Buildout Project Comparisons**, below provides a comparison between projections for the existing General Plan and the proposed Beaumont 2040 Plan for each plans respective buildout year as it relates to SCAG while **Table 5.13-I – General Plan Buildout Comparisons**, below provides a comparison between the existing and proposed General Plan population, employment and household projections.

Table 5.13-H – Buildout Projection Comparisons

Forecast Category	Year 2030		Increase beyond SCAG 2030		Year 2040		Increase Beyond SCAG 2040	
	2007 GP	SCAG	Qty	%	2040 GP	SCAG	Qty	%
Population	107,200	90,290	16,910	15.8	131,949	80,600	51,349	38.9
Employment	29,755	25,061	4,694	15.8	38,224	18,000	20,224	52.9
Households	35,497	29,333	6,164	17.4	40,849	27,200	13,649	33.4

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10

Table 5.13-I – General Plan Buildout Comparisons

Forecast Category	2007 General Plan Post Year 2030	2040 General Plan Year 2040	Increased Quantity	Increased Percent
Population	107,200	131,949	24,749	18.8
Employment	29,755	38,224	8,469	22.2
Households	35,497	40,849	5,352	13.1

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10, GP

As reflected in **Table 5.13-I** above, the Beaumont 2040 Plan buildout projections result in 13,649 more (or a 38.9 percent increase in) dwelling units and 51,349 more (or 38.9 percent increase in) population than that forecast by SCAG for 2040. However, the resultant increase between the existing General Plan and the proposed General Plan is only 5,352 more (or a 13.1 percent increase in) dwelling units and 24,749 more (or 18.8 percent increase in) population; similar to the percentage increases projected between the existing general plan and SCAG's year 2030 buildout. Further, as identified in Section 3 – Project Description, the Planning Area now includes a SOI which accounts for 9,453 of the dwelling units and 30,533 people as reflected in **Table 5.13-J – City Limits Only vs. SCAG,** below which factors out the SOI numbers which reflects provides a more consistent comparison to the SCAG numbers projected strictly within City limits.

Table 5.13-J – City Limits Only vs. SCAG

Forecast Category	GP 2040			SCAG 2040	City Limits vs. SCAG	
	Total	SOI	City Limits Only		Quantity Increase	Percent Increase
Population	131,949	30,533	101,416	80,600	20,816	21.5
Employment	38,224	16,727	21,497	18,000	3,497	16.3
Households	40,849	9,453	31,022	27,200	3,822	12.3

Source: Section 3 – Project Description

In comparing the increases between SCAG projections and City limits only, dwelling units will increase by 3,822 (or 12.3 percent) and population will increase by 20,816 (or 21.5 percent); similar to the previous general plan increases of 17.4 percent and 15.8 percent respectively. As these are not considered to be a substantial increase, impacts are less than significant with respect to population growth and density.

Housing

The need for housing to support forecast population increases within the Planning Area is apparent in the recently approved and proposed residential entitlements. As identified in **Table 5.13-C** above, the City has an existing housing supply of 16,909 dwelling units with a 5.1 percent vacancy rate. Under 2040 buildout conditions, residential land uses within the Planning Area are projected to accommodate an additional approximately 23,940 housing units. Please refer also to Draft PEIR Section 5.10 – Land Use, for further details regarding projected buildout intensities for land uses proposed within the Planning Area.

Consistent with California Housing Element requirements, the existing 2013 – 2021 City Housing Element identifies the number and types of local housing required to satisfy the City's "fair share" of regional

housing needs, as determined by the SCAG Regional Housing Needs Assessment (RHNA). The "fair share" allocation ensures that each jurisdiction accepts equitable housing responsibilities for all current and future residents. A jurisdiction's "fair share" of the regional housing need is the projected total number of additional dwelling units that will be required to accommodate the anticipated growth in households, replace expected demolitions or conversions to other uses, and allow a reasonable vacancy rate providing for healthy functioning of the housing market. The City of Beaumont RHNA fair share of regional housing needs is provided in **Table 5.13-E,** above. (HE, pp. 3-4.)

Within the context of the above-cited SCAG RHNA estimates, and consistent with State Housing Law, the City's Housing Element establishes quantified objectives which identify the maximum actual numbers of housing units that can be constructed over a five-year time frame. The quantified objectives can be the same, more, or less than the City's share of the regional housing needs as identified by SCAG. The City's quantified housing objective for 2013 – 2021 time frame is 5,250 housing units.

The objective includes 969 moderate-income housing units, which is consistent with the RHNA estimate for this category of housing. This housing need was fulfilled within the 2000-2005 timeframe. The City's quantified objective also includes 1,477 very low and low-income housing units. This is approximately 20 percent of the RHNA estimate for this category of housing. As of 2013 (the date of the most recently adopted Housing Element) fifty-one of these units had been constructed. In addition to the above housing units, the City projects an additional 25 units (5 extremely low, 10 very low, and 10 low units) to be made available through housing rehabilitation efforts. Regional Housing Needs Assessments, related City quantified objectives, and evaluation of objectives attainment status are periodically revised as components of the City's five-year Housing Element update process.

Employment

Additionally, the City's non-residential (i.e., commercial, office, industrial, etc.) land use development potential is approximately 33.1 million square feet. The employment projection associated with these non-residential land uses is approximately 38,223 jobs as reflected in **Table 5.13-K – Employment Forecasts,** below.

Remainder of page intentionally left blank

Table 5.13-K – Employment Forecasts

Land Use Designation	Square Feet		
	Retail/Service[1]	Office[2]	Industrial[3]
General Commercial	3,422,681		
TOD Overlay	658,703	131,741	
Downtown Mixed Use	617,520	205,840	
Neighborhood Commercial	441,157	49,017	
Industrial	589,404	392,936	18,664,451
Employment District	1,229,088	614,544	2,253,327
Single Family Residential	270,876		
Traditional Neighborhood	105,080		
High Density Residential	59,037		
Urban Village	1,333,361	266,672	533,344
Urban Village South	773,011	154,602	309,205
Total Square Feet	***9,499,918***	***1,815,352***	***21,760,327***
Total Jobs per Sector	***8,170***	***7,261***	***22,792***
Total Future Employment	**38,224**		

Source: Raimi + Associates 2019

Notes:

1. Based on employment factor of 0.2 employees per 40,849 households.
2. Based on employment factor of 1 employee per 250 square feet
3. Based on employment factor of 1 employee per 1,000 square feet for Heavy Industrial based on 18,664,451 square feet and 1 employee per 750 square feet for Light Industrial based on 3,095,876 square feet.

As reflected in **Table 5.13-B – SCAG Growth Forecasts** above, SCAG forecasts 18,000 jobs in the City of Beaumont by the buildout year 2040. However, the Beaumont 2040 Plan has in fact been forecast to provide 21,497 jobs just within the City limits; exceeding SCAG forecasts. With the addition of 16,727 jobs within the SOI, the total jobs within the Planning Area is forecast to be 38,224.

Employment/Housing Ratio

The imbalanced jobs/housing ratio projected for the Planning Area is indicated by the increasing population growth within the Inland Empire as families newly locate or relocate to this region to take advantage of relatively plentiful and affordable housing and favorable climate. New employment centers within the Planning Area and relocation of existing business near residential areas can slowly improve the jobs/housing balance. SCAG projections for the region anticipate that housing-rich/job-poor areas will persist in the Inland Empire as noted in **Table 5.13-B** above and peripheral areas of northern Los Angeles County and southern Orange County, with the majority of job creation occurring in central/southern Los Angeles and Orange counties. **Table 5.13-L – Employment/Housing Ratio**, below provides the employment/housing ratio forecast by the existing General Plan and the Beaumont 2040 Plan.

Table 5.13-L – Employment/Housing Ratio

Forecast Category	Buildout Year 2030	Buildout Year 2040
	SCAG – City of Beaumont	
Employment	25,061	18,000
Households	29,333	27,200
Employment/Housing Ratio	0.85:1	0.66:1
	Existing General Plan	**Beaumont 2040 Plan**
Employment	29,755	38,224
Households	35,497	40,849
Employment/Housing Ratio	0.83:1	0.93:1
Source: SCAG-B, GP 2007 DEIR, Tables 4.2-1 and 4.2-10, GP		

Table **5.13-L**, above. identifies the existing General Plan forecast of employment/housing ratio anticipated to increase to 0.83:1 based on the existing land plan; still jobs-poor. The Beaumont 2040 Plan forecasts the employment housing ratio to increase to 0.93:1; better than that forecast by SCAG. While still jobs-poor, the Beaumont 2040 Plan would increase to employment/housing ratio to a factor much closer to 1:1 providing for a better jobs/housing balance.

Conclusion

The updated General Plan includes land use designations that would allow new residential uses and nonresidential development, generally focused on revitalization including a mixed-use downtown and developing the City with a mix of housing types and new commercial and industrial opportunities involving an average overall growth rate of 18 percent at buildout or an annual projected growth rate of 0.9 percent.[1] Land Use & Design Element Goal 3 along with Implementation actions LUCD-14 and LUCD-15 would ensure affordable housing with a variety of types of neighborhoods, including in-fill developments in downtown, and manage growth in a manner that is fiscally sustainable and protects and/or enhances community value. The Beaumont 2040 Plan proposes a land use concept that anticipates and plans for growth in the city in a flexible manner, understanding that ultimately market forces, demographics, and migration will dictate how much growth the city actually realizes.

The land use concept in the Beaumont 2040 Plan has been developed to accommodate projected population increases and make sure Beaumont is strategically positioned to manage future growth and to capture positive growth opportunities. The proposed Land Use Map and policy orientation of the Beaumont 2040 Plan seek to make an efficient and appropriate use of land. The physical environmental impacts associated with population growth consists of traffic (commuting for jobs) and the related impacts of traffic noise, air quality, and greenhouse gas emissions. These environmental issues are addressed elsewhere in this Draft PEIR. Thus, adoption and implementation of the Beaumont 2040 Plan would not result in a substantial increase in population growth because the City has planned for the growth forecast in the Beaumont 2040 Plan. Therefore, impacts would be **less than significant**.

[1] Overall Average Growth Rate = Percent increase in Population + Employment + Housing (as identified in Table 5.13-I above)/3. Annual growth rate = Overall Average Growth Rate/20 years.

Threshold B: ***Displace substantial numbers of existing people or housing, necessitating the construction of replacing housing elsewhere.***

The intent of the Beaumont 2040 Plan is to accommodate anticipated growth through efficient use of existing infrastructure and public services, thus minimizing the need for new or significantly expanded infrastructure that could be the impetus for the removal of housing units and/or businesses. Where new infrastructure will be required, roadway sizing and alignments set forth in the Beaumont 2040 Plan were designed to largely avoid impacts to existing developed areas.

In addition, while implementation of the Beaumont 2040 Plan does not directly result in the construction of any new development, the Beaumont 2040 Plan focuses future growth development of the downtown area, industrial/commercial as well as residential. New development and infill development would not result in displacement of housing or people.

Thus, the Beaumont 2040 Plan will not displace substantial numbers of housing units or people and will not necessitate the construction of replacement housing elsewhere. No demolition or substantial change in land use designation that would result in the displacement of residents is proposed in the General Plan. Therefore, impacts associated with implementation of the Beaumont 2040 Plan relative to displacement of a substantial number of persons or housing are considered **less than significant**.

5.13.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the Beaumont 2040 Plan will not result in significant adverse impacts with regards to **population and housing**, no mitigation measures are necessary.

5.13.7 Levels of Significance after Mitigation

No mitigation measures are necessary. Based on the analysis above, the Project was not found to create significant impacts related to unplanned growth having impacts on development or infrastructure. Additionally, the Project provides a clear plan for housing and allows housing to occur in a way that will not displace residents. The residual impacts are less than significant.

5.13.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2007 DEIR — City of Beaumont, *2007 General Plan Update Draft Environmental Impact Report, SCH# 2004061001*, certified March 2007. (Available at the City of Beaumont

GP — City of Beaumont, Draft General Plan Update, dated August 21, 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft, accessed August 27, 2020).

DOF — State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020, with 2010 Benchmark*. May 2020. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/, accessed August 27, 2020.)

HE City of Beaumont, *2013-2021 Housing Element*. Adopted December 17, 2013. (Available at https://www.beaumontca.gov/DocumentCenter/View/68/Housing-Element?bidId=, accessed August 27, 2020.)

RTP/SCS Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy*, adopted April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 26, 2020.)

SCAG-A Southern California Association of Governments, *Profile of the City of Beaumont Local Profiles Report 2019*, May 2019. (Available at http://www.scag.ca.gov/Documents/Beaumont.pdf , accessed August 27, 2020.)

SCAG-B Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, dated April 11, 2016. (Available at http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed August 27, 2020.)

SCAG-C Southern California Association of Governments, 5th Cycle *Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 - 10/1/2021,* September 4, 2012. (Available at http://rtpscs.scag.ca.gov/Documents/rhna/5thCyclePFinalRHNAplan.pdf, accessed August 26, 2020.)

SCAG-D Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at http://www.scag.ca.gov/DataAndTools/Pages/SMDL.aspx, accessed August 27, 2020.)

5.14 Public Services

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Code and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to whether the Project would result in substantial physical effects associated with the provision of new or altered public services, specifically fire protection, police protection, schools, and libraries, to maintain an acceptable service ratio.[1]

5.14.1 Setting

The following discussions summarize existing conditions for primary public services providers within the Planning. Public services addressed in this section are fire protection, police protection, schools, and libraries. Please refer also to Draft PEIR Section 5.15 – Recreation, for a description of existing parks and recreational services and facilities within the Planning Area.

Fire Protection

The City of Beaumont contracts with the Riverside County Fire Department (RCFD), who in turn contracts with the California Department of Forestry and Fire Protection (CAL FIRE), for City-wide fire protection, emergency medical services, dispatch, and fire prevention and safety education. CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. Additionally, the U.S. Forest Service is responsible for nearby federal lands in national forests and grasslands. The City's Sphere of Influence (SOI) is also served by the RCFD in conjunction with CAL FIRE. All Riverside County stations are dispatched by the same County Fire 9-1-1 Center and are part of the "Integrated Fire Protection System," under contract with the State of California. The RCFD and CAL FIRE staff serves not only the City of Beaumont, but also provide shared resources with the Cities of Calimesa and Banning. In addition to fire services provided by RCFD/CAL FIRE, the City employs a Fire Safety Specialist who oversees plan review, installation, and inspections of fire suppressant systems. (Beaumont 2040 Plan, p. 9-3; ECR, p. 99.)

There are two fire stations located within the City limits; Station No. 66 and Station No. 20. Station No.66 (named the Beaumont City Station) is located in the downtown area at 628 Maple Avenue and is the City's primary station. Station No. 66 is equipped with two paramedic engines (one staffed, one reserve), and one rescue unit (not staffed.) Station 20 at 1550 E. 6th Street (the Beaumont Station) is on the eastern edge of the City near the Beaumont/Banning boundary. This station is equipped with one paramedic engine. The engine company operating out of Station 20 is technically a resource that is part of the City of Banning contract with the RCFD. However, operational funding for this Station and the associated apparatus, which is owned by CAL FIRE, is shared equally between Beaumont, Banning and the County. The location of these stations are shown on **Figure 5.14-1 – Existing Fire and Police Stations**. (RCFD, MSR, pp. 14–15.)The City, through its contract with the RCFD and CAL FIRE also has the use of seven shared engines in San Jacinto, five shared engines in Desert Hot Springs, and nine shared engines in Moreno Valley for a total of 21 shared engines. (Beaumont 2040 Plan, p. 9-3; ECR, p.

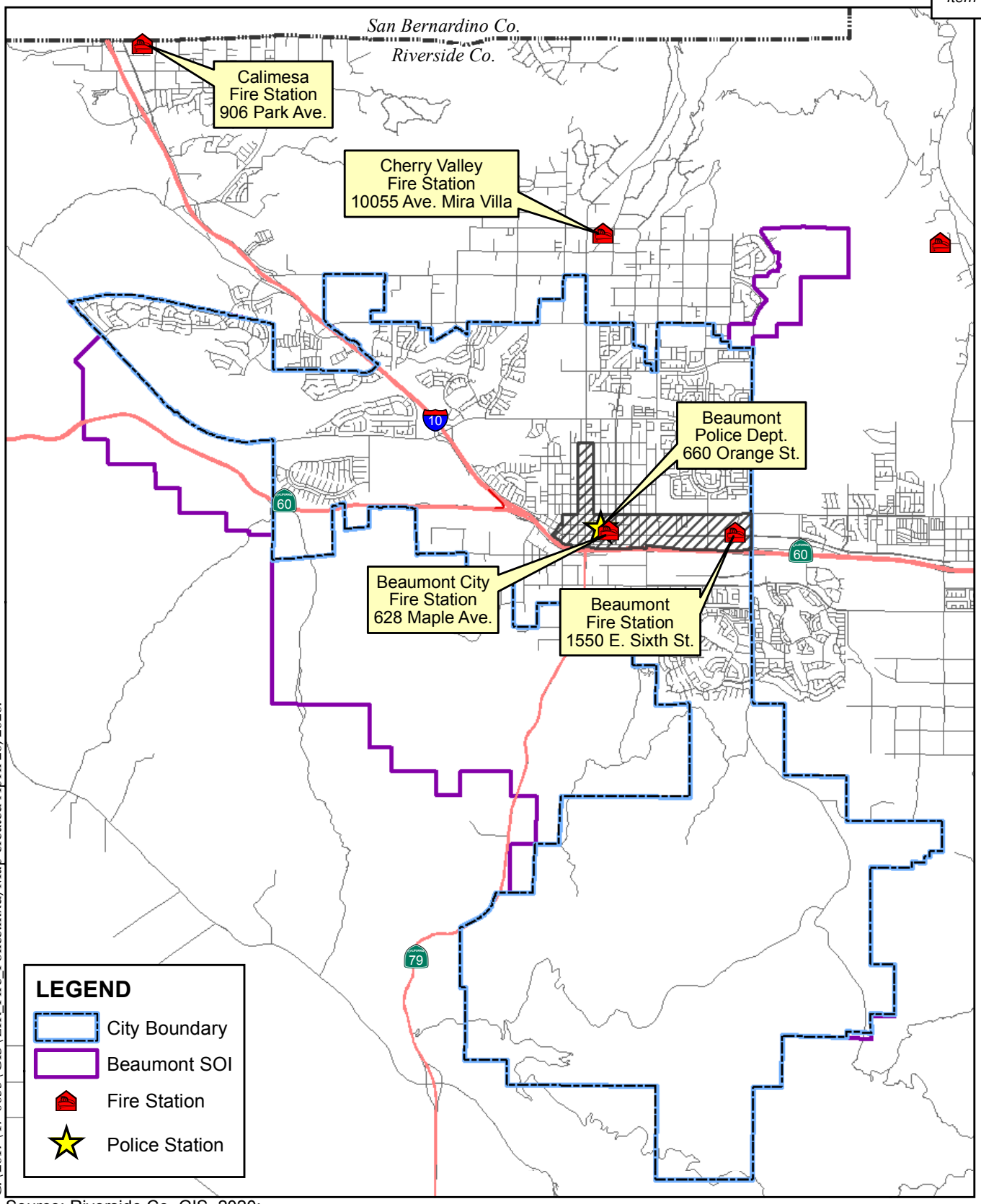
[1] Due to the similarity in topics, impacts to park facilities are discussed in Section 5.15 – Recreation of the PEIR.

99.) The locations of fire stations within and in proximity to the Planning Area are shown on **Figure 5.14-1**.

RCFD has determined that each engine unit is staffed with three personnel. Staffing configurations of each fire station consist of some combination of fire captain, fire apparatus engineer and fire fighter or Company officer (fire captain or fire apparatus engineer) and two firefighters. RCFD engine companies are also advanced life support paramedic assessment units. Riverside County resources include 30 battalion chiefs, two medical squads, eight truck companies, and two hazmat units. (RCGP EIR, p. 4.17-9.)

A five minute response time is the goal of the City and current fire response times approximately 8 to 12 minutes. In 2016 approximately 74% of the calls were responded to in less than five minutes. (MSR, p.16). Some residential areas in the westernmost portion of the City are more than five miles from the nearest fire station and are the driving factor in response times that are beyond five minutes. There are currently no stations south of Interstate-10. According to *the Final Municipal Services Review* (prepared by the Riverside Local Agency Formation Commission) published in 2017, the City is in discussions with a private landowner to dedicate five acres in the western area of the City for a fire station.

Remainder of page intentionally blank



G:\2017\17-0033\GIS\EIR_Fire_Police.mxd; Map created April 20, 2020.

Source: Riverside Co. GIS, 2020; Raimi+ Assoc, 2019.

Figure 5.14-1 Existing Fire and Police Stations

City of Beaumont General Plan Update

0 1 2 3 Miles

Page intentionally left blank

Police Protection

The City of Beaumont operates its own Police Department. The Beaumont Police Department (BPD), is located across the street from Beaumont City Hall at 660 Orange Street. (See **Figure 5.14-1 – Existing Fire and Police Stations**). BPD utilizes Community-Oriented Policing and Problem Solving (COPPS). COPPS is a policing philosophy that promotes and supports organizational strategies to address the causes and reduce the fear of crime and social disorder through problem-solving tactics and community-police partnerships. Community policing brings police and citizens together to prevent crime and solve neighborhood problems. With community policing, the emphasis is on stopping crime before it happens, not responding to calls for service after the crime occurs. Community policing gives citizens more control over the quality of life in their community. COPPS consists of the Patrol Division, as well as a number of specialized divisions and teams as provided in **Table 5.14-A – Police Staffing Units and Support,** below.

The BPD currently operates with a total of 38 sworn staff members and includes: patrol officers, detectives and a sergeant; task force members; motor officers; community policing team member; multiple enforcement team members; and 1 K-9 unit (GP, p. 9-2). Notably, this is a significant reduction from previous years. During the years 2010 to 2013, the BPD staffed between 56 and 59 sworn officers. Based on the current population of the City (48,401 persons as of January 2019 per the California Department of Finance), Beaumont has an officer-to-population ratio of 0.78 sworn officers per 1,000 residents. The target service ratio is 1.0 to 1.2 officers per 1,000 residents (MSR, p. 14). However, the number of officers assigned to patrol has remained constant. (MSR, IV.A)

Additionally, the BPD staffs a total of 18 non-sworn staff members which includes: three animal control officers (Beaumont and two City contracts); one tribal contract; one code enforcement officer; one police analyst; one support services supervisor; eight dispatchers; one training manager, two records staff, and one evidence clerk.[2]

Remainder of page intentionally left blank

[2] City of Beaumont Chief of Police, Sean Thuilliez, February 27, 2017 (email communication).

Page intentionally left blank

Table 5.14-A –Police Staffing Units and Support

Division/Support	Description
Patrol Division	Patrol officers are responsible for policing Beaumont 24/7, 365 days per year. Patrol officers respond to calls for service, including emergency calls, and are also responsible for initiating contacts with citizens, enforcing criminal laws and traffic violations, training new officers, and attending various community events. In most circumstances, patrol officers handle the initial investigation into crimes and other incidents and conduct follow up investigation as necessary. Each patrol team is supervised by a patrol Watch Commander.
Traffic Division	The primary duties of the Traffic Enforcement Unit are traffic complaint enforcement, high congestion traffic control, accident reduction enforcement, escorts, and special event traffic control. Traffic enforcement officers also respond to dispatched patrol calls as backup and, not infrequently, as primary officers at crime scenes. Because of their mobility, traffic enforcement officers are frequently the first units to respond to bank alarms, in-progress calls and fires. Escorts, parades, and traffic and crowd control associated with special events are areas that traffic enforcement officers handle with great efficiency.
Detective Bureau	The Beaumont Police Department Detective Division is charged with the responsibility of the investigations of felony and misdemeanor crimes occurring within its jurisdiction. The Division is responsible for the identification, apprehension, interrogation, prosecution of offenders, case clearance and the processing of stolen and recovered property. Detectives also investigate non-criminal activity, such as missing persons and juvenile related matters. Two programs under the Detective Bureau include the Post- Release Accountability Compliance Team and Riverside County Gang Task Force. Post-Release Accountability Compliance Team: The primary responsibility of the Post-Release Accountability Compliance Team (PACT) is to conduct compliance checks on those individuals who have been released from prison under Assembly Bill 109 to ensure that they are complying with their terms of release. Riverside County Gang Task Force: The Beaumont Police Department has one detective assigned to the Riverside County Gang Task Force. San Gorgonio Pass Area participating agencies include the Riverside Sheriff's Department, Riverside County District Attorney's Office, Riverside County Probation, Banning Police Department, Beaumont Police Department, California Highway Patrol, State Parole.
K-9 Unit	The BPD includes a K9 Detection Program as part of its Investigations Division. This program has the potential to prevent the loss of life, save man hours for police officers, reduce narcotic activity in the community, and provide a valuable training asset to local schools by assisting in drug prevention programs and demonstrations.
Multiple Enforcement Team	The Multiple Enforcement Team (MET) is a valuable resource for the City's Detective and Patrol divisions. These teams are utilized to conduct surveillance, serve high-risk search and arrest warrants, search for wanted felons, and collect intelligence regarding drugs, gangs, and other criminal activity. MET often participates in special enforcement

Division/Support	Description
	programs that target specific or immediate crime trends or problems and work with other local, state, and federal law enforcement agencies.
Citizen Volunteers	One of the most important aspects of the Beaumont Police Department volunteer program is the diversity of responsibilities that citizen volunteers (CVPs) undertake on a daily basis. Volunteers create and maintain a delicate balance in the Department by providing essential services in both sworn and civilian-related duties to serve as a bridge between officers and civilians as they represent their communities in all aspects of Department-related functions. Citizen Volunteers are proud representatives of the community. They are highly visible while on patrol. The primary objectives for the volunteers are to prevent crime by mere presence, or identify public hazards. Volunteers also act as the eyes and ears of the Beaumont Police Department by identifying suspicious activities, crimes in progress, or dangerous circumstances. The volunteers do not take action themselves, but notify the proper authorities for handling.
Animal Control	The Animal Control Services goal is to improve the quality of life for both the citizens of Beaumont and their pets. Animal Control Services is also be responsible for the enforcement of state and local animal laws and regulations, including licensing of animals. In addition to serving the City of Beaumont, as of July 1, 2010, Beaumont extended animal control services to meet the needs of the neighboring communities of Banning, Calimesa, and a limited partnership with the Morongo Band of Mission Indians.
Office of Emergency Services	The Office of Emergency Services (OES) provides emergency management services citywide, in cooperation with County agencies and special districts. During an active incident such as a fire or flood requiring emergency sheltering, OES helps to facilitate the resources necessary for first responders to protect the community. Under the OES, volunteers are trained to keep Beaumont and the Pass area safe during emergencies. Earthquake drills are always an invaluable part of training for volunteers in Beaumont, which understands the importance of preparing for potential emergencies.
Community Emergency Response Team	Community Emergency Response Team (CERT) volunteers practice search and rescue and triage operations during earthquake drills. They learn about providing first aid, responding to downed power lines, using fire extinguishers, and how police officers handle emergency evacuations. Beaumont's highly-rated CERT program has trained more than 500 volunteers throughout the Pass area. About 75 percent of the civilian volunteers are from Beaumont, though some volunteers come from as far away as Redlands and Hemet. CERT volunteers can respond at a moment's notice for any type of emergency, ranging from natural disasters to helping provide shelter for displaced residents and others. The local CERT training is part of a national program by the Federal Emergency Management Agency (FEMA).
Police Chaplains	Police chaplains may be called upon to assist in death notifications, assist and support victims in times of crisis, respond to suicide incidents, and serve as part of a crisis response team. They are also called upon to deliver the invocation or benediction at public ceremonies as representatives of the police department and are on hand to serve inside the police department.

Division/Support	Description
Support Services	The Support Services Department is an important component of the Beaumont Police Department by providing a vital link between the community and its police officers. Support services personnel interpret the individual's needs and coordinate the appropriate services to meet those needs. This department is made up of the following support staff: records, property and evidence, and dispatch.
Administration	The Administration Division consists of the Chief of Police, Division Commanders, a Support Services Supervisor and a Police Services Analyst. The chief and his staff coordinate the activities of all divisions within the Police Department. His office is responsible for providing overall leadership, planning, staff assistance, control, and management for the department. It is also responsible for maintaining relationships with other city departments and citizens, as well as various community and civic groups for the mutual goal of public safety.

Source: City of Beaumont, Police Department. Available at http://www.beaumontpd.org/divisions/, accessed July 18, 2019.

Page intentionally left blank

The City is divided into a five beat patrol grid with each beat having an assigned officer to patrol the area. The response times are averaging three minutes for in-progress calls, meeting the City's three minute response time objective (GP, p. 9-3). Based on a City size of approximately 31 square miles, the average coverage per regular patrol is approximately 7.75 to 10.33 square miles. However, over 40 percent of the area of the City is vacant mountainous territory that would not require routine patrol. This substantially reduces the effective average size of patrol areas.[3]

Violent and property crime statistics for the City of Beaumont are presented in **Table 5.14-B – Violent Crime Statistics** and **Table 5.14-C – Property Crime Statistics**, below. Traffic and homeless populations are the two main safety issues the BPD currently encounters. The City partners with local businesses to distribute educational posters for patrons regarding interactions with homeless populations in an effort keep the existing homeless population low. Traffic congestion and traffic-related incidents, especially around school zones create additional concerns for BPD. Like the Fire Department, the growth on the west end of town presents concerns for the BPD in continuing to meet community needs and response times. Violent crime is down in the City and there are no concentrated crime wave areas. However, the older City core sees the most crime as it is difficult to build Neighborhood Watch programs into this older area because of the number of vacant businesses and structures. The City currently has some surveillance cameras but has no plans to increase the number of cameras because there is not enough staff to monitor additional cameras. The police department currently monitors the cameras from the communications center.

Table 5.14-B – Violent Crime Statistics for City of Beaumont

Violent Crime	Number of Offenses Known to Law Enforcement in 2017	Percentage of Violent Crimes
Murder	1	<1
Rape	18	10
Robbery	19	10
Assaults (Aggravated)	144	79
Total Violent Crime	**182**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, *Crime in the United States 2017*. Available at https://ucr.fbi.gov/crime-in-the-u.s/2017/crime-in-the-u.s.-2017/tables/table-8/table-8-state-cuts/california.xls , accessed July 18, 2019.

Table 5.14-C – Property Crime Statistics for City of Beaumont

Property Crime	Number of Offenses Known to Law Enforcement in 2017	Percentage of Property Crimes
Burglary	195	14
Auto Theft	116	6
Larceny-Theft	561	79
Arson	2	1

[3] City of Beaumont Chief of Police, Sean Thuilliez, April 26, 2017 (email communication).

Property Crime	Number of Offenses Known to Law Enforcement in 2017	Percentage of Property Crimes
Total Property Crime	**874**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, *Crime in the United States 2017*. Available at https://ucr.fbi.gov/crime-in-the-u.s/2017/crime-in-the-u.s.-2017/tables/table-8/table-8-state-cuts/california.xls, accessed July 18, 2019.

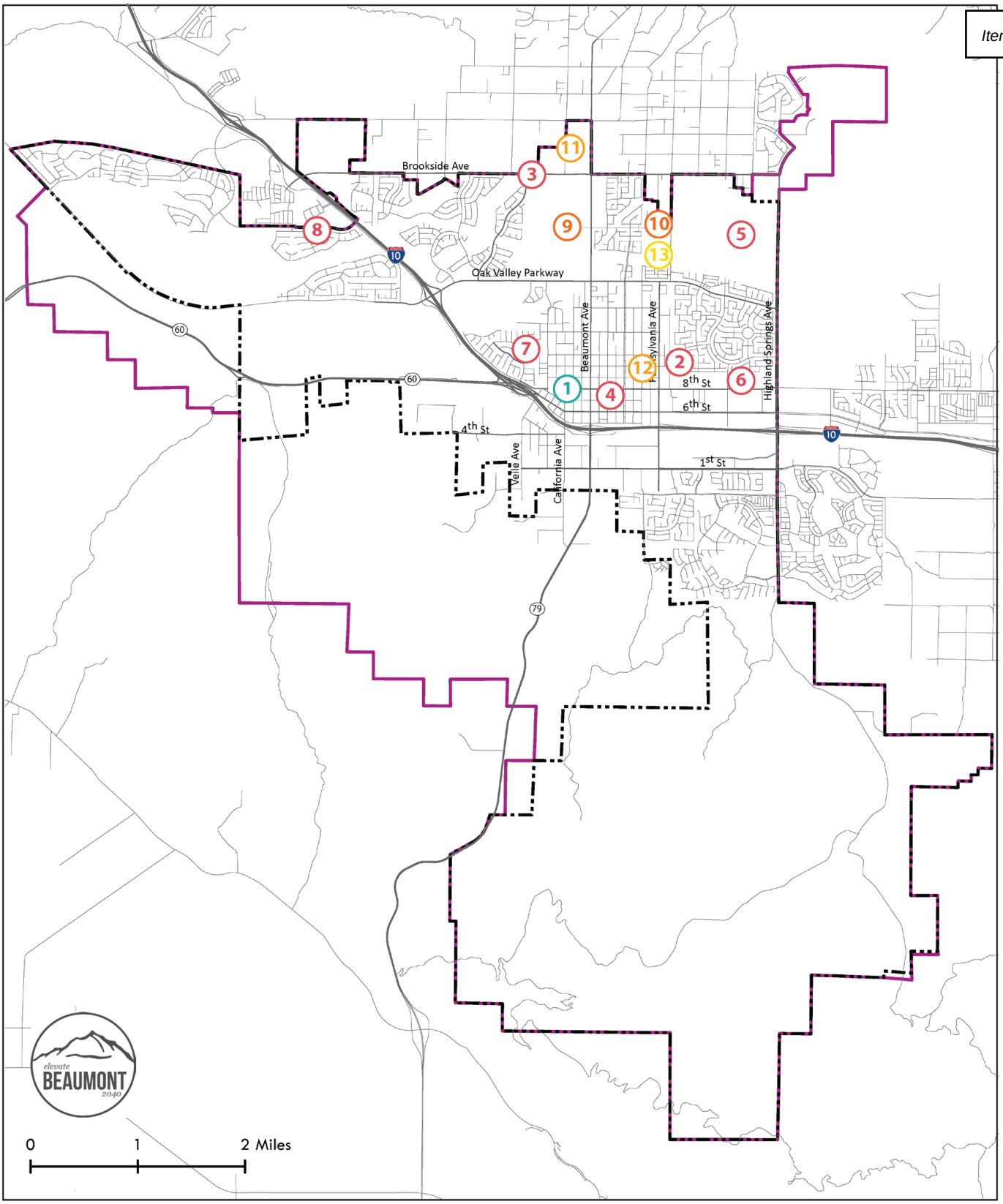
Schools

The residents within the Planning Area are served by Beaumont Unified School District (BUSD) educational facilities and services. BUSD also serves residents of Cherry Valley and portions of Banning. Currently, BUSD operates seven elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. BUSD's existing school facilities are listed in **Table 5.14-D – BUSD Existing Schools** and **Figure 5.14-2 – Existing Schools and Library Facilities**.

Table 5.14-D – BUSD Existing Schools

School	Grades	Location
Anna M. Hause	Transition K-5	1015 Carnation Lane
Brookside Elementary	K-5	38755 Brookside Avenue
Chavez Elementary	K-5	1730 Cherry Avenue
Palm Elementary	K-5	751 Palm Avenue
Sundance Elementary	K-5	1520 East 8th Street
Three Rings Ranch Elementary	K-5	1040 Claiborne
Tournament Hills Elementary	K-5	36611 Champions Drive
Mountain View Middle School	6-8	200 Cougar Way
San Gorgonio Middle School	6-8	650 Magnolia Avenue
Beaumont High School	9-12	39139 Cherry Valley Blvd

Source: Beaumont Unified School District. Available at https://www.beaumontusd.us/apps/pages/index.jsp?uREC_ID=987571&type=d&pREC_ID=1304175, accessed July 18, 2019.



City Boundary
Sphere of Influence
Library
Elementary School
Middle School
High School
Adult School

Figure 5.14-2 - Existing Schools & Library Facilities

City of Beaumont General Plan Update

Page intentionally left blank

In addition to traditional educational facilities, BUSD provides continuing education facilities for Grades 9 through 12 at Glenview Continuation High School located at 939 East 10th Street. For the 2018/2019 school year, there was adequate capacity at the elementary and high school levels, as shown in **Table 5.14-E – Existing BUSD School Capacity and Enrollment**.

Table 5.14-E – Existing BUSD School Capacity and Enrollment

School Level	2018/2019 Facility Capacity	2018/2019 Student Enrollment	Capacity Excess or (Shortage)
Elementary (Grades K-6)	6,507	5,673	834
Middle School (Grades 7-8)	2,027	1,523	504
High School (Grades 9-12)	3,325	2,969	356
TOTAL	**11,859**	**10,165**	**1,694**

Source: Beaumont Unified School District. *School Facility Needs Analysis*, March 21, 2019, Table 6. (BUSD-B)

BUSD will experience growth that will continue to press school capacities. The BUSD's 2019 School Facility Needs Analysis[1] identifies that BUSD can expect an additional 29,285 residential units through calendar year 2040. (BUSD-B, p. 14)

Future projections indicate there will be a shortage in future school capacity and the BUSD will need to construct at one elementary school, one middle school and one high school to accommodate anticipated development over the next 20 years (BUSD-B, p. 21).

Parks

Park and recreation services for the City of Beaumont are provided by the City of Beaumont and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). The BCVRPD is a Special District within the City of Beaumont. BCVRPD operates facilities estimated at 60.5 acres within City boundaries. Noble Creek Park, a 20-acre sports park maintained by BCVRPD, is highly utilized by all sports leagues within the City and includes a dog park and a one mile walking trail. BCVRPD also operates the Beaumont Women's Club facility which is used to support community activities. All park and recreation facilities within the Planning Area boundary are discussed further in Section 5.15 – Recreation.

Libraries

The Beaumont Library District (BLD) was established in August 1911, founded a year earlier than the City, and is one of only a dozen special district libraries in the State of California. Special District Public Libraries are governed by a Board of Trustees. The BLD is independent of both City and County governments and receives support from the Laura May Stewart Foundation and the Friends of the Library non-profit organizations. Beaumont's "Carnegie Library" was funded by Andrew Carnegie and opened in 1914. An addition was built onto the 1914 building in 1966 and a community room was built in 1981. The Beaumont Library, located at 125 E. Eight Street (Figure 5.14-2), currently serves over 80,000 residents of the City of Beaumont, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County, all of which lie within the District boundaries. The Library serves to provide services for adults as well as children and teens with a total of 56,745 volumes and has 14,490 registered

borrowers utilizing the collections. As of the most recent data published for 2015, the library circulated approximately 64,300 children's books and 30,250 adult books, in addition to other items such as DVDs, audio books, and use of library equipment. (BLD)

Currently, the Library building is about 12,000 square feet or 0.17 square feet per capita. Over the last several years, architectural plans and drawings for a building of slightly more than 40,000 square feet have been developed that would place the Library within the suggested range.[4]

The current collection is about 75,000 items; the proposed facility would easily hold 150,000. Despite changing trends, books are not going away. The latest Gallup poll shows that nearly 75 percent polled prefer printed books, about 19 percent utilize e-books regularly, with the remaining listening to audiobooks.[3]

During the past 15 years, rapid housing growth has added to property tax revenues, but the lack of impact fees has meant that the BLD has had to increase the scope of its service from a facility that is now much too small. To meet the demand, advanced technologies were implemented in 2010 before many larger libraries. The library added a radio frequency identification (RFID) self-checkout and self-return system that included mechanized sorting equipment and new personalized "out-from-behind-the-desk" and "Information Concierge" services using wireless radios and headsets. The library's new one gigabyte connection provides high speed Internet access to those using library computers or their own devices. The library website allows for remote access to e-books, e-audio, digital magazines and more 24 hours a day, 7 days a week. In addition, BLD also conducts outreach with its Bookmobile that schedules visits to locations throughout the City, offering materials for checkout as well as children's story time (BLD).

The BLD has recognized the need for building expansion but issuance of a bond will be necessary. A library foundation is being formed for this purpose. As the population of the City of Beaumont continues to grow, the BLD services will continue to be impacted until adequate facilities are provided.

5.14.2 Related Regulations

Federal Regulations

No federal regulations would be applicable to public services with respect to the proposed Project.

State Regulations

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and Cal Fire (CFP).

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24 of the California Code of Regulations. The most recent building standard

[4] Beaumont Library District Principal Librarian, Luren E. Dickinson, April 6, 2017. (email communication).

adopted by the legislature and used throughout the state is the 2016 version of the CBC, often with local, more restrictive amendments that are based upon local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and the public welfare by regulating various aspects of the design and construction buildings also known as the California Building Standards Code (CCR 24).

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2015 International Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of CCR 24 of the California Code of Regulations (CCR 24).

Assembly Bill 2926 and Senate Bill 50 (California Government Code 65996)

To assist in providing school facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926 in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects (CGC 65996).

Senate Bill (SB) 50, which passed in 1998, provides a comprehensive school facilities financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. Under this legislation, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the district would be eligible to receive from the state. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation” (CGC 65996).

Title 5, California Code of Regulations

This State legislation governs the requirements school facility construction must meet (CCR 5).

Regional Regulations

There are no regional regulations for public services related to the General Plan.

Local Regulations

The City of Beaumont publishes a Development Related Fee Schedule for public services, including:

- Public Facilities Fee
- Fire Protection Impact Fee
- Police Facilities Impact Fee

City of Beaumont Municipal Code

Chapter 15.20 – Fire Code. This municipal code adopted the 2016 California Fire Code as Amended as well as the County of Riverside Ordinance No. 787.

5.14.3 Beaumont 2040 General Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts related to public services include:

Beaumont 2040 Plan, Chapter 3 - Land Use and Design

Goal 3.2: A City that ensures the timely provision of services with phased development.

Policy 3.2.3 Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policy 3.6.1 Improve existing parks and public spaces throughout the City to provide beautiful, comfortable, and inviting gathering spaces.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.4 Prioritize health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, and community gardens.

Policy 3.8.5 Promote access to affordable and safe opportunities for physical activity, particularly for park poor neighborhoods, such as the Town Center and El Barrio.

Goal 3.9: A City with neighborhoods and districts with enhanced safety and welfare of all residents and employees.

Policy 3.9.1 Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following:

- Active public space
- Building design to promote “eyes on the street”
- Clear delineation between private and public space
- Natural access control between public and private space
- Maintenance of public places
- Removal or repair of vandalism or broken property

Policy 3.9.2 Promote Business and Neighborhood Watch programs, in addition to collaborations between residents and law enforcement, to help maintain a clean and safe environment.

Policy 3.9.3 Encourage regional partnerships that support the coordination of public safety awareness and crime prevention.

Policy 3.9.4 Improve lighting and nighttime security across all City neighborhoods to prevent crime and increase safety.

Policy 3.9.5 Support community volunteer programs, including police cadets, Volunteering In Beaumont is Excellent (VIBE) Program, and Citizen Volunteers.

Policy 3.9.6 Encourage the creation of a graffiti prevention team to remove graffiti from public property (including parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

Implementation LUCD-6 Development Fees. Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.

Implementation LUCD-13 Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.

Beaumont 2040 Plan, Chapter 4 - Mobility

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.1 Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.

Policy 4.3.2 Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.

Beaumont 2040 Plan, Chapter 5 - Economic Development

Goal 5.8: A financially stable community.

Policy 5.8.1 Support development that is fiscally sustainable and provides the City with a diverse tax base to sustain municipal services.

Policy 5.8.2 Promote development and growth that contributes to a balanced budget and the efficient distribution of public services.

Policy 5.8.3 Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).

Policy 5.8.4 Require fiscal impact analysis for development proposals requiring a General Plan Amendment or annexation to assess citywide impacts and identify any burden such project might create for the City.

Policy 5.8.5 Maintain fees and charges appropriate for offsetting the cost of providing services. Balance the costs of providing services with the needs of the community.

Beaumont 2040 Plan, Chapter 6 - Health Equity and Environmental Justice

Goal 6.3 - A City that coordinates with regional and local partners to improve all residents' access to community resources.

Policy 6.3.3 Work with the Beaumont Unified School District on policies or programs related to healthy food in cafeterias and in vending machines.

Policy 6.3.4 Work with local and regional agencies, including the RUHS – PH and Beaumont Unified School District, to assess childcare needs. Work with local organizations and institutions, where feasible, to implement programs to address childcare shortfalls.

Policy 6.3.6 Partner with local institutions, including the Beaumont Unified School District, Beaumont Library District, and other public and private organizations to maintain and enhance existing extended learning opportunities through after-school enrichment programs, summer boost programs, school breaks, literacy programs, and weekends for all children.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Goal 7.10: Access to high-quality education and community services for all residents.

Policy 7.10.1 Work with the Beaumont Unified School District to anticipate potential adjustments in new student enrollment and potential impacts on existing schools.

Implementation CFI33 School District Planning. Work in partnership with Beaumont Unified School District to promote collaborative planning efforts, 7including analysis of future student impacts, joint use opportunities, and arts and culture programming.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.1: A City with a high standard of law enforcement services that has a focus on community-based crime prevention.

Policy 9.1.1 Maintain sufficient levels of City law enforcement services and facilities to support existing residents and future growth. Coordinate with the Riverside County Sheriff in its efforts to provide adequate law enforcement services within the City's Sphere of Influence

Policy 9.1.3 Coordinate with local, State, and Federal law enforcement agencies in crime prevention efforts.

Goal 9.5: A City with enhanced fire and emergency response services.

Policy 9.5.1 Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.

Policy 9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

Implementation S1 Police Department Staffing Ratio. Work with the police department to establish resource needs to sustain minimum staffing levels

Implementation S5 Budget Review. Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policy 11.11.2 Design development in such a manner that places high consideration on the safety of citizens (e.g. "eyes on the street," enhanced lighting, and high visibility from patrol cars). Create livelier and safer streets with front porches and windows on the street.

5.14.4 Threshold of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response to times or other performance objectives for any of the public services:
  - Fire protection;
  - Police protection;
  - Schools;
  - Other public facilities;

5.14.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation and the proposed revisions to the Zoning Ordinance, are intended to minimize potential impacts to public services to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold 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 fire protection?

Buildout of the Beaumont 2040 Plan would result in a maximum of 40,849 residential units, 11,315,270 square feet of commercial, and 21,760,327 square feet of industrial. The City uses the County of Riverside's GP theoretical fire station criteria as a benchmark for determining the need for new stations. The City also uses station location, call load, and response time to determine new fire station locations. To assess how many fire stations are needed for a community, the Riverside County General Plan EIR uses the following theoretical generation factors (RCGPEIR, p. 4.17-19):

- Residential: 2,000 dwelling units per Fire Station;
- Commercial: 3.5 million square feet per Fire Station; and
- Industrial: 3.5 million square feet per Fire Station.

Based on these factors, full buildout of the Beaumont 2040 Plan would theoretically generate a need for approximately 30 fire stations. Currently, there are two fire stations within Beaumont that serve the City: Station 20, Station 66. The City, through its contract with RCFD and CAL FIRE, also has access to 21 shared fire engines; 7 in San Jacinto, 5 in Desert Hot Springs, and 9 in Moreno Valley. The City is in the planning process for a new station in the western area of the City and working on a memorandum of understanding with a private property owner to dedicate five acres for another new fire station. (MSR, p.16.) Assuming one engine per station, the City currently has access to 23 fire stations. Therefore, full buildout of the Beaumont 2040 Plan may increase the need for access to fire stations by as much as 7 additional stations. Currently the locations of potential fire station sites, which may be within or outside of the Planning Area, are unknown.

The Beaumont 2040 Plan Policy 9.5.1 contains a policy to fund new fire stations as to meet NFPA and County Fire response standards, while also partnering with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift. As future projects consistent with the Beaumont 2040 Plan are developed, each applicant/developer will be required to pay Development Impact Fees (DIFs) for fire protection services pursuant to Beaumont 2040 Plan Implementation Measures LUCD-6 and S11 to offset the Project-related demand on existing fire services. Funding for RCFD is obtained from various sources; however, RCFD capital funding is mostly provided by DIFs collected by Riverside County or by cities, but major developments can also enter development agreements with RCFD as an effort to fund improvements responding to the developments' fair share of impacts. These fees will ensure that as each future project is developed, adequate fire protection and emergency/medical services would be provided. Further, the impacts associated with the construction of future fire stations will be subject to future CEQA analysis.

It is anticipated that future developments in the Beaumont 2040 Plan will be constructed in compliance with the California Fire Code as adopted by the Beaumont Municipal Code (MMC 15.20). The City has adopted the 2016 California Fire Code that lists the minimum required fire-flow and flow duration for buildings of different floor areas and construction types. This includes compliance with all applicable fire code and RCFD requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans will be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements.

Thus, the proposed Project will not have a substantial impact on fire protection services because the City will implement the applicable goals, policies, and implementation measures of the Beaumont 2040 Plan,

and implementing projects will pay their DIF for fire protection services and the Project will comply with regulations and pertinent fire standards listed in the City's Fire Code (MMC 13.20). Further, future projects involving the construction of future fire stations will be subject to subsequent CEQA analysis at the time those facilities are proposed. Therefore, impacts are **less than significant**.

Threshold 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 police protection?

Implementation of the Beaumont 2040 Plan will increase the need for police services through increased residential units and non-residential square footage. As noted in the previous section, the City currently has 38 sworn police officers, which provides 0.77 officers per 1,000 population. The City's goal is to have 1 officer per 1,000 population; for the City's FY 17-18 budget, the ratio was increased to 0.90, which is closer to its goal and would provide 42 sworn officers (MSR, p. 10, 34). At buildout of the Beaumont 2040 Plan using a ratio of 1 officer per 1,000 population, approximately 131 sworn officers would be needed to serve the City. Currently, the City is served by one police station located at 660 Orange Street.

As the City grows, the need for additional police equipment, facilities, and personnel will also assumedly grow to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. The locations of any future police facilities are unknown at this time. Future projects to construct police facilities will be will be subject to subsequent CEQA analyses.

At the current City population of 49,241 (as of 2018), the City needs 49 sworn officers to meet the ratio of 1 officer per 1,000 persons. Since the City has 38 officers, the City does not meet the staffing ratio of officers with or without the GP buildout, and buildout impacts are therefore potentially significant. In order to fund police protection services, the City is annexing new residential developments into existing Community Facilities Districts or forming a new CFD. These CFDs will fund public safety and municipal services (MSR, p. 34), which aligns with Beaumont 2040 Plan Policies 5.8.3 (requires new development to pay its fair share of required improvements, maintenance, and services), and 5.9.1 (promote reliable .

Through implementation of the goals, policies, and implementation measures of the Beaumont 2040 Plan, including the implementation of existing CFDs, the formation of future CFDs, the requirement for a fiscal impact analysis for projects requiring a general plan amendment and/or annexation to the City, the City will be able to meet its goal of 1 sworn officer per 1,000 population. In addition, future construction of police facilities will be subject to subsequent CEQA analysis at the time those facilities are proposed. Because the City will have a mechanism in place to achieve and maintain acceptable police staffing ratios, impacts are considered **less than significant**.

Threshold 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 schools?

Implementation of the Beaumont 2040 Plan will increase the number of residential units and therefore increase the number of school-aged children that require schooling within the City. To understand the

impact of the GP buildout on schools, this analysis will use student generation rates from the Beaumont Unified School District *School Facilities Needs Analysis* (BUSD-B, 2019).

Buildout of the Beaumont 2040 Plan will develop a maximum of 40,849 residential units, the majority of which are planned as Single Family Residential which account for 56% of all residential units. The BUSD *School Facilities Needs Analysis* provides a student generation ratio for elementary, middle and high school for each housing type. (BUSD-B, p. 9.) The BUSD estimated its future school needs based on a maximum of 29,285 additional residential units (BUSD-B, p. 14) will generate approximately 1,053 elementary school students, 380 middle school students, and 420 high school students for a total of 1,853 students from future planned residential units. (BUSD-B, p. 12.) As of the 2018-2019 school year, BUSD had a total enrollment of 10,165 students and capacity for 11,859, for an excess capacity of 1,694.

According to BUSD growth projections, it will need one elementary, one middle, and one high school. As described in Section 5.14.2, SB 50 establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment; these Alternative School Fees are defined each year in the School Facilities Needs Analysis report prepared by BUSD. (BUSD-B.) These fees are appropriated to fund new elementary, middle, and high school facilities, expansion of existing elementary, middle, and high school facilities, and other upgrades to existing school facilities but only to the extent that such items are needed to accommodate future additional students. (BUSD-B, p. 29.) Through implementation of Beaumont 2040 Plan Policy 7.10.1, which will bring the City and BUSD together to anticipate and adjust for fluctuating school enrollment and potential impacts on existing schools, and compliance with existing regulations pursuant to AB 2926 and SB 50, the proposed Project will not have a substantial impact on schools and therefore, impacts are **less than significant**.

***Threshold 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 other public facilities?**

Implementation of the Beaumont 2040 Plan would result in a maximum of 40,849 residential units, creating a residential population of approximately 131,942 persons at buildout. An increase in population will cause an increase in demand for public services, including libraries. The Beaumont library is owned and operated by the Beaumont Library District (BLD), not the City, and is funded by property taxes, contributions from individuals, and foundations. The general rule of thumb for public libraries is to provide 0.5 to 1.0 square foot of space per capita, although better libraries across the country tend to have even more space. There are various other ratios, such as volumes per capita, seating per capita, etc., and the ratios vary depending upon the size of the service population. Currently, the Library building is about 12,000 square feet or 0.17 square foot per capita. Over the last several years, architectural plans and drawings for a building of slightly more than 40,000 square feet have been developed that would place the Library within the suggested range. The BLD has recognized the need for building expansion but issuance of a bond will be necessary. A library foundation is being formed for this purpose. As the population of the City of Beaumont continues to grow, the BLD services will continue to be impacted until adequate facilities are provided. However, the development proposed by the Beaumont 2040 Plan will result in vacant properties to be developed and underutilized land to be redeveloped, which in turn will increase property tax revenue to the BLD. Because a future revenue source will be generated as a result of new development consistent with the Beaumont 2040 Plan, impacts to library facilities are considered **less than significant.**

5.14.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the Beaumont 2040 Plan and Revisions to the Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regards to public services, no mitigation measures are necessary.

5.14.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation actions, in addition to adherence to state and local regulations, the impact to public services is considered less than significant and no mitigation is necessary. The significance of impacts to public services resulting from specific future development or City-initiated projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies, along with the revisions to the Zoning Ordinance, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.14.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BLD — Beaumont Library District, *Bookmobile* (Available at https://bld.lib.ca.us/188/Bookmobile, accessed September 10, 2019)

BPD Divisions — Beaumont Police Department, *Divisions Website*. (Available at http://beaumontpd.org/divisions/, accessed July 23, 2020.)

BUSD-B — Beaumont Unified School District. *School Facility Needs Analysis*, March 21, 2019, (Available at https://4.files.edl.io/59a5/04/16/19/215221-efedeba3-e413-4f44-b6c8-0f69e608d86b.pdf, accessed September 10, 2019 (BUSD-B)

CALFIRE — California Department of Forestry and Fire Protection (Available at https://www.fire.ca.gov/, accessed September 11, 2019)

CBC — 2016 California Building Standards Code (Available at https://www.dgs.ca.gov/BSC, accessed September 11, 2019)

CGC — California Government Code (Available at https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=GOV, accessed September 11, 2019)

DOF — State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020, with 2010 Benchmark*. May 2020. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/, accessed August 27, 2020.)

ECR — City of Beaumont General Plan Update *Existing Conditions Report*. 2016. (Available at City of Beaumont)

FBI — Federal Bureau of Investigations-Criminal Justice Information Services Division, *Crime in the United States 2017*. Available at https://ucr.fbi.gov/crime-in-the-u.s/2017/crime-in-the-u.s.-2017/tables/table-8/table-8-state-cuts/california.xls, accessed July 18, 2019.

MSR	City of Beaumont, *Final Municipal Service Review* (Available at https://lafco.org/wp-content/uploads/documents/archives/City%20of%20Beaumont%20MSR%20-%20Final%20July%2027%202017.pdf, accessed July 23, 2020.)
PE 2017	The Press Enterprise, *New year brings a new fire department to Calimesa,* December 26, 2017. (Available at https://www.pe.com/2017/12/26/new-year-brings-new-fire-department-to-calimesa/, accessed September 3, 2020.)
Personal Communication	City of Beaumont Chief of Police, Sean Thuilliez, February 27, 2017 (email communication). City of Beaumont Chief of Police, Sean Thuilliez, April 26, 2017 (email communication).
RCFD	Riverside County Fire Department, Fire Stations Website. (Available at http://www.rvcfire.org/stationsandfunctions/firestations/pages/default.aspx, accessed July 23, 2020.)
RCGP EIR	County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.17 (Available at http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63, accessed February 4, 2018.)

5.15 RECREATION

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to whether the Project would: increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated; construct or expand recreational facilities that might result in an adverse physical effect on the environment; or result in substantial physical effects associated with the provision of new or altered parks[1] to maintain an acceptable service ratio.

In response to the Notice of Preparation, the City received comment letters from Ron Roy and the Southwest Regional Council of Carpenters regarding recreation and park facilities. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding recreation or park facilities at the Project's public scoping meeting.

5.15.1 Setting

A multitude of recreational and facilities are available within the City and in nearby open areas. Open space provides many benefits to the community, including park and recreation areas, recreational trails, conservation of natural and scenic resources and buffers between land uses. The City has convenient access to several active recreation areas and passive open space areas. Active recreation areas typically include facilities such as playgrounds, sport courts, barbeque facilities and picnic benches. Passive recreation areas accommodate less structured recreational pursuits and typically offer space for relaxing outdoor activities and offer off-leash dog parks.

Existing Facilities

Park and recreation services for the City of Beaumont and its sphere of influence (the "Planning Area") are provided by the City of Beaumont and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). Additionally, various homeowners associations (HOAs) own, maintain, and provide park and recreational facilities in the Planning Area. (Beaumont 2040 Plan, p. 7-5.) Park and recreation facilities within the Planning Area are listed in **Table 5.15-A** – **Park, Recreational, and HOA Facility Inventory** and shown on **Figure 5.15-1 – Park, Recreational, and HOA Facility Inventory (**on the page following **Table 5.15-A**).

[1] Due to the similarity in topics, impacts to park facilities are discussed in this section of the PEIR instead of Section 5.14 – Public Services.

Table 5.15-A – Park, Recreational, and HOA Facility Inventory

No.	Facility	Location	Ownership	Acres
City-Owned Facilities				
1	Three Rings Ranch Park[(a)]	Claiborne Avenue & Brookside Lane	City	7
2	Albert A Chatigny Sr. Community Recreation Center (CRC) and Beaumont Plunge Pool	1310 Oak Valley Parkway	City	2.6
3	Beaumont Civic Center	550 E 6th Street	City	5.78
4	De Forge Park[(a)]	Seneca Springs Parkway	City	12
5	Fallen Heroes Park	Oak View Drive & Iris Street	City	15
6	Mountain View Park	Sundance Circle	City	5
7	Nicklaus Park	11270 Palmer Avenue	City	22
8	Palmer Park[(a)]	Palmer Avenue & Trevino Trail	City	5
9	Rangel Park[(a)]	4th & B Street	City	5
10	Seneca Springs Park	Malaga Avenue	City	5
11	Shadow Creek Park	Park Way Drive	City	3.9
12	Beaumont Sports Park[(b)]	39200 Brookside Avenue	City	20
13	Stetson Park	Monte Verde Drive	City	7
14	Stewart Park[(a)]	985 Maple Avenue	City	15
15	Sunny Hills Park	Cougar Way	City	0.32
16	Trevino Park[(a)]	Cherry Valley Blvd &Trevino Trail	City	7
17	Veteran's Park	California & 7th Street	City	0.09
18	Wildflower Park[(a)]	Tulip Circle	City	3
			Subtotal City-Owned Facilities	**140.69**
Beaumont-Cherry Valley Recreation and Park District Owned Facilities				
19	Noble Creek Community Park[(c)]	390 Oak Valley Parkway	BCVRPD	60
20	Beaumont Women's Club	306 E 6th Street	BCVRPD	0.5
			Subtotal BCVRPD Owned Facilities	**60.5**
Homeowners Association Owned Facilities				
21	The Canyon Club (Fairway Canyon)	36189 Champions Drive	HOA	3.92
22	Tournament Hills 1 Park 1	Champions Drive	HOA	7.16
23	Tournament Hills 1 Park 2	Amateur Way	HOA	7.35

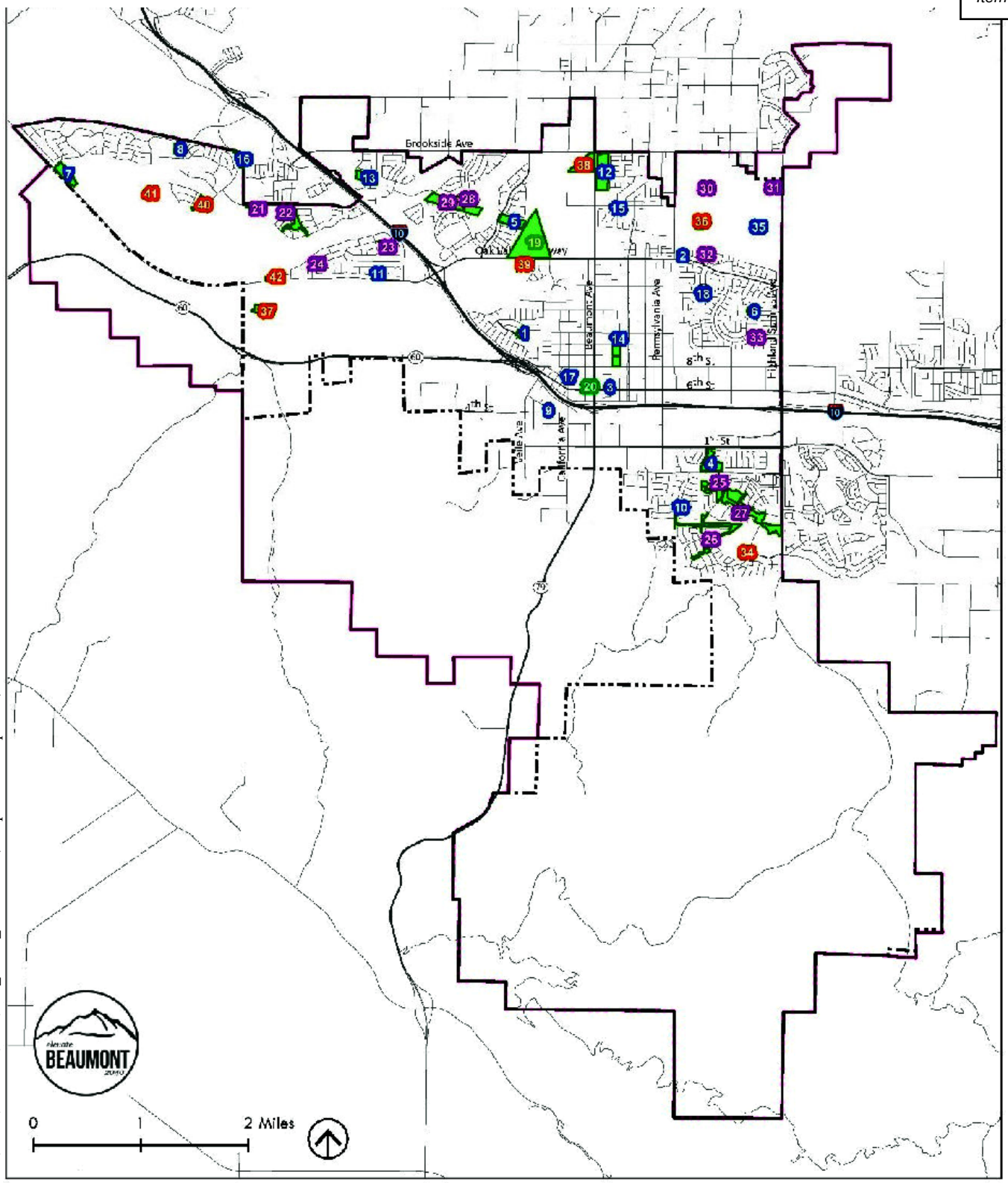
Table 5.15-A – Park, Recreational, and HOA Facility Inventory

No.	Facility	Location	Ownership	Acres
24	Tournament Hills 2 Park	Links man Dr.	HOA	3.12
25	The Lodge (Four Seasons Rec Center 1)	1518 Four Seasons Circle	HOA	10.4
26	The Summit (Four Seasons Rec Center 2)	370 Four Seasons Circle	HOA	2.4
27	Four Seasons Trails/Open Space Corridors	Four Seasons Community	HOA	81.1
28	Solera Club House	1615 Fairway Drive	HOA	4.32
29	Solera Park and Trails	1615 Fairway Drive	HOA	16.68
30	Sundance PA 45	1380 Mary Lane	HOA	3.72
31	Sundance PA 51	1650 Croton Street	HOA	1.4
32	Sundance PA 25	Sunset Place	HOA	0.557
33	Sunshine Park	Starlight and Sunburst	HOA	0.085
			Subtotal HOA Owned Facilities	**142.2**
			TOTAL PARK ACREAGE PROVIDED	**343.4**

Source: City of Beaumont, *Existing Conditions Report City of Beaumont General Plan Update*, Table 6.1
(a) Contains baseball/softball field
(b) Contains three baseball/softball field and five soccer fields
(c) Contains seven baseball/softball fields and one soccer field

Remainder of page intentionally left blank

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_Parks_Raimi.mxd; Map revised April 20, 2020.

Figure 5.15-1 – Park, Recreation, and HOA Facility Inventory

City of Beaumont General Plan Update

City Boundary
Sphere of Influence
Parks
City Parks
Future Parks
Beaumont-Cherry Valley RPD Parks
HOA Parks/Rec Centers

Source: Raimi and Assoc., 2020

Page intentionally left blank

City-Owned Parks

As shown in **Table 5.15-A – Park, Recreational, and HOA Facility Inventory**, City-owned park and recreational facilities encompass approximately 141 acres. The City owns, operates, and maintains nine parks, including several baseball/softball fields and two soccer fields. At present there is a demand for multi-use recreational fields to accommodate the soccer, football, and baseball leagues throughout the City. (Beaumont 2040 Plan, p. 7-5.).

Beaumont-Cherry Valley Recreation and Park District

The BCVRPD is a Special District within the City of Beaumont. BCVRPD operates approximately 60 acres of facilities within City boundaries. Noble Creek Park, a 20-acre sports park maintained by BCVRPD, includes a dog park, a one-mile walking trail, and is highly utilized by all sports leagues within the City. BCVRPD also operates the Beaumont Women's Club facility, which is used to support community activities, and houses the San Gorgonio Pass Historical Association Museum. (Beaumont 2040 Plan, p. 7-5; ECR, p. 89.)

Privately-Owned Facilities

Thirteen facilities, consisting of parks, recreation centers, and trails in the City are provided for and maintained by various homeowners associations (HOAs). These HOA-owned facilities may ultimately be dedicated to the City or continue to be maintained by the HOA. As shown in **Table 5.15-A**. HOAs own, operate, and maintain approximately 142 acres of park and recreational facilities. (ECR, p. 89.)

Golf Courses

There are two 18-hole golf courses within the City, Oak Valley Golf Club (public course) and Morongo Golf Club at Tukwet Canyon (private course).

Open Space

Several large open space preserves surround Beaumont to the south and west. These open spaces provide visual character and relief to the City. The Open Space preserve in the southern area of the Sphere of Influence provides habitat species covered in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Pass Plan Area, which is discussed in detail in Section 5.4.

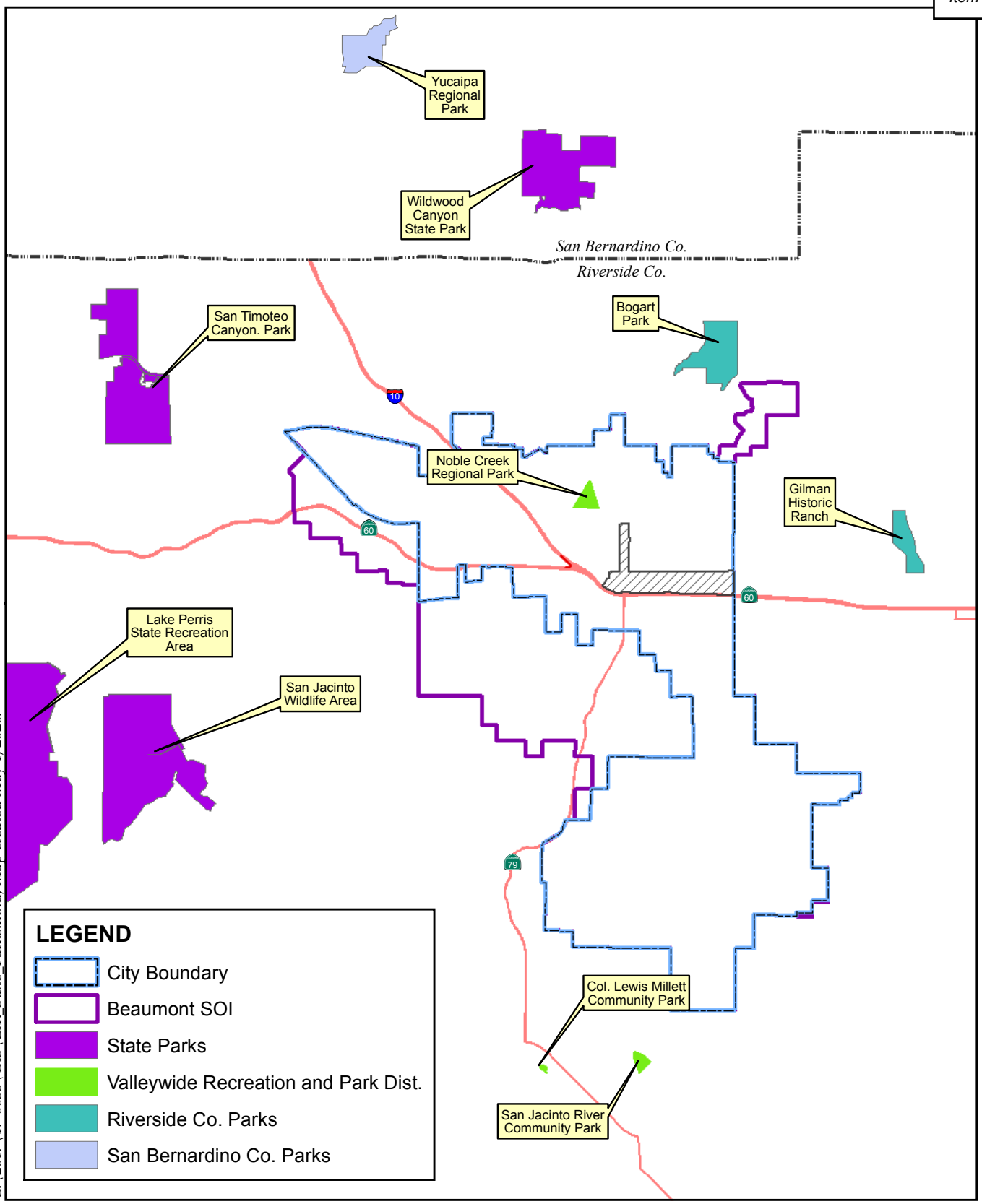
Trails

There are several trails within the Four Seasons at Beaumont, which is an HOA that provides a community for those age 55 and older. Additionally, the City's Master Plan identifies bikeway trails that will be completed along key utility corridors. (ECR, p. 77.)

State and Regional Parks

There are several state and regional parks in proximity to the Planning Area, including, Yucaipa Regional Park, Wildwood Canyon State Park, Bogart Park, San Timoteo Canyon Park, Gilman Historic Ranch, Lake Perris State Recreation Area and the San Jacinto Wildlife Area. (**Refer to Figure 5.15-2 – State and Regional Parks**.) These state and regional parks are within ten miles of the Planning Area and have amenities that include, but are not limited to: fishing, hiking trails, covered picnic facilities, swimming, camping, playgrounds, and BBQ areas.

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_State_Parks.mxd; Map created May 1, 2020.

Sources: Riverside Co. GIS, 2020; San Bernardino Co. GIS 2018; Raimi and Assoc., 2019;

0 1 2 3 Miles

Figure 5.15-2 State and Regional Parks

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Parkland Standards

The City's current park requirement is five acres of parkland (and full improvements) per 1,000 residents. Using this standard, based on the City's current estimated population of 49,241 residents, the City requires approximately 246 acres of parkland to meet park ratio requirements. Based on the total acres of all parks and facilities maintained by the City, HOA, and BCVRPD (as shown in Table 5.15-A), a total of 343.4 acres of parkland is being provided, which results in a park ratio of approximately 6.9 acres of parkland per 1,000 residents.

5.15.2 Related Regulations

Federal Regulations

There are no federal regulations applicable to recreation and parks.

State Regulations

Quimby Act (California Government Code 66477)

As part of approval of a final tract or parcel map, the Quimby Act allows a city to require dedication of land, the payment of in-lieu fees, or a combination of both to be used for the provision of parks and recreational services. Cities can require land or in-lieu fees for a minimum of three acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the city already provides more than three acres per 1,000 residents. Assembly Bill (AB) 1191, which was approved by the Governor of California on September 8, 20015, amended the definition of park and recreation purposes to include land and facilities for the activity of "recreational community gardening," which activity consists of the cultivation by persons other than, or in addition to, the owner of the land, of plant material not for sale. (AB 1911.)

Regional Regulations

County of Riverside

Riverside County Code, Title 16 – Subdivisions,

Section 16.20.020 of the Riverside County Code was adopted pursuant to the Quimby Act and sets forth Riverside County's requirements for dedication of land and/or payment of fees for park and recreational facilities as a condition of approval of a tentative map or parcel map. Dedication and/or payment of fees devoted to neighborhood and community park and recreational facilities is required at a minimum ratio of three acres of land per 1,000 persons. Where the existing neighborhood and community park area exceeds three acres per 1,000 persons, the required park area ratio can range up to five acres of land per 1,000 persons where so specified by a Community Parks and Recreation Plan as approved by the Board of Supervisors. (RCC 16.20.020.) This section of the Riverside County Code would be applicable to County-approved development on unincorporated SOI properties within the Planning Area.

Local Regulations

City of Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address issues regarding recreation and park facilities.

Title 3 – Revenue and Finance, Chapter 3.34 – Regional Park, Multipurpose Trail and Open Space Facility Fee

In September 2005, the Beaumont City Council had been advised that the cumulative impact of all new development permitted under the (2005) General Plan would exceed the capacity of the City's two

existing regional parks (Noble Cree Park and the City's Sports Park), which were already operating at capacity. Therefore, in order to meet the increased demand, it was determined that facilities at the two parks must be upgraded and expanded, and two new regional parks are needed on the east and south sides of the City, connected to existing and future open space by a system of multipurpose trails. (BMC, Section 3.34.010.) In order to meet the need for additional park, multipurpose trails, and open space, the City Council adopted the "City of Beaumont Regional Park, Multipurpose Trail and Open Space Facility Fee," which is levied and collected at issuance of a building permit for any new residential unit or the conversion of an existing unit to more than one residential unit. The exceptions to payment of this fee are a development or other agreement, low income residential housing, and the rehabilitation and/or reconstruction of any legal residential dwelling unit and/or the replacement of an existing dwelling unit. (BMC, Sections 3.34.020, 3.34.030, and 3.34.080.)

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.24 – Parks – Hours
With certain exceptions, no person shall be or remain in any public park between the hours of 10:00 pm of any day to 6:00 am of the next succeeding day. (BMC Section 12.24.010.)

5.15.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential impacts to park and recreational facilities.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to park and recreation include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.10 Infill vacant areas within City limits by developing new residential neighborhoods around neighborhood centers and community gathering spaces, such as schools and parks.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policy 3.6.1 Improve existing parks and public spaces throughout the City to provide beautiful, comfortable, and inviting gathering spaces.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds

Policy 3.8.4 Prioritize health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, and community gardens.

Policy 3.8.5 Promote access to affordable and safe opportunities for physical activity, particularly for park poor neighborhoods, such as the Town Center and El Barrio.

Goal 3.9: A City with neighborhoods and districts with enhanced safety and welfare of all residents and employees

Policy 3.9.6 Encourage the creation of a graffiti prevention team to remove graffiti from public property (including parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policy 3.10.5 Encourage smoke-free and Vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policy 3.11.1 Maintain existing park and recreation facilities that will be maintained in good condition to protect the public's investment and facilitate uses.

Policy 3.11.2 Evaluate the feasibility of expanded joint-use of the open space lands used for flood control and utility easements.

Policy 3.11.3 Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.

Policy 3.11.4 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

Implementation LUCD19 Wayfinding program. Implement a wayfinding and signage program to improve visibility to key City parks, Potrero Reserve, the Plunge, gateways, and nearby recreational destinations.

Implementation LUCD23 Joint Use. Create a joint use agreement with the Flood Control District and other utility companies to allow residents greater park and recreational access.

Implementation LUCD24 Maintenance Plan. Develop a park maintenance plan that specifies the types of maintenance required for each park and timing of such work.

<u>Beaumont 2040 Plan, Chapter 4 – Mobility</u>

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Implementation M18 Trail Mapping. Maintain city mapping to assist in promoting locations for equestrian and hiking trails throughout the City.

Implementation M19 Multi-Use Trail. Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.

Beaumont 2040 Plan, Chapter 5 – Economic Development

Goal 5.7: Unique destination that celebrates Beaumont's location, history, and community.

Policy 5.7.6 Support the growth of the eco-tourism industry in Jack Rabbit and Potrero Reserve by preserving as open space and recreation areas.

Goal 5.8: A financially stable community.

Policy 5.8.3 Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).

Implementation EDF28 Promotion. Regularly highlight positive news of and activities in Beaumont in various media outlets.

Implementation EDF29 Visitor Resources. Develop visitor resources, such as a local visitors' guide that includes local recreation opportunities, dining, shopping, cultural and historic landmarks, attractions and events.

Implementation EDF30 Online Calendar. Publish and regularly update an online calendar of activities and special events in Beaumont.

Implementation EDF32 Create a public space for special events in Downtown.

Chapter 6 – Health, Equity and Environmental Justice

Goal 6.1: A City that improves the overall health and welfare of its residents.

Policy 6.1.9 Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

Goal 6.3: A City that coordinates with regional and local partners to improve all resident's access to community resources.

Policy 6.3.1 Partner with the Beaumont-Cherry Valley Recreation and Park District to provide maintenance and ensure existing park and recreation facilities are in good condition to facilitate their use and protect the public's investment.

Policy 6.3.2 Collaborate with the Beaumont-Cherry Valley Recreation and Park District to ensure new and existing parks consider age of users, cultural needs, facilities, and pet access (e.g., dogs, horses) in the design or upgrades to park space.

Policy 6.3.6 Partner with local institutions, including the Beaumont Unified School District, Beaumont Library District, and other public and private organizations to maintain and enhance

existing extended learning opportunities through after-school enrichment programs, summer boost programs, school breaks, literacy programs, and weekends for all children.

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.8 Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.

Policy 6.5.9 Promote access to affordable and safe opportunities for physical activity, particularly in park-poor neighborhoods. This policy is implemented through the Parks and Recreation Element.

Goal 6.6: A safe City with improved pedestrian, bicycle and vehicular safety and reduced community crime.

Policy 6.6.5 Create a graffiti prevention team to remove graffiti from public property (e.g., parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

Implementation HEJ13 Flexible Use of Community Spaces. Update zoning code to allow for flexible uses in community spaces, including parks, streets, and civic plazas.

Implementation HEJ16 Graffiti Prevention. Encourage the creation of a graffiti prevention team to remove graffiti from public property (e.g., parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

<u>Chapter 7 – Community Facilities and Infrastructure</u>

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.9 High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.1 Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.

Goal 7.10 Access to high-quality education and community services for all residents.

Policy 7.10.1 Work with the Beaumont Unified School District to anticipate potential adjustments in new student enrollment and potential impacts on existing schools.

Policy 7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, child care facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

Chapter 8 – Conservation and Open Space

Goal 8.7 A City where open space is preserved and used for resource conservation and/or recreation.

Policy 8.7.2 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

Policy 8.7.3 Establish a comprehensive bikeway and pedestrian trail system. This policy is implemented through the Mobility Element.

Policy 8.7.4 Expand opportunities to develop parks that are of a community or regional park scale, to facilitate expanded demand for organized sports activities and community functions. This policy is implemented through the Health and Environmental Justice Element.

Implementation C21 Joint use. Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails.

Implementation C22 Open Space Partnerships. Partner with adjacent cities, Riverside County, and local and state park agencies to create linkages and enhance access to publicly-accessible parks and open spaces.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Policy 11.9.2 Improve Stewart Park to meet the needs of Downtown and Town Center residents.

Revision to the Zoning Ordinance

The proposed revisions to the Zoning Ordinance will allow parks as a permitted (P) use in the following existing zone districts: Residential, Rural Zone (RR); Residential, Single Family Zone (RSF); Residential, Multiple-Family Zone (RMF); and the Community Commercial Zone (CC). Under the current Zoning Ordinance, parks are not a permitted use in these zones. (BMC, Table 17.03-3, Permitted Land Uses for Base Zone Districts.)

The proposed revisions to the Zoning Ordinance also include changing the existing Commercial, General Zone (CN) to Commercial, Neighborhood Zone, in which parks will be a permitted land use. Parks are also permitted uses in the proposed new Residential-Traditional Neighborhood Zone (RTN) and Transit Oriented District Zone (TOD)

5.15.4 Threshold of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
- (Threshold B) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment and/or;
- (Threshold C) Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives.

5.15.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this Draft PEIR, a variety of regulatory measures, including compliance with and implementation of State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation, in addition to the proposed goals and policies of the DSP and, the proposed revisions to the Zoning Ordinance, are intended to protect historic and archaeological resources and reduce potential to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold 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?***

Development associated with future land uses consistent with the Beaumont 2040 Plan and Revised Zoning Ordinance and Map will increase population in the form of new residents in the Planning Area. These new residents are expected to use park and recreational facilities, and this additional use may result in greater demands on parks and recreational facilities in the Planning Area such that deterioration of these facilities could occur or be accelerated.

As identified in Section 5.15.3, the Beaumont 2040 Plan includes goal, policies, and implementation actions in the Land Use and Community Design, Economic Development, and Health and Environmental Justice chapters to ensure that park and recreational facilities are adequately maintained for existing and future users. Policy 3.6.3 requires project developers to establish mechanisms to adequately maintain new parks and recreational facilities. Policy 3.11.1 requires the maintenance of existing park and recreation facilities in order to facilitate their use. Policy 5.8.3 requires new development to pay its fair share of required improvements, including maintenance costs. Policy 6.3.1 requires the City to partner with BCVRPD to provide maintenance and ensure exiting park and recreation facilities are in good condition to facilitate their use. Implementation action CFI24, would result in the development of a Parks Master Plan in collaboration with BCVRPD to address deficiencies in park maintenance and existing facilities. Therefore, through compliance with and implementation of applicable Beaumont 2040 Plan goals, policies, and implementation measures and the proposed certificate of appropriateness process, impacts with regard to the deterioration of existing neighborhood and regional parks or other recreational facilities are considered **less than significant**, and no mitigation is necessary.

Because the Revised Zoning Ordinance does not propose any changes to City regulations or requirements regarding maintenance of recreation and park facilities, the same discussion under the Beaumont 2040 Plan and Revised Zoning Map is applicable. Based on the above discussion, impacts would be **less than significant.**

Threshold B: ***Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Threshold C: ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives?***

(Note to Reader: To avoid repetitive discussion, Thresholds B and C are addressed together below.)

As identified in Section 5.15.3, the Beaumont 2040 Plan includes goal, policies, and implementation actions in the Land Use and Community Design, Mobility, Economic Development, and Health and Environmental Justice chapters that will result in construction and/or expansion of parks and recreational facilities. Specifically, Policy 7.9.1 requires the City to continue to implement its park dedication and improvement requirement 5 acres of parkland for every 1,000 persons in conjunction with residential development. Other Beaumont 2040 goals, policies, and implementation that address the provision of park and recreation facilities include: Goal 8.7, Policies 3.8.3, 4.4.4, 6.3.6, 8.7.2, 8.7.3, 8.7.4, and Implementation M19, EDF32, HEJ13, C21, and C22.

The Open Space land use designation of the Beaumont 2040 Land Use Plan land use plan includes open space, passive and active parks and golf courses as shown on **Figure 5.15-3 – Open Space Categories.** The approximately 10,252 acres of Open Space included in the Beaumont 2040 Plan[2] shown on **Figure 5.15-3** breaks down into the various open space categories as shown on the following table.

Table 5.15-B – Open Space Categories

Open Space Category	Acres[(a)]
Golf Course	772
Open Space Corridor	347
Open Space Preserve	8,148
Open Space (in the SOI)	691
Open Space Corridor (in the SOI)	123
Parks	171
Total All Open Space	10,252

Source: Raimi.
[(a)] Rounded to the nearest whole acre

[2] Refer to **Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI**).

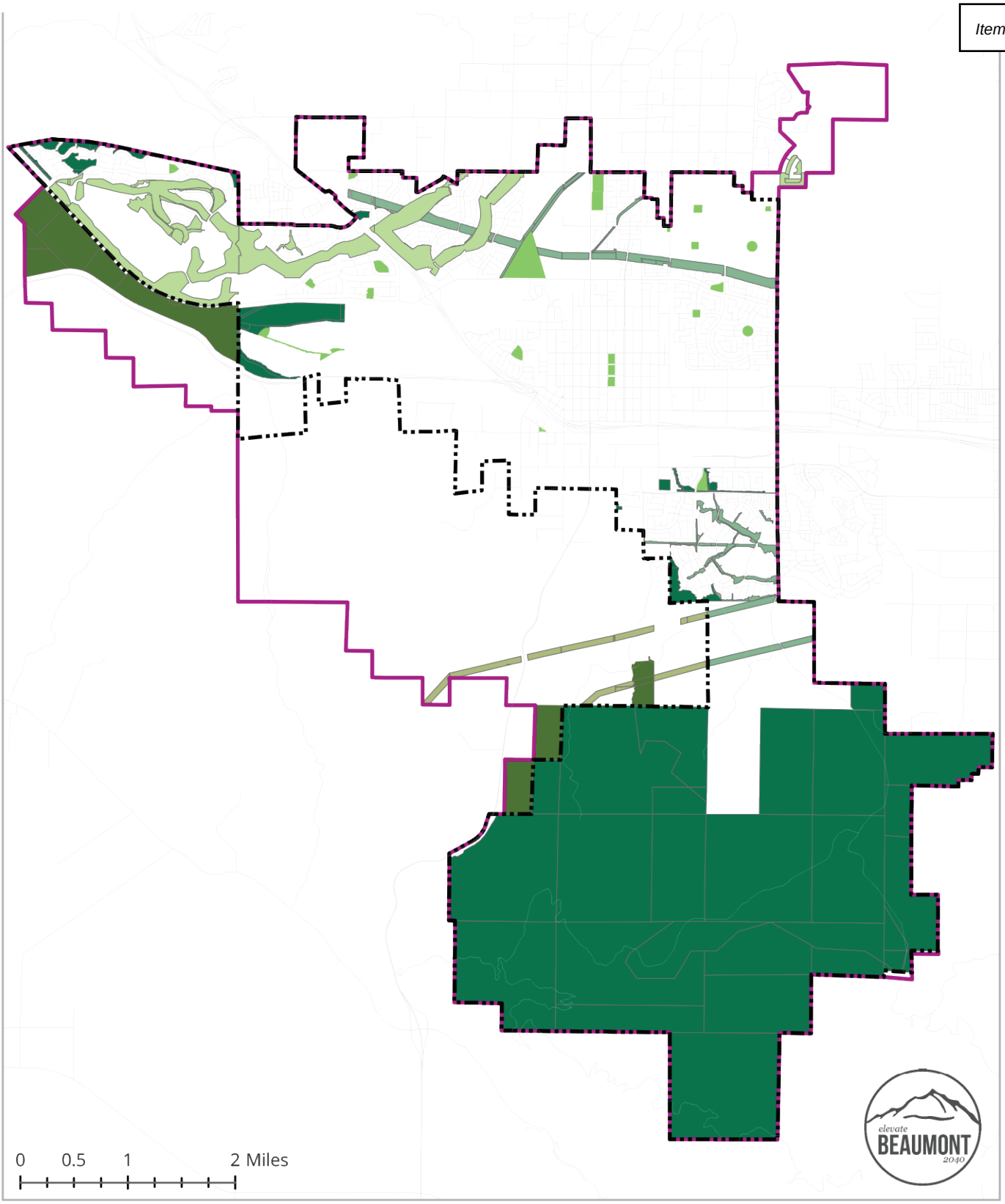
Based on the anticipated Beaumont 2040 Plan buildout population of 131,940, which results in an increase of approximately 82,699 persons,[3] a total of 415 new acres of parkland[4] will be is needed to comply with the City's park standard of five acres per 1,000 persons. Based on the number of open space and park acres shown in **Table 5.15-B,** the adoption of the Revised Zoning Ordinance making parks a permitted use in all of City's residential zoning districts. and compliance with Chapter 3.34 of the Beaumont Municipal Code and applicable Beaumont 2040 Plan goals, policies and implementation, impacts regarding maintaining acceptable service ratios and performance standards for park and recreation facilities will be **less than significant** and no mitigation is required.

Remainder of page intentionally left blank

[3] Buildout population determined based on 40,848 residential units in the Planning Area multiplied by 3.23 persons per dwelling unit equals 131,940 persons, minus the existing population of 49,241 equals a population increase of 82,699 persons.

[4] 82.699 persons multiplied by five acres of parkland per 1,000 persons equals 415 acres.

Page intentionally left blank



Categories of Open Space

- City Boundary
- Spere of Influence
- Golf Course
- Open Space Corridor
- Open Space Preserve
- Parks
- Sphere Open Space
- Sphere Open Space Corridor

Figure 5.15-3 - Open Space Categories

City of Beaumont General Plan Update

Page intentionally left blank

Regarding environmental impacts associated with the provision of new recreational and park facilities, since such facilities are anticipated by the Beaumont 2040 Plan, impacts are evaluated at a program level throughout this Draft PEIR. Specific potential direct and indirect impacts resulting from park and recreation facilities proposed as part of individual future development projects or specific recreational or park projects proposed by the City, will be analyzed on a case-by-case basis as they are submitted to the City or proposed by the City.

Thus, for the reasons stated in the above paragraphs, the proposed Project would not include recreational or park facilities or require the construction or expansion of park or recreational facilities which would substantially impact the environment. Impacts in this regard are considered **less than significant** and no mitigation is required.

5.15.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the proposed Beaumont 2040 Plan, Revisions to the Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regard to recreation and park facilities, no mitigation measures are necessary.

5.15.7 Levels of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies in addition to adherence to local regulations, the impact to recreational and park facilities is considered **less than significant** and no mitigation is necessary. The significance of impacts to recreational and park facilities resulting from specific future development, City-initiated, or BCVRPD-initiated projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan, along with the revisions to the Zoning Ordinance, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.15.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC — City of Beaumont, *Beaumont Municipal Code, Various Titles*. (Available at https://library.municode.com/ca/beaumont, accessed April 17, 2020.)

AB 1191 — State of California, *Assembly Bill No. 1191*, September 8, 2015. (Available at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1191, accessed April 30, 2020.)

RCC 16.20.020 — County of Riverside, Riverside County Code, Section 16.20.020 (Available at https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT16SU_CH16.20DE_16.20.020PAREFEDE, accessed April 27, 2020.)

5.16 TRANSPORTATION

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and

2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to transportation because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

The Transportation Section of this Draft Program Environmental Impact Report (EIR) has been based in part on the Traffic Impact Analysis (TIA) prepared by Fehr & Peers, included in this Draft Program EIR as Appendix F.1. The TIA includes a comprehensive analysis of the potential impact of buildout of the Beaumont 2040 Plan on the level of service (LOS) of intersections and roadway segments within the Planning Area. However, the results of this LOS analysis are not included in this Draft Program EIR because, pursuant to Senate Bill (SB) 743—which went into effect July 1, 2020—LOS and auto delay no longer constitute environmental impacts under CEQA.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to conflict with a program, plan, or ordinance or policy, addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision(b); substantially increase hazards due to geometric design feature or incompatible uses; and/or result in inadequate emergency access.

In response to the Notice of Preparation, the City received comment letters from California Department of Transportation (Caltrans), Ron Roy, Southwest Regional Council of Carpenters, and County of Riverside Transportation and Land Management Agency (TLMA) regarding transportation. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding transportation at the Project's public scoping meeting.

5.16.1 Setting

The City and City's Sphere of Influence (collectively referred to as the "Planning Area") is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and the City of Banning to the east. Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (Beaumont 2040 Plan, p. 13).

The Downtown Area Plan (DAP) is focused on Sixth Street between Veile Avenue and Highland Springs Avenue, and along Beaumont Avenue between Fifth Street and 12th Street (Beaumont 2040 Plan, p. 266).

A comprehensive transportation network of freeways and streets, bicycle lanes, golf cart network, bus transit, and passenger rail provide mobility options within the City. This transportation network also includes sidewalks and trails and associated facilities. The current system reflects a focus on automobile

movement (ECR, p. 66.). The existing transportation system within the Planning Area are discussed in greater detail below.

Existing Transportation Facilities

Regional Roads

The following regional roads traverse the Planning Area and are described as follows (TIA, p. 21):

Interstate 10 (I-10) – The I-10 freeway provides direct access to the City by way of on- and off-ramps located at Beaumont Avenue, Highland Springs Avenue, Oak Valley Parkway, Pennsylvania Avenue, and SR-60 freeway. The I-10 freeway is an east-west facility with eight lanes and a posted speed of 70 miles per hour (mph) that extends west to the City of Los Angeles and eastward to Arizona and beyond.

State Route 60 (SR-60) – The SR-60 freeway, also known as the Moreno Valley Freeway in the City, provides direct access to the City by way of on- and off-ramps located at Sixth Street. Additional access will be provided by a new interchange currently under construction at Potrero Boulevard. The SR-60 freeway begins west of the City in Los Angeles and terminates at its I-10 freeway junction within the City. Within the City limits, the highway has four lanes with a posted speed of 65 mph.

State Route 79 (SR-79) – The SR-79 highway is a north-south facility beginning in the City, extending south, and terminating in Los Terrenitos at Interstate 8 (I-8) freeway. Within the City limits, the highway has four lanes. Beaumont Avenue south of 5th Street is also designated as SR-79. The SR-79 highway has a posted speed limit of 45 mph within the City limits.

Roadway Classifications

According to the Existing Conditions Report, the roadway system in the City has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City are also classified according to their primary function. The roadways are described below (ECR, pp. 69 – 70):

- Expressway Corridor. The primary function of this classification of roadway is to provide regional, sub regional, and intra-City travel service. Through-traffic comprises the bulk of traffic volumes in this roadway classification that includes the two freeways that traverse the City and State Highway 79. These facilities typically provide three to four traffic lanes in each direction. A median strip or a two-way, left-turn lane typically separate the lanes.
- Urban Arterial (Highway and Frontage Road). This roadway classification serves both regional through-traffic and inter-city traffic. These roadways typically direct traffic onto and off-of the freeways. An Urban Arterial typically contains three travel lanes in each direction and a two-way left-turn lane with either a painted or raised median.
- Augmented Major Highway. This roadway classification serves inter-city traffic. Roadway segments included in this classification will typically contain three travel lanes in each direction with a painted median.
- Arterial Highway. This roadway classification serves both regional through-traffic and inter-city traffic. These roadways typically direct traffic through the City. An Urban Arterial typically contains three travel lanes in each direction and a painted or raised median.

- Major Roadways (Highway and Frontage Road). This roadway classification serves to move large volumes of inter-city traffic. These roadways typically direct traffic through major development nodes. A Major roadway typically contains two travel lanes in each direction with on-street parking provided next to the curb.
- Secondary Street. Secondary Streets serve a similar function as Major Roadways, except the designed capacity of the former is not as great as the latter. In addition, Secondary Streets do not carry the volumes of through traffic typically associated with Major Arterials. There are three subclasses of Secondary Streets: Secondary A, Secondary B, and Secondary Frontage. All of the Secondary Roads will contain two travel lanes in each direction though only Secondary A roadways will have a painted median.
- Collector Streets (Divided and Undivided). A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. Most traffic uses collector streets to move to roadways carrying intra-City or through-traffic. These roadways contain 2 travel lanes in each direction.

Local Streets

Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Most streets have been improved with curbs, gutters, and sidewalks.

Bicycle Facilities

Figure 5.16-1 – Existing Bicycle Facilities, shows the existing bicycle facilities. The various bicycle facilities are classified as follows (TIA, p. 23-25):

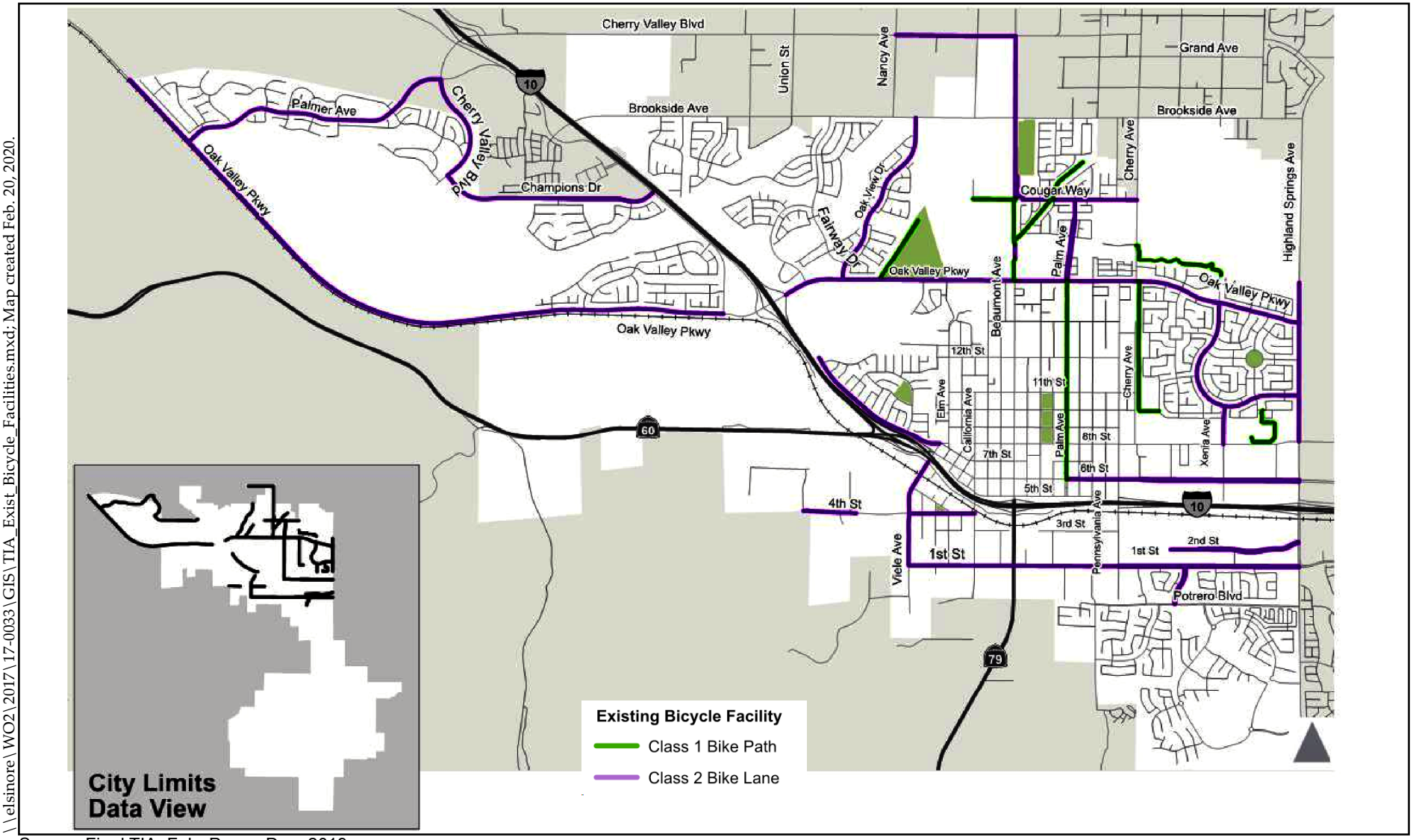
Class I Bikeways (Bike Paths) – Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings, where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

Class II Bikeways (Bike Lanes) – Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

Class III Bikeways (Bike Routes) – Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage on both the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space, denoting that the street is an official bike route.

Class IV Bikeways (Cycle Tracks) – Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, and on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Page intentionally left blank



Source: Final TIA, Fehr Peers, Dec. 2019

\\elsinore\WO2\2017\17-0033\GIS\TIA_Exist_Bicycle_Facilities.mxd; Map created Feb. 20, 2020.

Not to Scale

Figure 5.16-1 – Existing Bicycle Facilities

City of Beaumont General Plan Update

Page intentionally left blank

Golf Cart Network

The City developed a Golf Cart Transportation Plan in 2010 that introduced golf cart facilities, such as golf cart routes, to link neighborhoods with various attractions, including retail, medical, and recreational facilities. The designated golf cart routes are proposed along collector streets. The golf cart facilities are separated into three categories: golf cart lanes, golf cart route area, and golf course cart crossing zones, which are described below. **Figure 5.16-2 – Existing Golf Cart Transportation Plan,** show the existing and proposed golf cart facilities (TIA, p. 30-32).

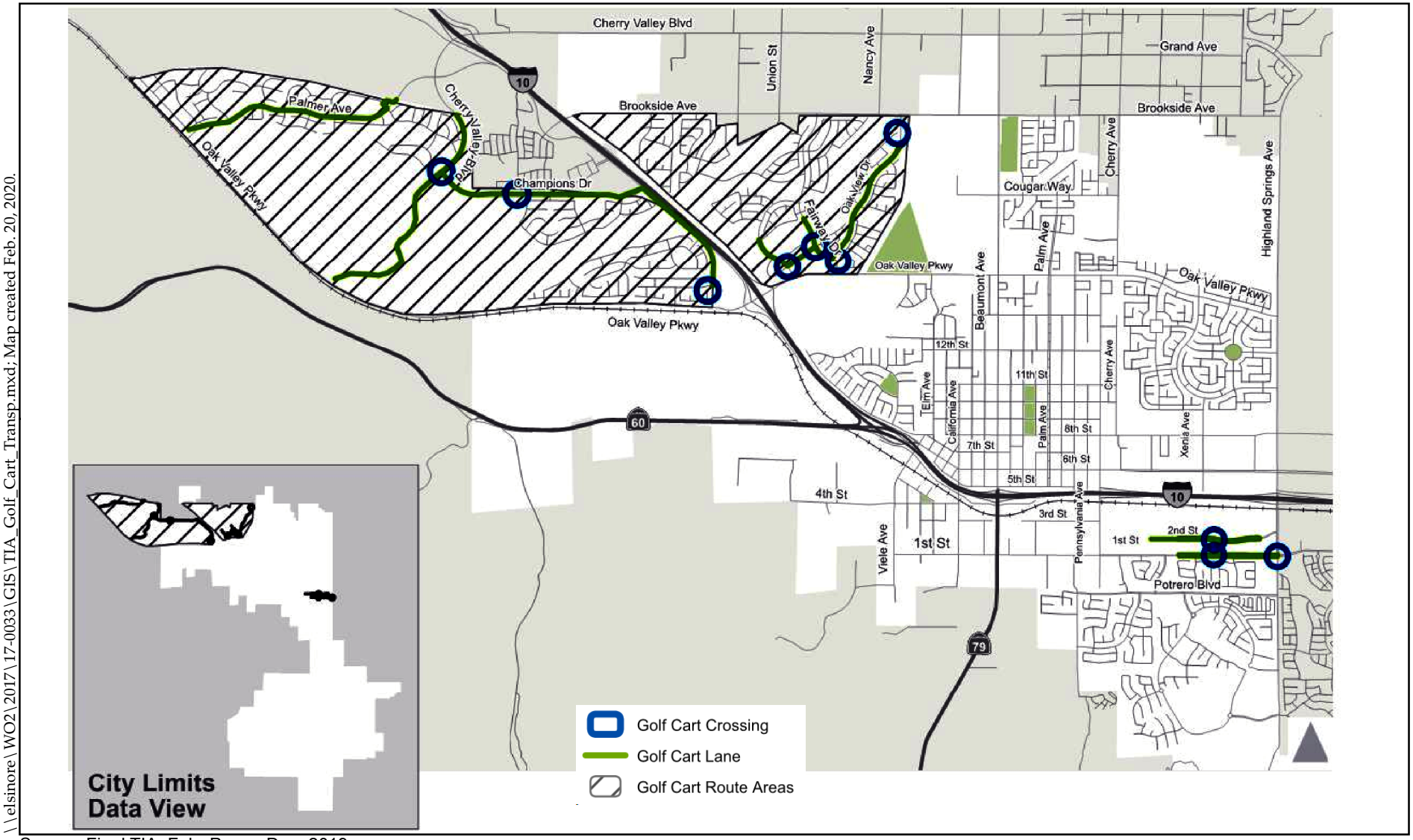
Golf Cart Lanes – Golf cart lanes outlined as public roadways that are designated by signs and pavement markings for golf cart travel. The Golf Cart Transportation Plan states that these lanes allow golf carts to travel adjacent to automobile traffic, but within a separated striped space. Golf cart lanes are allowed to share lanes with bicycles. Second Street has golf cart lanes.

Golf Cart Route Area – Golf cart route areas are travel lanes on residential streets that are shared with pedestrians, bicyclists, and other motorists.

Golf Course Cart Crossing Zones – Golf course cart crossing zones are classified as locations on public streets that allow golf carts to cross at any time other than during darkness on any streets, with the exception of highways.

Remainder of page intentionally left blank

Page intentionally left blank



\\elsinore\WO2\2017\17-0033\GIS\TIA_Golf_Cart_Transp.mxd; Map created Feb. 20, 2020.

Source: Final TIA, Fehr Peers, Dec. 2019

Figure 5.16-2 – Existing Golf Cart Transportation Plan

City of Beaumont General Plan Update

Not to Scale

Page intentionally left blank

Bus Services

The City's bus transit service operates six fixed routes generally servicing Beaumont, Banning, Cherry Valley, Calimesa, and Cabazon as well as one commuter link (CBT). The bus route service includes the following routes and is shown on **Figure 5.16-3 – Existing Transit Facilities** (TIA, p. 28-30).

Route 2 – Route 2 provides service from the City to Cabazon. This route runs service to the Walmart transfer station, Banning, San Gorgonio Hospital transfer station, Casino Morongo and the Cabazon Outlet Mall. Bus services along Route 2 operate from 6:30 AM to 7:50 AM at varying headways at least one hour apart on weekdays. Bus services along Route 2 operate from 8:00 AM to 6:00 PM at approximately two-hour headways during the weekends.

Route 3 – Route 3 provides service to the Walmart transfer station, Sundance, Beaumont High School, and Cherry Valley during the weekdays. Bus services along Route 3 operate from 6:24 AM to 6:02 PM at varying headways, and at least one hour apart on weekdays. On Saturdays, Route 3 operates in conjunction with Route 4.

Route 4 – Route 4 provides service throughout midtown Beaumont to the Walmart transfer station, San Gorgonio Hospital transfer station, Orchard Park, and Chatigny Recreational Center. Bus servicers along Route 4 operate from 7:35 AM to 7:35 PM at varying headways, at least one-hour apart on weekdays.

Route 7 – Route 7 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to Fairway Canyon and Beaumont High School Route 7 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:30 PM.

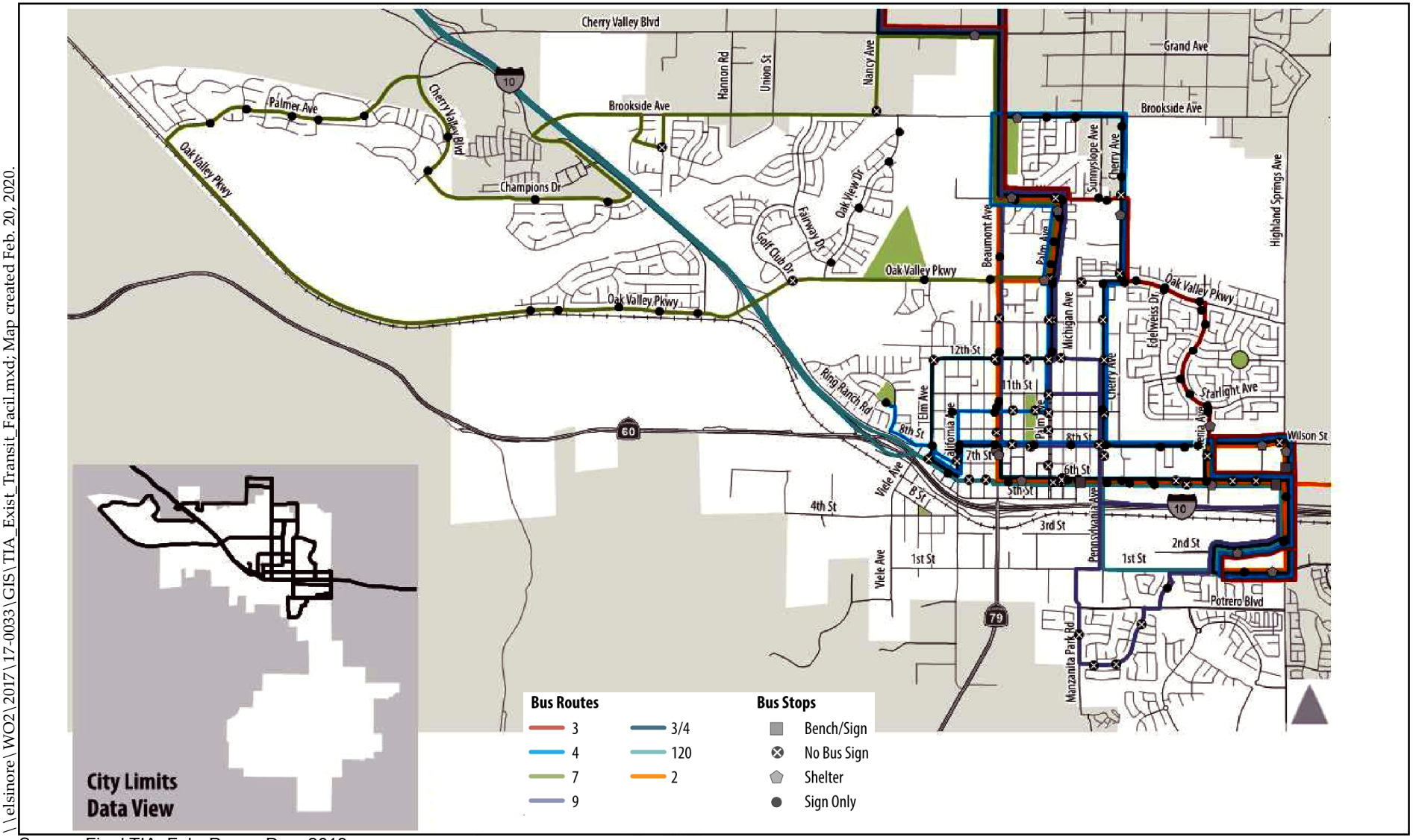
Route 9 – Route 9 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to the Beaumont Walmart, Mountain View Middle School, San Gorgonio Middle School, and Beaumont High School. Bus services along Route 9 operate between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:18 PM.

Route 136 – Route 136 provides service in the City of Calimesa. This transit route is operated through Beaumont Pass Transit with connections to Commuter Link 120. Connection to this route provides transfer service to Yucaipa OmniTrans routes 308 and 309. Bus services along Route 136 operate between the hours of 7:20 AM to 5:25 PM at varying 30-minute headways.

Commuter Link 120 – Commuter Link 120 is an express route that provides service from Beaumont to Calimesa, San Bernardino Metrolink Station and Loma Linda Veteran's Hospital. The San Bernardino Metrolink Station provides transfer connections to Amtrak train services, as well as RTA, OmniTrans, Victor Valley Transit Authority, and Mountain Area Regional Transit Authority.

Dial-a-Ride service is available for seniors and disabled riders (CBT).

Page intentionally left blank



\\elsinore\WO2\2017\17-0033\GIS\TIA_Exist_Transit_Facil.mxd; Map created Feb. 20, 2020.

Source: Final TIA, Fehr Peers, Dec. 2019

Not to Scale

Figure 5.16-3– Existing Transit Facilities

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Pedestrian Facilities

Sidewalks are generally provided on at least one side of the street along most of the major roadways throughout the City. However, there are also several sidewalk gaps along these corridors (TIA, p. 25). Various signalized intersections contain crosswalks allowing pedestrians the choice of where to cross and providing good pedestrian access. The all-way and side-street stop-controlled intersections within the City have a mix of crosswalks on all, some, or no approaches to the intersection. There is also a noticeable lack of sidewalk access in the residential areas adjacent to the downtown area. Specifically, in a grid roadway network that has great connectivity, sidewalks should be provided on both sides of the roadway (TIA, p. 28). **Figure 5.16-4 – Existing Sidewalk Facilities** shows the existing sidewalk facilities.

Railway Facilities

The Union Pacific Railroad traverses the City from the west to east. The railway is located adjacent to San Timoteo Canyon Road/oak Valley parkway to its junction with the I-10 Freeway where it continues parallel to the freeway.[1]

There is no direct access to passenger rail within the City. However, Riverside County Transportation Commission (RCTC) is conducting a study to investigate passenger rail service from Riverside to Coachella Valley with a potential station in the Pass Area (TIA, p. 30).

Remainder of page intentionally left blank

[1] https://www.google.com/earth/

Page intentionally left blank

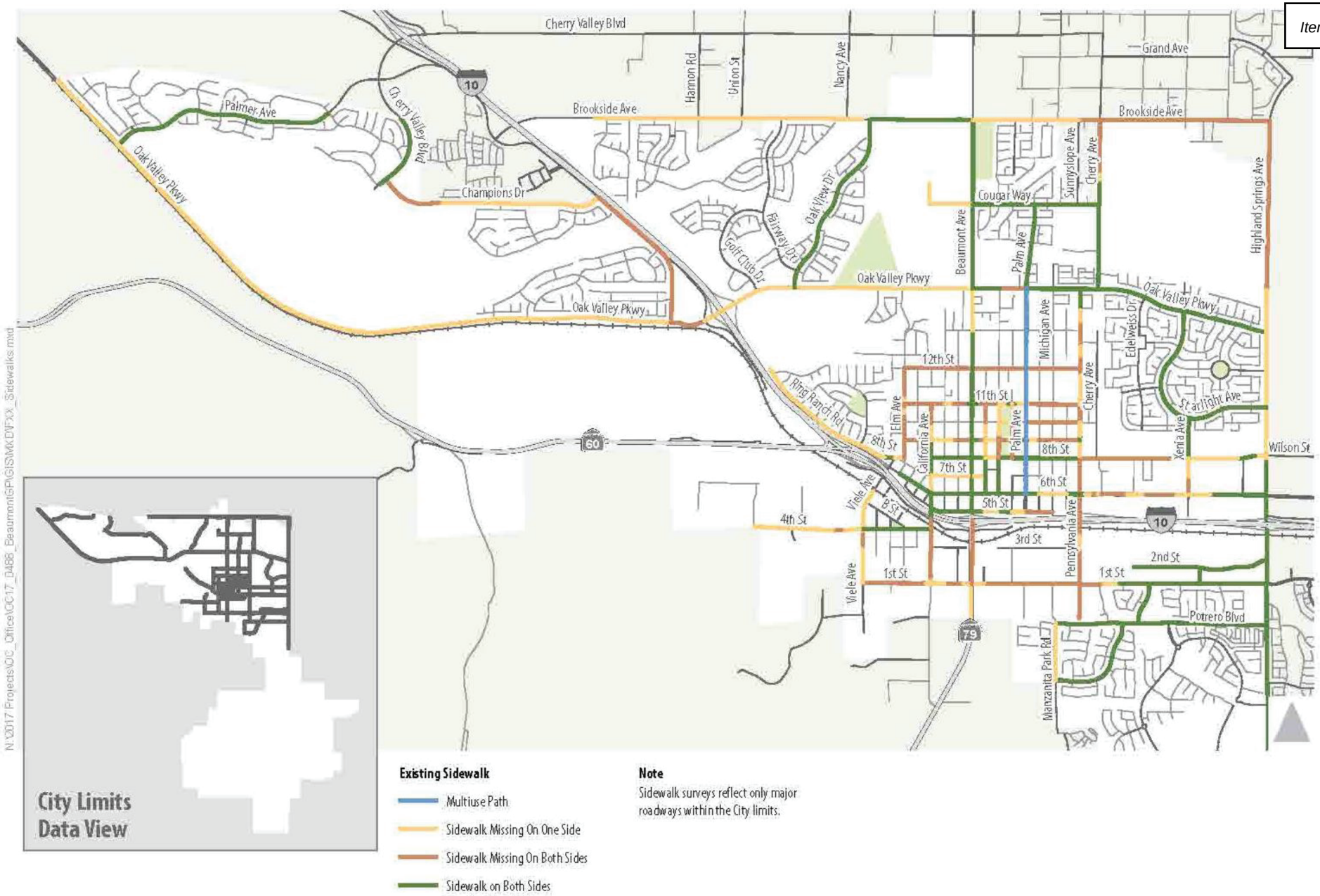


Figure 5.16-4 - Existing Sidewalk Facilities

City of Beaumont General Plan Update

Page intentionally left blank

5.16.2 Related Regulations

Federal Regulations

There are no relevant federal regulations applicable to the proposed Beaumont 2040 Plan.

State Regulations

Assembly Bill 1358 – Complete Streets

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill 1358 (AB 1358) required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities. (Beaumont 2040 Plan, p. 88)

Assembly Bill 32 – Global Warming Solutions Act

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The Act directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB 32). In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32 (CARB 2008, pp. ES-3 – ES-4). AB 32 was followed by Senate Bill 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB 32).

The scoping plan has a range of greenhouse gas reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program. CARB recognizes cities as “essential partners” in reducing greenhouse gas emissions (GHGs). As such, the Air Resources Board has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies (Beaumont 2040 Plan, p. 88).

CARB’s 2017 Scoping Plan builds upon the successful framework established by the Scoping Plan, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities (CARB 2017, pp. 5-6). The 2017 Scoping Plan includes goals and measures that specifically reduce GHG emissions from the transportation sector. These goals and measures focus on using vehicle miles traveled (VMT) as the metric for determining transportation impacts on the environment; encouraging development practices that reduce VMT; enhancing mass transit systems, shared-use mobility, and bicycle and pedestrian networks; and reducing fossil fuels for transportation use, in favor of fuels and energy technology that emits less GHG emissions (CARB 2017, pp. 76-77).

Senate Bill 375 – Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, which will help to meet the statewide targets for reducing greenhouse gas emissions set by AB 32 (Beaumont 2040 Plan, p 89).

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achieving the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2016 (Beaumont 2040 Plan, p 89).

Senate Bill 743 – Amending CEQA with Respect to Evaluating Transportation Impacts

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" (Beaumont 2040 Plan, p. 90).

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including vehicle miles traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into CEQA Guidelines (Beaumont 2040 Plan, p. 90)

In December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743 (CGOPR). Section 15064.3 of the 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay (often called Level of Service; referred to here as LOS) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years) (CDOT).

Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS) which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016–2040 RTP/SCS was developed with input from local governments, county transportation commissioners, tribal governments, non-profit organizations, business and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.). The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153.).

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. (SCAG 2020, webpage)

Connect SoCal includes infrastructure projects that will support short and regional active transportation. These strategies will reduce automobile vehicle miles traveled by increasing the number of trips accomplished by walking, bicycling and the use of micro-mobility devices. These strategies include building physical infrastructure such as local and regional bikeways, sidewalk and safe routes to schools pedestrian improvements, regional greenways and first-last mile connections to transit. In addition to reducing vehicle miles traveled, these strategies will improve air quality and public health by reducing emissions and increasing levels of physical activity (SCAG 2020, pp. 68-99).

Analysis conducted by SCAG found that, in comparison to the 2045 Baseline, Connect SoCal will reduce vehicle miles traveled per capita by five percent and vehicle hours traveled per capita by nine percent (for automobiles and light/medium duty trucks) as a result of more efficient land use strategies and improved regional transit service (SCAG 2020, p.118). Daily per capita VMT in the SCAG region is projected to decrease in 2045 from 21.8 miles under the Baseline to 20.7 miles (SCAG 2020, p. 129). the average distance traveled one-way for work trips in the SCAG region is projected to decrease slightly from 17.9 miles under the Baseline to 17.7. The average distance traveled one-way for non-work trips in 2045 is also projected to decrease, from 5.8 miles to 5.7 miles (SCAG 2020, p. 129).

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address transportation:

Title 10 – Vehicle and Traffic, Chapter 10.42 – Transportation Demand Management Requirements
All applicable new developments (non-residential developments which employ 100 or more persons) which are owned and managed as one unit shall submit a Transportation Demand Management Plan (TDMP) prepared by a traffic engineer, transportation planner or other qualified professional identifying the traffic impacts associated with the proposed project and including design recommendations and

mitigation measures, as appropriate, to address on and off site project impacts. The TDMP shall also indicate specific strategies and guidelines to reduce the amount of trips and increase the amount of non-vehicular transportation. The TDMP also includes operational standards that shall be implemented within 60 days after occupancy of the development by an employer. In addition, all property owners of applicable new development (non-residential development and/or changes of use) shall be subject to the required capital improvement standards as specified in this Section (BMC).

Title 10 – Vehicle and Traffic, Chapter 10.50 – Golf Cart Transportation
The City encourages the increased use of golf carts as a non-polluting local transportation option, and establishes rules and regulations for the operation of golf carts in the City (BMC).

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.08 – Public Works Construction Standards
The City's municipal code adopts Riverside County Ordinance No. 461 as the standard specifications for the construction of public streets (BMC).

Title 15 – Buildings and Construction, Chapter 15.48 – Electric Vehicle Charging Station Streamlined Permitting Process
This code section encourages timely and cost-efficient installation of electric vehicle charging stations via an expedited permitting process (BMC).

City of Beaumont Traffic Impact Analysis Guidelines for Vehicle Miles Traveled

In June 2020, the City of Beaumont's Traffic Impact Analysis Guidelines were revised to ensure consistency with SB 743 implementation. The revision incorporates VMT guidance consistent with the information from the Western Regional Council of Governments (WRCOG) SB 743 Implementation Pathway study (VMT, p. 5).

The City of Beaumont utilized a threshold consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion to reduce VMT by three (3) percent below the City's current average VMT per service population per household, or below the subregion's average VMT (VMT, p. 4). Projects that cannot demonstrate a percent reduction in VMT would be required to conduct additional analysis and add mitigation as appropriate. If project design or operational features cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations (VMT, p. 4).

5.16.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential transportation impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential transportation impacts include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.2 Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.

Policy 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.4 Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.

Policy 3.1.7 Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.7 Require well-connected walkable neighborhoods with pedestrian with quality access to transit, pedestrian and bicycle facilities.

Goal 3.4: A City that maintains and expands its commercial, industrial and other employment-generating land uses.

Policy 3.4.1 Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.

Policy 3.4.2 Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.

Policy 3.4.3 Continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways. Encourage a second urban village in the SR-79 East Subarea.

Policy 3.4.8 Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors, especially in El Barrio.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policy 3.6.2 Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policy 3.10.4 Designate truck routes to avoid sensitive land uses, where feasible.

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policy 3.11.4 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

<u>Beaumont 2040 Plan, Chapter 4 – Mobility</u>

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.1 Reduce vehicular congestion on auto-priority streets to the greatest extent possible.

Policy 4.1.2 Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.

Policy 4.1.3 Identify key streets and intersections that will be exempt from the LOS threshold due to inadequate right-of-way, environmental constraints, or funding limitations.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Policy 4.1.6 Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.1 Work with regional agencies to implement complete streets that are designed to accommodate users of all ages and abilities. This will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities.

Policy 4.2.2 Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Policy 4.2.4 Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

Policy 4.2.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.1 Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.

Policy 4.3.2 Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.4 Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

Policy 4.4.3 Improve safety for all active transportation users.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.2 Periodically evaluate the transit system to ensure its efficient operation.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.6: An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.

Policy 4.6.1 Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.

Policy 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods

<u>Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal Element</u>

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

Policy 5.1.8 Align City investment, including capital projects, with areas of desired economic growth and business attraction in the existing commercial and industrial areas, Employment District and Urban Villages.

Goal 5.8: A financially stable community.

Policy 5.8.3 Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).

Goal 5.9: A community with sustainable and improved infrastructure.

Policy 5.9.3 Support local businesses and economic development by improving Beaumont's infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Goal 6.6: A safe City with improved pedestrian, bicycle and vehicular safety and reduced community crime.

Policy 6.6.1 Strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions. This policy is implemented through the Mobility Element.

Policy 6.6.2 Pursue and support local Safe Routes to Schools programs.

Policy 6.6.3 Promote safe routes for aging adults, particularly routes to transit and shopping centers.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.1 Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.1.4 Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Goal 7.10: Access to high-quality education and community services for all residents.

Policy 7.10.1 Work with the Beaumont Unified School District to site schools within new residential neighborhoods in close proximity to parks, bike paths, and other open space amenities.

Policy 7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, child care facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.1: Create a balanced and integrated mixt of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Goal 11.7: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.7.5 Limit the number of new garage entries and driveway curb cuts along Sixth Street and Beaumont Avenue.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.8 Enhance and protect the utility of the alley network in Downtown, especially in the Downtown Core district.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.12 Ensure an adequate supply of parking in the Downtown Core district without compromising the vision for a walkable downtown.

Policy 11.8.13 Implement median parking on Sixth Street between Beaumont Avenue and Palm Avenue.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Revised Zoning Ordinance

Chapter 17.03 of the Revised Zoning Ordinance proposes additional requirements for pedestrian connections, access to transit, and Transit Oriented District Overlay, Chapter 17.11 proposes additional requirements for gated communities to provide pedestrian and bicycle connections.

5.16.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- (Threshold B) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- (Threshold C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and/or
- (Threshold D) Result in inadequate emergency access.

5.16.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential

transportation impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

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

City's Mobility Element introduces and implements various strategies and approaches to accommodate, improve, enhance, and maintain multiple modes of travel throughout the City. Mode choice is influenced by sidewalk connectivity and proximity of buildings, bike accommodations, transit stop density and service characteristics, and availability of interconnected low speed routes. The Mobility Element sets out a vision to pursue these key strategies regarding the City's transportation network (Beaumont Plan 2040, p. 91):

- **Manage Traffic:** The City will support the safe and efficient movement of goods and services by providing signal synchronization and allowing optimum flow in automobile prioritized corridors.
- **Encourage Complete Streets:** The City will provide a safe, efficient, and accessible transportation system that serves the mobility needs of users of all ages and abilities.
- **Support Active Transportation:** The City will provide a network of bicycle and pedestrian infrastructure that supports the City's complete street efforts and provides connectivity to existing local and regional facilities, activity centers in the City, employment areas, parks, open space, and the downtown area.
- **Promote Transit:** The City will work with SunLine Transit and Riverside County Transit Commission (RCTC) to analyze and forecast commuter traffic trends to develop a more efficient transit system.
- **Ensure Efficient Goods Movement:** The City will identify strategies to encourage timely and efficient goods movement that does not compromise quality of life in Beaumont, by minimizing congestion, air pollution, and noise.
- **Manage Parking:** In key subareas, like the downtown area, the City will pursue the "right sizing" of off-street parking within the City by encouraging shared parking, reducing parking requirements in key subareas, and unbundling parking where appropriate.
- **Integrate Transportation Network Companies (TNCs) and Autonomous Vehicles (AVs):** Beaumont will plan for and support an increase in the use of TNCs and AVs.

Transit

Bus Transit

The City' existing bus transit routes are generally connected throughout the City and link to destinations within the City (ECR, p. 83). The Mobility Element incorporates goals and policies related to supporting bus transit facilities in the Planning Area. These goals include promoting smooth traffic flows and balance operational efficiency, technological, and economic feasibility;; a balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations; and work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities. Policies identified to support those bus transit goals include strengthening partnerships with management organizations, strengthen connection to transit and promote walking to neighborhoods, support Safe Routes to School partnerships, enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers, encourage the use of transit and increased transit services, collaborate with transit agencies to ensure the development of transit facilities in City, evaluate transit system to ensure efficient operations, and work with SunLine transit and RCTC to analyze and forecast commuter traffic trends (Policies 4.1.4, 4.1.5, 4.3.3 ,4.3.4, 4.3.5 4.4.5, 4.5.1, 4.5.2, and 4.5.3 respectively).

Rail Transit

There is no direct access to passenger rail networks within the City of Beaumont (ECR, p. 83). However, the Mobility Element incorporates goals and policies related to supporting rail transit facilities in the Planning Area. This includes working collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities and Policy 4.5.1 which states that the City will collaborate with all transit agencies to focus on the design and implementation of a passenger rail system linking Metrolink in downtown Riverside to Metrolink service in the Coachella Valley. This passenger rail improvement has been proposed to strengthen the connections between Riverside County and Coachella Valley. The City will work with system stakeholders to facilitate the installation of a transit stop in Beaumont. The station would be designed to provide access to multi-modal transportation modes and to connect the station to the City (Beaumont Plan 2040, p. 133). **Figure 5.16-5 – Priority Transit Network** shows Beaumont 2040 Plan transit system.

Roadways

The Mobility Element utilizes a layered network approach to provide a balanced mobility system that identifies, based on the type of street typology, the travel modes for which service levels should be enhanced and maintained. Non-preferred travel modes are accommodated along the street, but their service is not prioritized. This approach also ensures that connectivity for that mode is maintained to ensure mobility throughout the City (Beaumont 2040 Plan, p. 96). The Beaumont 2040 Plan integrates Complete Streets which accommodates pedestrians, bicyclist, motorist, people with disabilities, and people who use public transit. Policies 4.2.1 through 4.2.5 and 4.3.1 through 4.3.4 support Complete Streets.

Figure 5.16-6 – Proposed Roadway Connections, show the roadway network proposed as part of the Beaumont 2040 Plan Mobility Element. **Figure 5.16-7 – Roadway Classification** shows the Roadway classification and below is a summary of the various Beaumont 2040 Plan roadways (Beaumont 2040 Plan, pp. 96-97.):

Freeways and Expressways

Freeways are high-speed facilities designed to accommodate vehicles moving through the City. These facilities provide for interregional and intercity travel by automobile. They are under the jurisdiction of and operated by Caltrans. Freeways can also provide access for transit vehicles, but automobiles are prioritized. Bicycles and pedestrians are prohibited on freeways. Expressways are similar to freeways, except that access is provided at-grade in most cases. Freeways in Beaumont include Interstate 10 (I-10) and State Route 60 (SR-60). SR 79 is a State Highway that serves as an expressway. See **Figure 5.16-8 – Roadway Cross Sections - Expressway.**

Arterial Roadways and Major Highways

These facilities serve as a primary connection for all modes of travel and provide regional mobility, connecting different portions of the region to each other through the City. Arterial roadways and major highways are designed to move large volumes of traffic and provide a high level of mobility between major residential, employment, and activity centers. While these streets often prioritize vehicular travel, most of these roadways also provide bicycle and pedestrian facilities. Key facilities include portions of Oak Valley Parkway, portions of Beaumont Avenue, and Highland Springs Avenue. Given the function of these roadways to move vehicles, they typically include medians and other access management treatments to minimize conflict locations. See **Figure 5.16-9 – Roadway Cross Sections- Arterial Highway**.

Secondary Streets

Secondary streets are similar to arterial roadways. These streets are intended to operate with lower speeds and reduced right-of-way to reflect adjacent land uses. They provide a connection between Arterial roadways and Collectors streets. Bicycle and pedestrian facilities are prioritized on most of these streets. On-street parking is generally not provided on these roadways. Brookside Avenue, Cougar Way, and portions of First Street and California Street serve as Secondary streets. See **Figure 5.16-10 – Roadway Cross Sections - Secondary Streets.**

Collector Streets

These are streets that are intended to connect neighborhoods together. Collector streets can serve large volumes of intra-city traffic. These roadways typically direct traffic through major development nodes. They should provide accessibility for bicycles, pedestrians, and vehicles however, speeds should be managed to ensure that all modes safely travel together. This street type is specified along numerous streets throughout the City and can substantially vary in terms of width to encourage pedestrian activity. Palm Avenue and portions of 8th Street serve as connector streets that provide access throughout the City, as well as neighborhoods. See **Figure 5.16-11 – Roadway Cross Sections - Collector Streets**.

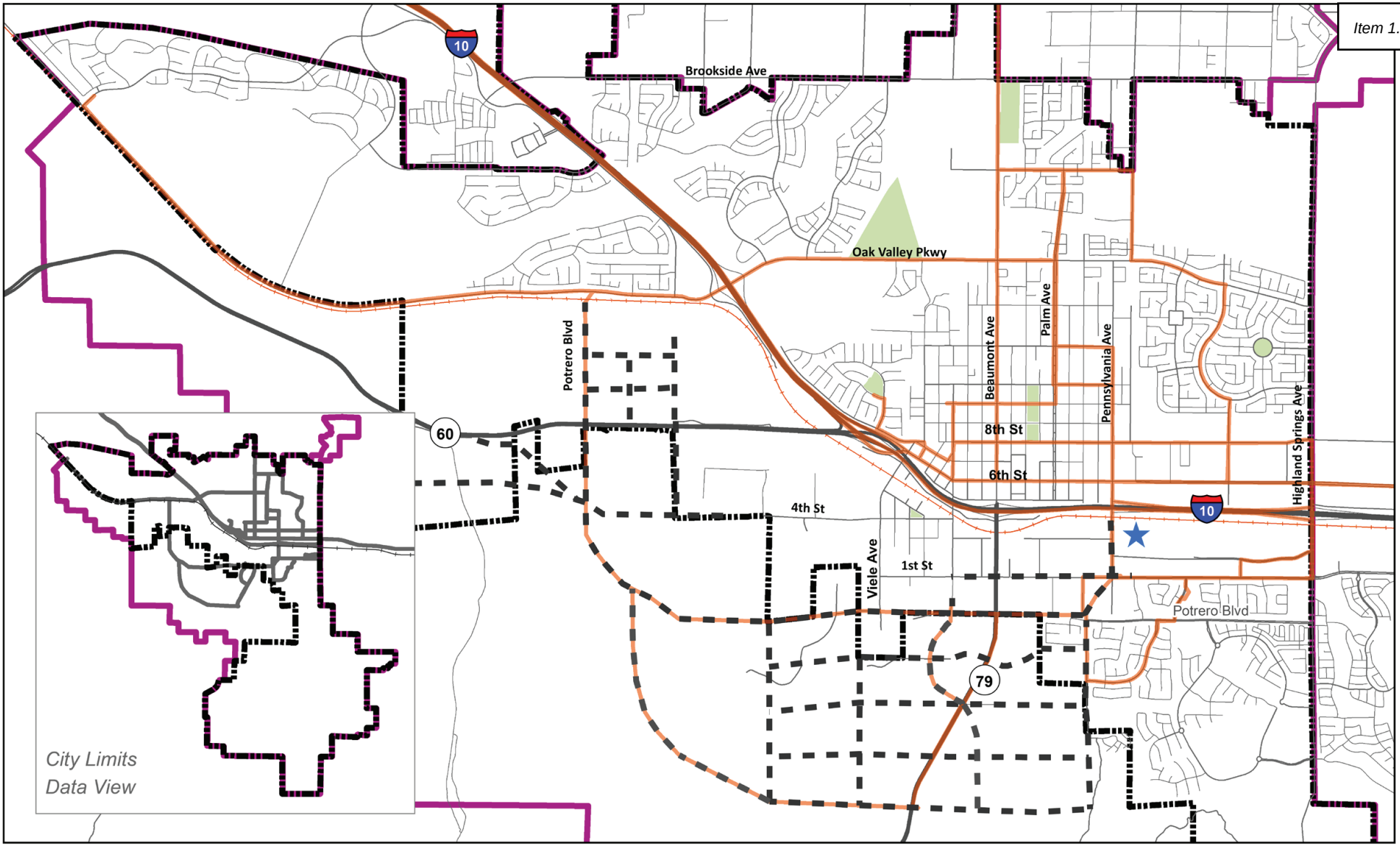
Local Streets

Local streets are typically located in neighborhoods and provide access to adjacent land uses (typically housing). On-street parking is typically allowed on both sides of the street. They should be designed to accommodate automobiles, but at a slow rate of speed. These streets prioritize pedestrians walking on sidewalks and cyclists typically take the lane within the roadway. Traffic calming attributes (such as bulb-outs, speed bumps, or other devices that minimize speeds) may be present.

Downtown Streets

Downtown streets shall all be complete in nature and shall serve the area designated in the Beaumont Downtown Area Plan, specifically the Beaumont Avenue and Sixth Street corridors. Travel speeds shall be slow. Bicycles and pedestrians should be prioritized in these areas. On-street parking should be provided and enhanced. Pedestrian facilities shall be provided and include wide sidewalks, pedestrian scale lighting, and street furniture. These streets may also allow median parking and facilitate special events, such as farmers markets and street fairs. Streets should provide two travel lanes to limit pedestrian crossing distances and improve safety. See **Figure 5.16-12 – Roadway Cross Sections - Downtown Streets: Beaumont Avenue** and **Figure 5.16-13 – Roadway Cross Sections - Downtown Streets: Sixth Street.**

Remainder of page intentionally left blank



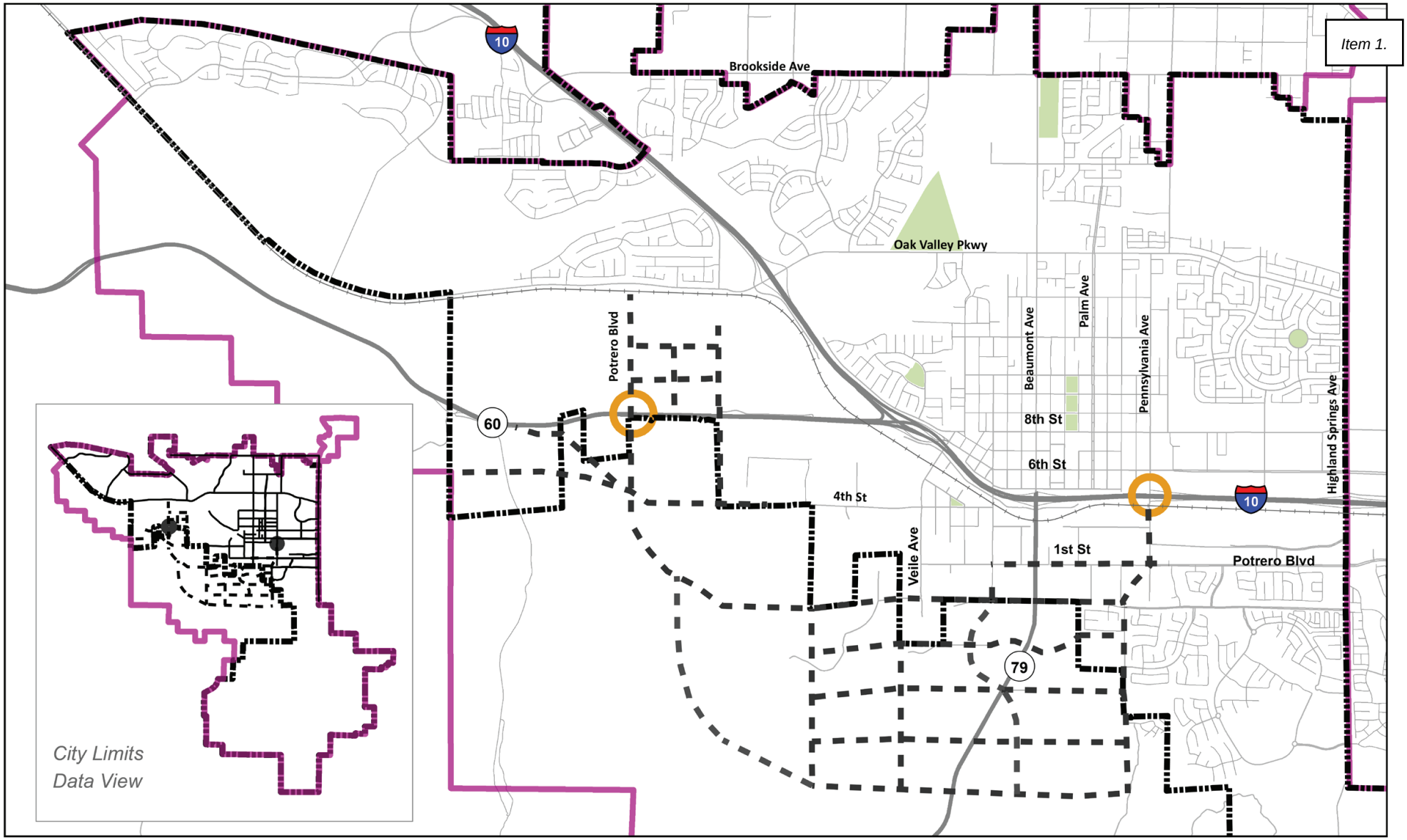
City Boundary
Sphere of Influence
Potential Roadways
Transit Priority
Potential Transit Station Location

0 1 2 Miles

Figure 5.16-5 - Priority Transit Network

City of Beaumont General Plan Update

Page intentionally left blank



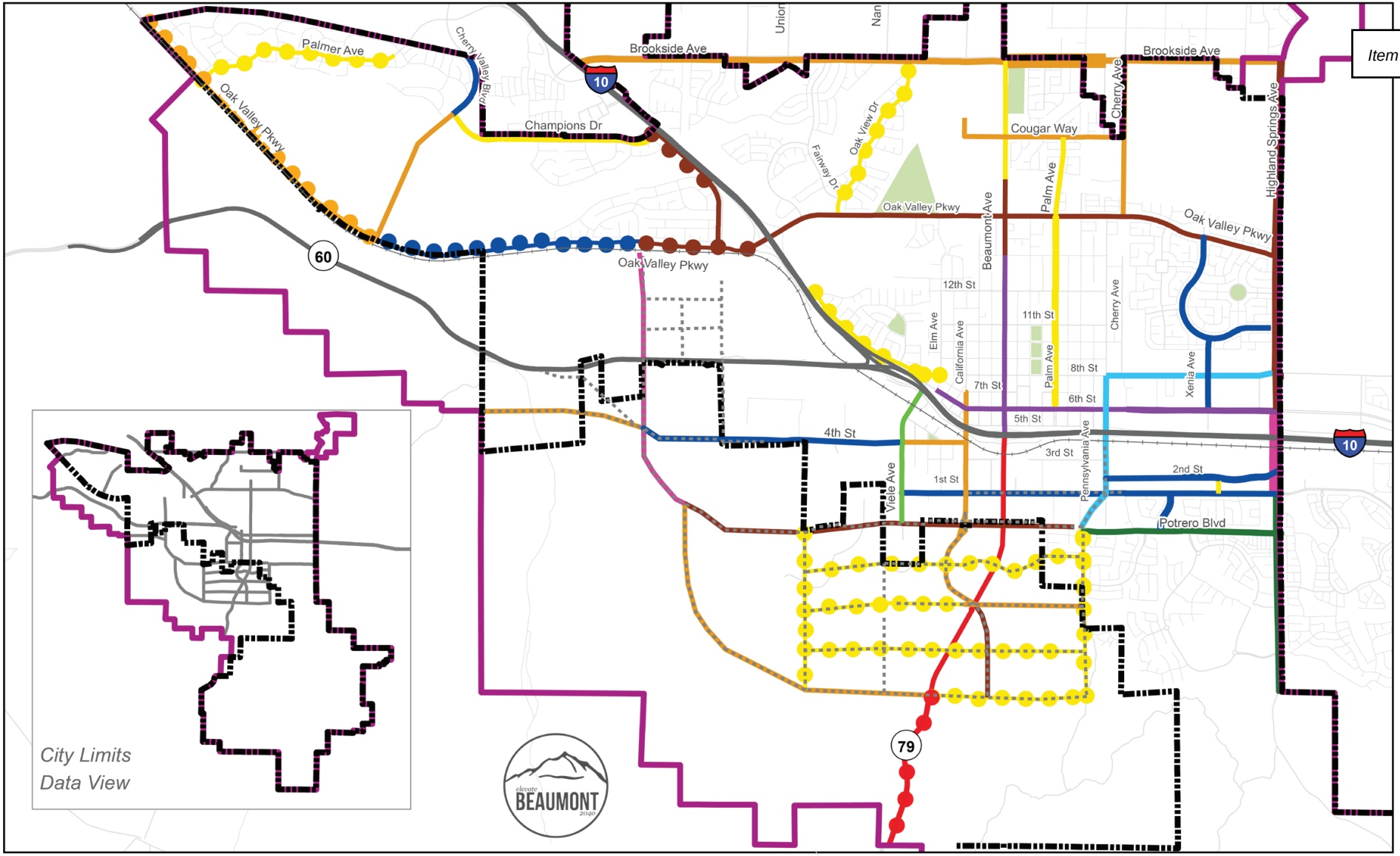
City Boundary
Sphere of Influence
New Interchange
Potential Roadways

0 1 2 Miles

Figure 5.16-6 - Proposed Roadway Connections

City of Beaumont General Plan Update

Page intentionally left blank



City Boundary
Sphere of Influence
Proposed Roadways
Freeway
Expressway A
Expressway B
Urban Arterial Highway
Arterial Highway (4 Lanes)
Arterial Highway Frontage
Arterial Highway (2 Lanes)
Major Highway (Painted Median)
Major Highway (Raised Median)
Major Frontage
Downtown Streets
Secondary Streets
Secondary Frontage
Collector Streets (4 Lanes)
Industrial Collector (Painted Median)
Industrial Collector (Raised Median)

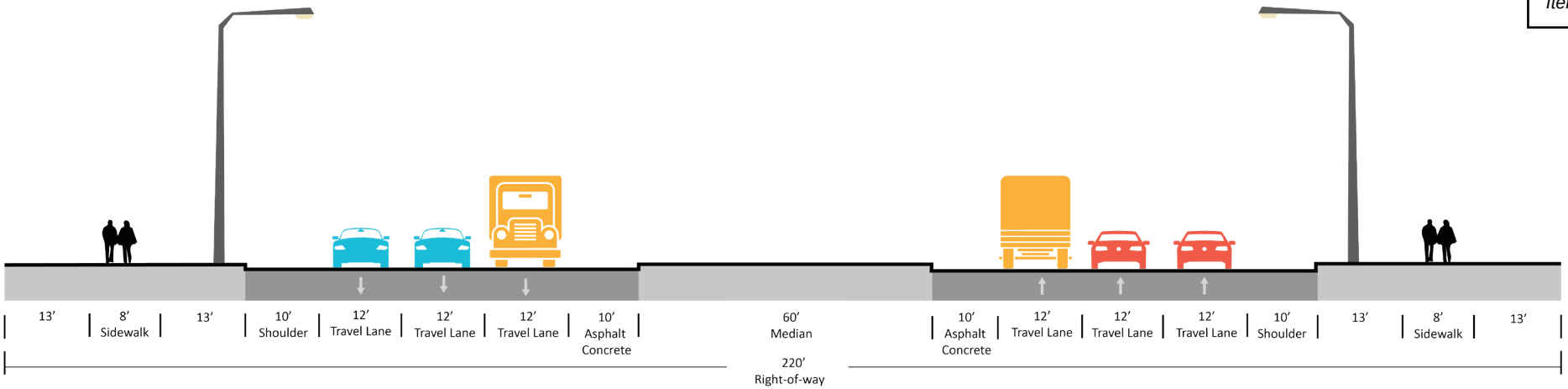
0 1 2 Miles

Figure 5.16-7 - Roadway Classification

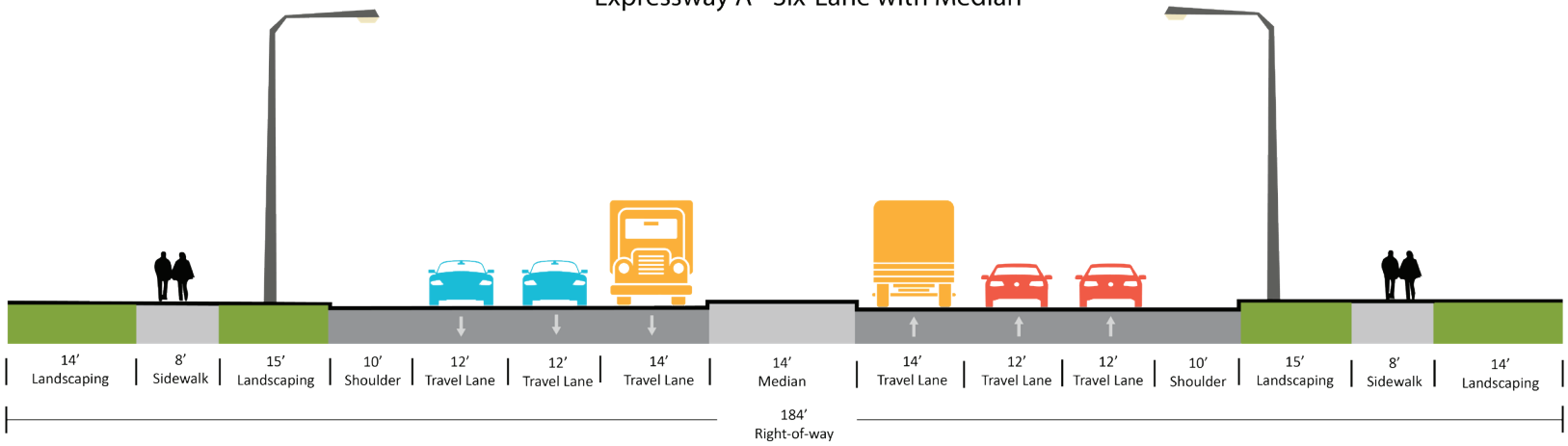
City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



Expressway A - Six-Lane with Median



Expressway B - Six-Lane with Median

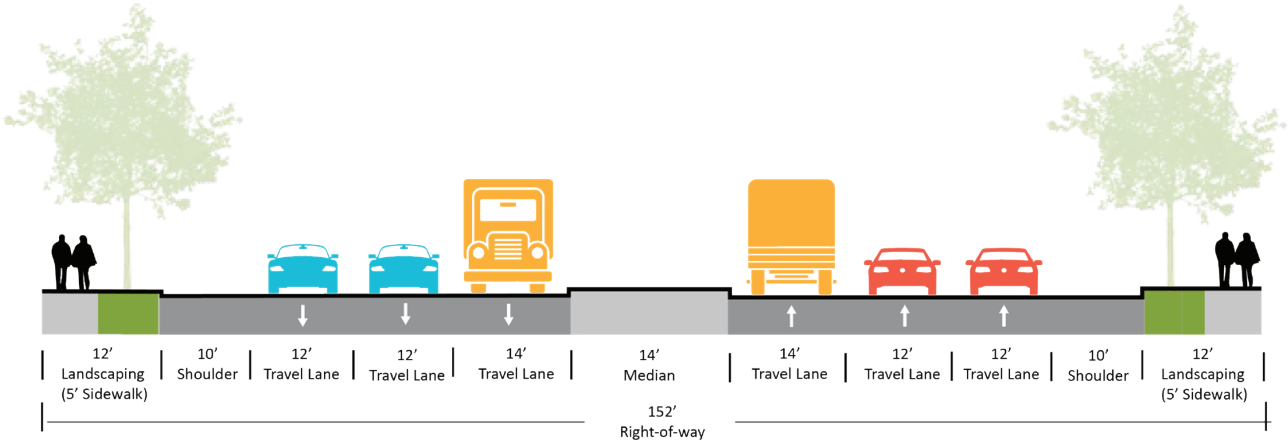
Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.

Figure 5.16-8 - Roadway Cross Sections - Expressway

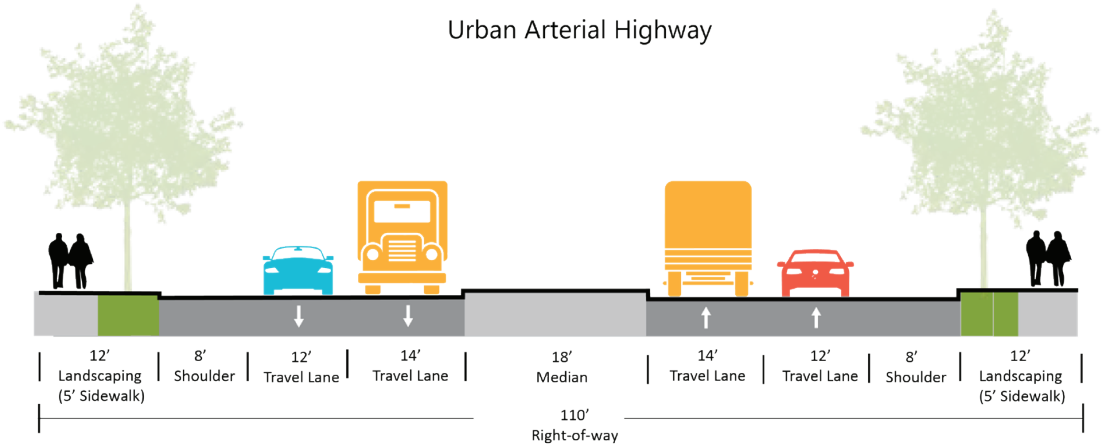
City of Beaumont General Plan Update

Page intentionally left blank

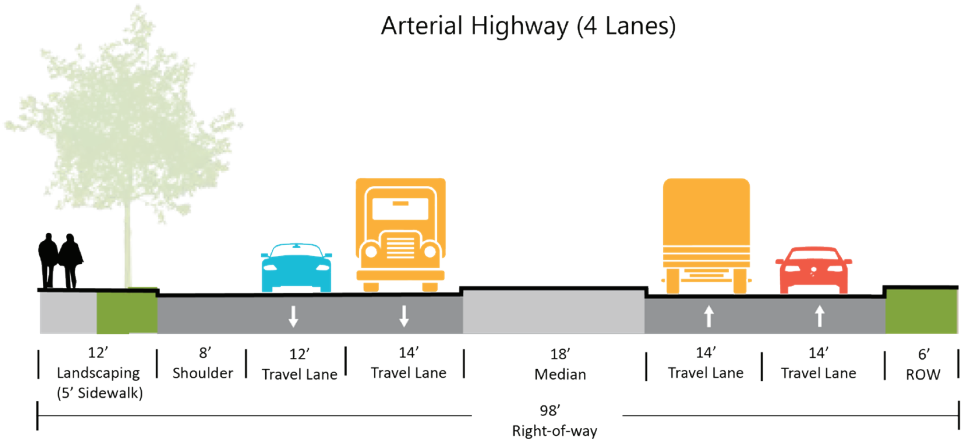
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Urban Arterial Highway



Arterial Highway (4 Lanes)



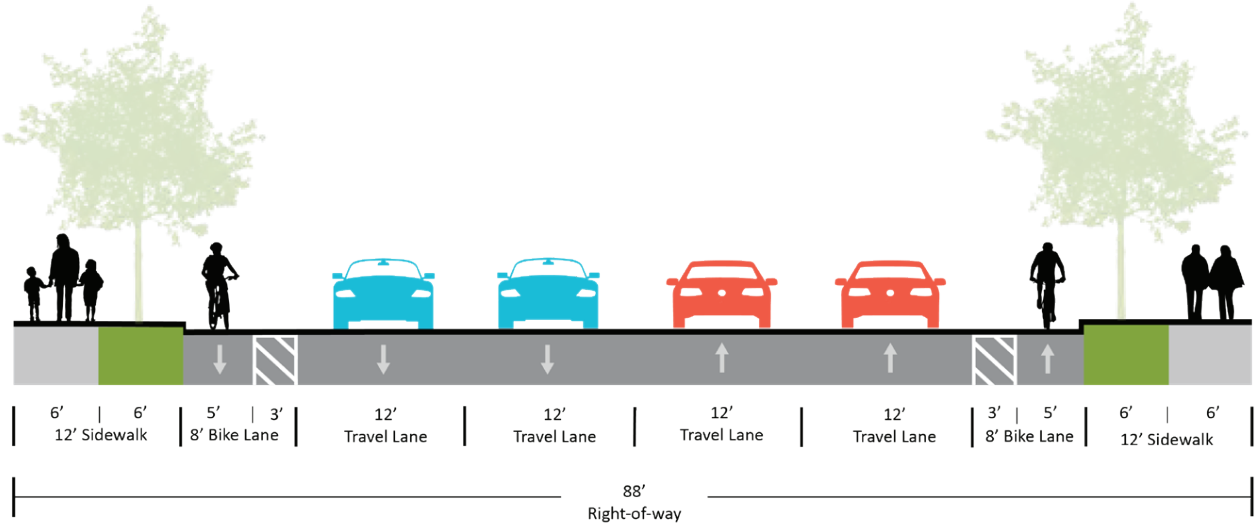
Arterial Highway Frontage

Figure 5.16-9 - Roadway Cross Sections - Arterial Highway

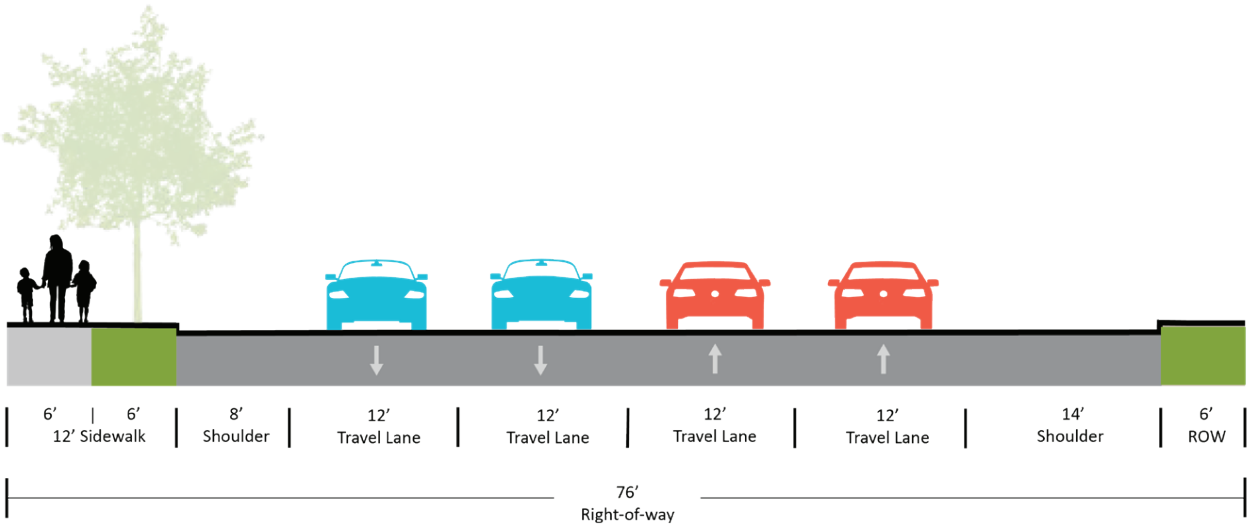
City of Beaumont General Plan Update

Page intentionally left blank

*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Secondary Streets



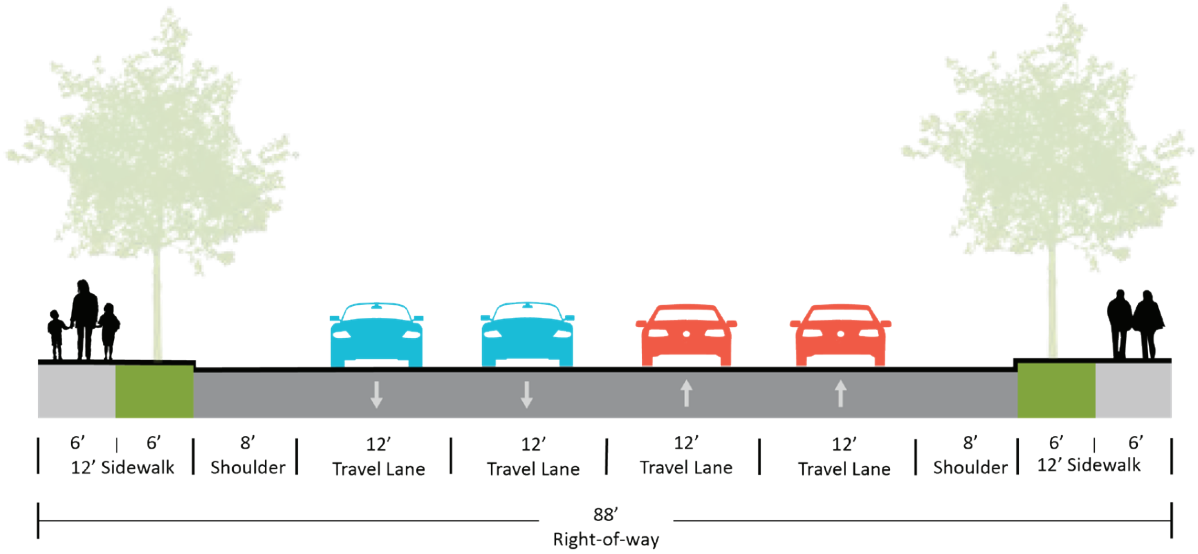
Secondary Frontage Road

Figure 5.16-10 - Roadway Cross Sections - Secondary Streets

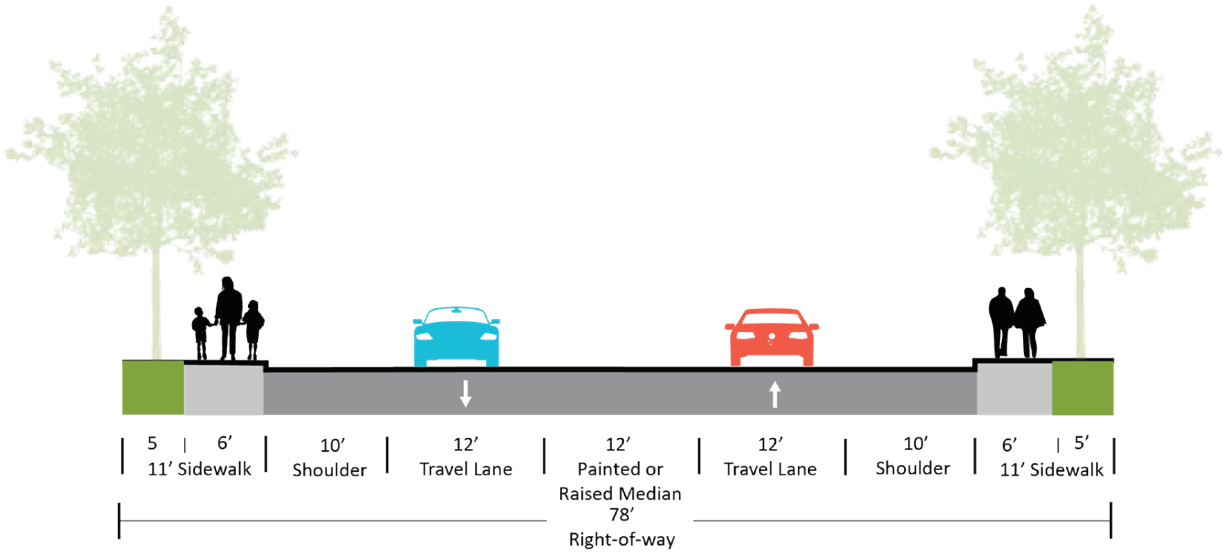
City of Beaumont General Plan Update

Page intentionally left blank

Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Collector Street (4 Lanes)



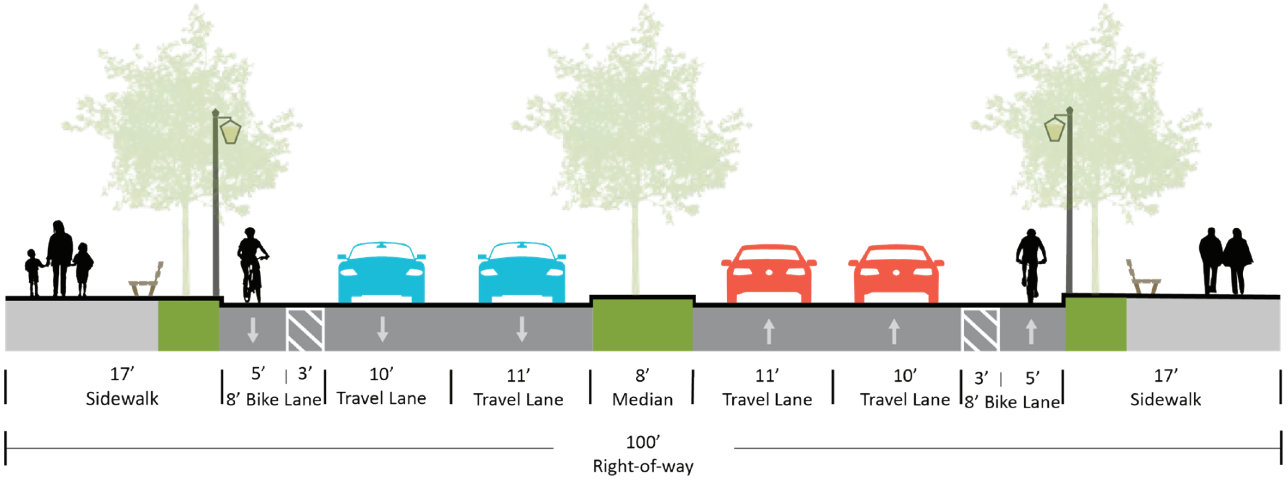
Industrial Collector Streets

Figure 5.16-11 - Roadway Cross Sections - Collector Streets

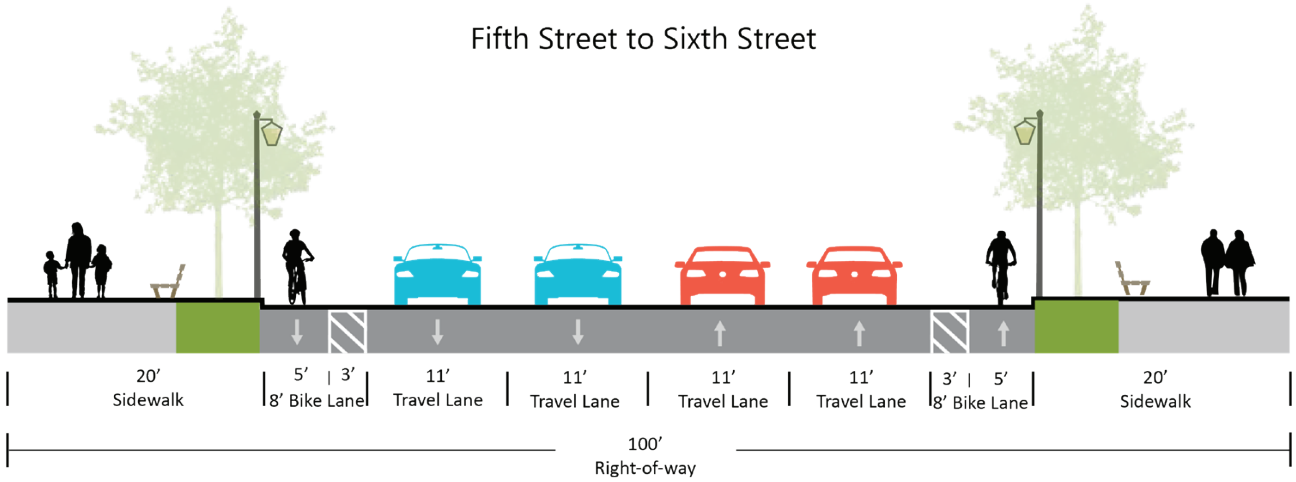
City of Beaumont General Plan Update

Page intentionally left blank

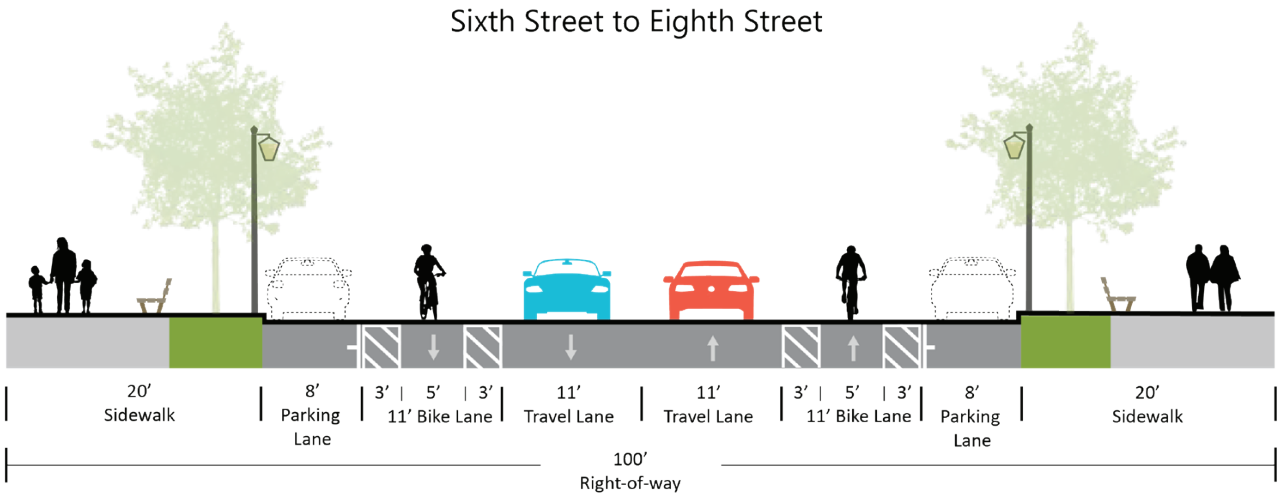
Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Fifth Street to Sixth Street



Sixth Street to Eighth Street



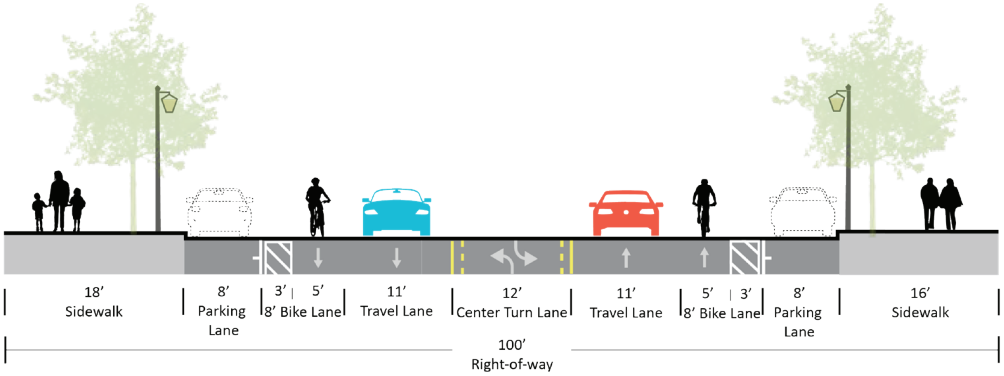
Eighth Street to Twelfth Street

Figure 5.16-12 - Roadway Cross Sections - Downtown Streets: Beaumont Ave.

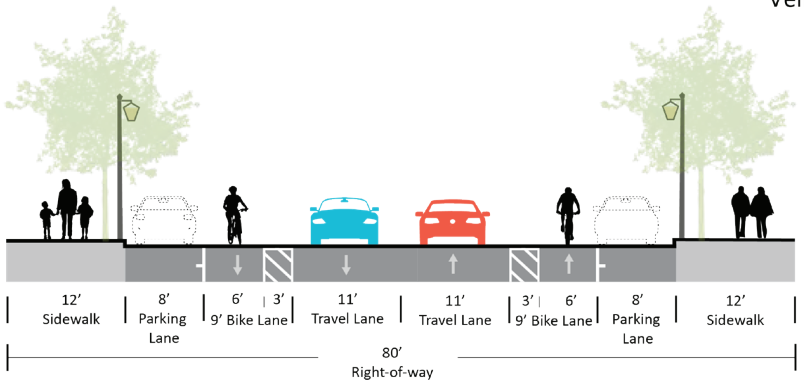
City of Beaumont General Plan Update

Page intentionally left blank

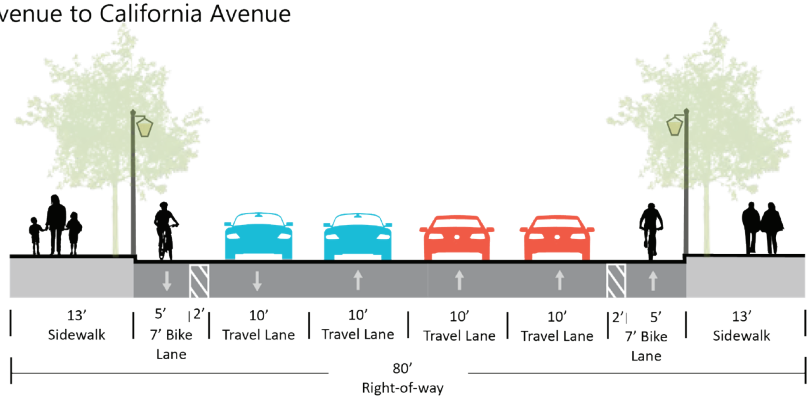
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



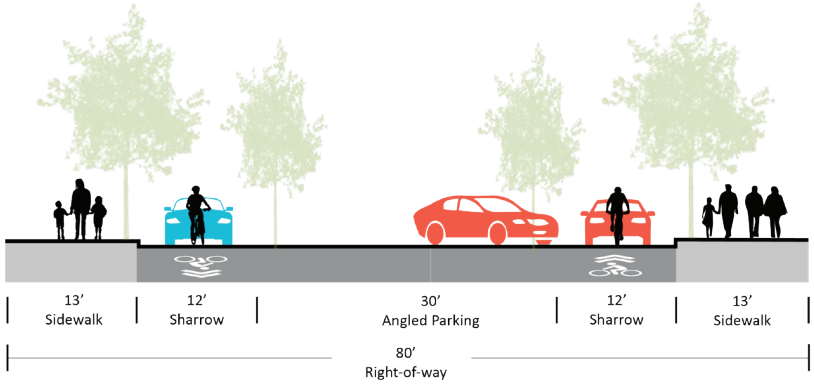
Veile Avenue to California Avenue



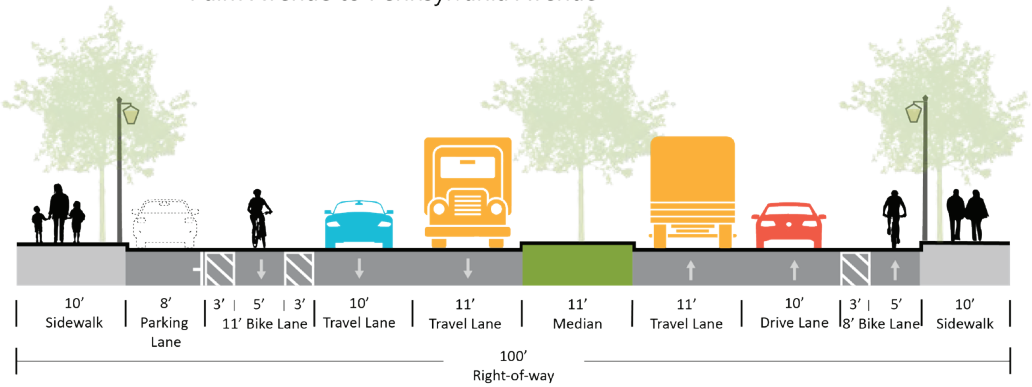
California Avenue to Beaumont Avenue



Palm Avenue to Pennsylvania Avenue



Beaumont Avenue to Palm Avenue



Pennsylvania Avenue to Highland Springs Avenue

Figure 5.16-13 - Roadway Cross Sections - Downtown Streets: Sixth Street

City of Beaumont General Plan Update

Page intentionally left blank

As described, the future development of the City will include a network of multi-modal streets, including a comprehensive system of bicycle, pedestrian, and transit access. In addition, the City's Municipal Code sets requirements for funding and design of transportation improvements (see applicable Beaumont Municipal Code sections under section 5.16.2 of this PEIR).

In addition to the roadway network connectivity proposed in the General Plan Mobility Element as discussed above and shown in **Figure 5.16-6** the DAP proposes intersection and roadway modifications to promote a downtown district within the City (which prioritizes bicycles and pedestrians). The DAP recommends that Beaumont Avenue, between 12th Street and Eighth Street, be reduced to two-lanes; and that Sixth Street, between California Avenue and Palm Avenue, be reduced to two-lanes. (TIA, pp. 37-40)

As required by Complete Streets Act, general plans of California cities are required to include planning for complete streets—that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. The proposed Beaumont 2040 Plan is consistent with the Complete Streets Act because the roadways provide multimodal roadways to accommodate motorist, bicyclist, users of public transit, and pedestrians. Additionally, as further described in the following Golf Cart subsection, residential roadways include golf cart route areas for golf carts to share with pedestrians, bicyclists, and motorists.

Bicycle Network

The Beaumont 2040 Plan incorporates goals and policies related to supporting bicycle facilities in the Planning Area. These include a healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in the City and a balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations. Polices identified to support those bicycle network goals include the support of the Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school and (Policy 4.3.3) and improve safety for all active transportation users (Policy 4.4.3).

Future bicycle network facilities are a mixture of Class I, Class II, Class III, and Class IV facilities. Future bicycle network facilities are shown on **Figure 5.16-14 – Bicycle and Pedestrian Priority Network.** This Figure outlines the areas where the City would focus on developing new or maintaining existing bicycle facilities (Beaumont 2040 Plan, pp. 108-110).

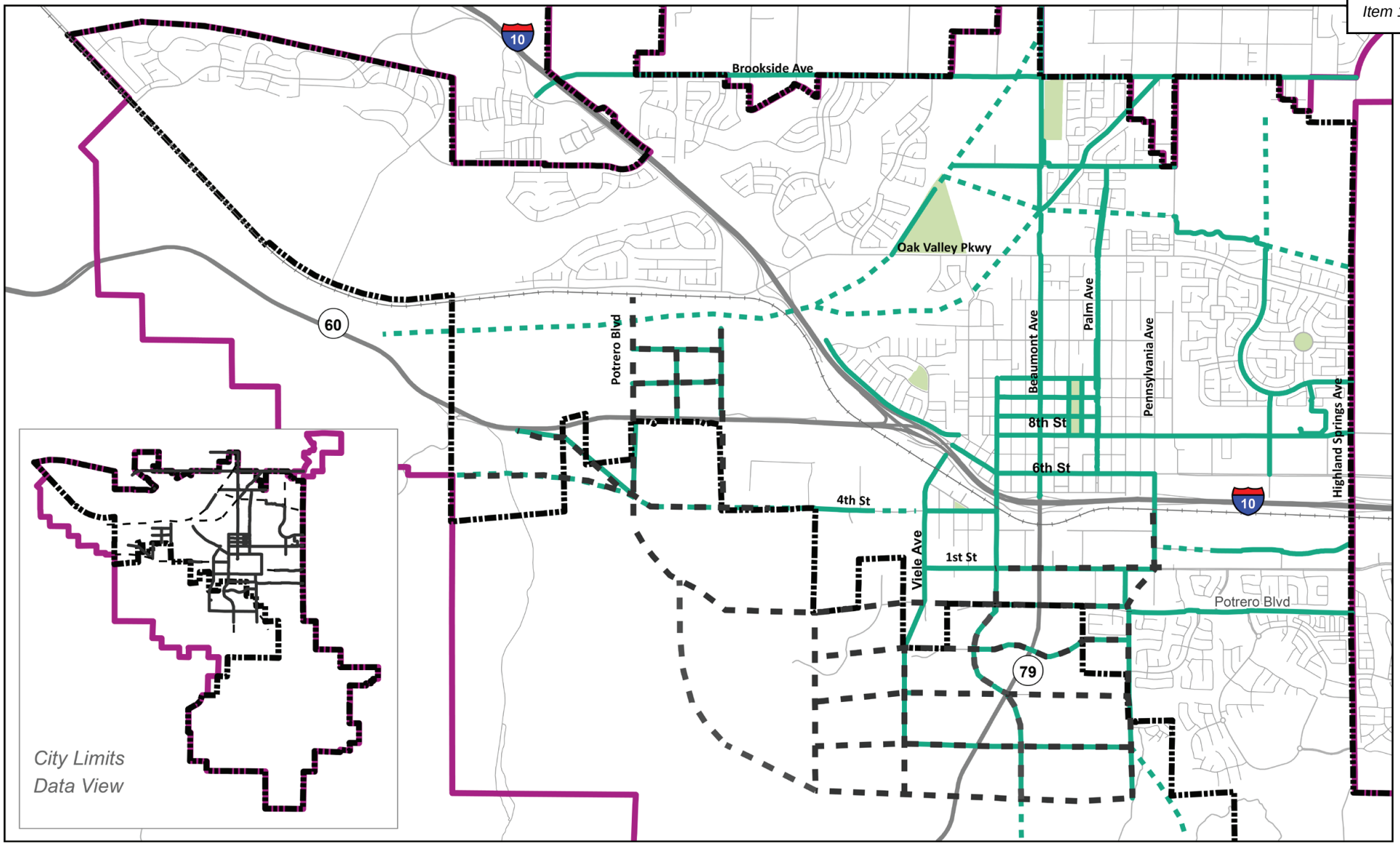
In addition to the four bicycle facility types described above, low traffic volume local streets also contribute to the bicycle network. These streets typically do not have a bicycle lane or signage; however, as a result of low traffic volume, may be adequately safe and efficient as bike routes. The proposed Beaumont 2040 Plan is consistent with the Beaumont's Bikeway and Pedestrian Master Plan and it also focuses on improving bicycle facilities and connectivity throughout the City.

Golf Cart Network

The Beaumont 2040 Plan incorporates the Golf Cart Transportation Plan (GCTP) which includes facility improvements and safety initiatives for golf cart users. Designated routes are planned to be developed along collector streets. The GCTP defines golf cart facilities as all publicly owned facilities that provide for golf cart travel, including golf cart lanes, routes, and crossings designated by signs or permanent markings, and are shared with pedestrians, bicyclists, and other motorists in the Planning Area. Golf cart facilities are separated into the following three categories: golf cart lanes, golf cart route areas, and golf course cart crossing zones. Policies identified to support the golf course network include implementation of complete streets to accommodate users of all ages and abilities (Policy 4.2.1) and design residential

streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3). **Figure 5.16-2 – Golf Cart Transportation Plan** shows the golf cart network.

Remainder of page intentionally left blank



City Boundary
Sphere of Influence
Trail Priority
Bicycle and Pedestrian Priority
Potential Roadways

0 1 2 Miles

Figure 5.16-14 - Bicycle and Pedestrian Priority Network

City of Beaumont General Plan Update

Page intentionally left blank

Pedestrian Facilities Network

The Beaumont 2040 Plan incorporates goals and policies related to supporting pedestrian facilities (sidewalks, crosswalks, and trails) in the Planning Area. These goals include a healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in the City and builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds. Policies identified that support the pedestrian facility network include requiring residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services (Policy 4.1.5); supporting Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (Policy 4.3.2); supporting Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school (Policy 4.3.3); enhance existing pedestrian infrastructure to support the needs of aging adults particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); integrating land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit (Policy 4.3.5); and ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1). Pedestrian facilities are shown on **Figure 5.16-14 – Bicycle and Pedestrian Priority Network.**

Implementing pedestrian facilities would provide a well-connected, walkable pedestrian environment that enhances both personal and social wellbeing. The pedestrian facilities would be in compliance with the complete street efforts to provide connectivity to existing local and reginal facilities Beaumont 2040 Plan, p. 108).

Conclusions

In summary, the Beaumont 2040 Plan provides a comprehensive circulation system that would accommodate increased demand for public transit, bicycle, and pedestrian facilities. As described above, the Beaumont 2040 Plan is not inconsistent with nor does it conflict with any policies, plans, or programs regarding public transit, roadway, bicycle, golf cart network, or pedestrian facilities or the performance or safety of those facilities. The Beaumont 2040 Plan incorporates expanded networks and policies related to supporting transit, bicycles, golf carts, and pedestrians in the city. These networks are consistent with regional and local planning efforts supporting these modes of travel. Additionally, the Beaumont 2040 Plan includes policies supporting complete streets (providing accessibility for all users of all ages and abilities) and active transportation. Therefore, impacts related to conflicting with a program, plan, ordinance, or policy on the circulation system promoting transit, roadway, bicycle, and pedestrian facilities will be **less than significant and no mitigation is necessary**.

Threshold B: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As discussed under section 5.16.2, in December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743 (CGOPR). SB 743 required OPR and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under CEQA (SB 743). Section 15064.3 of the updated 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. To provide guidance for VMT thresholds, OPR recommended residential and office development projects have a VMT ratio of 15 percent below existing conditions in order to have a less than significant impact.

Retail which increases VMT compared to previous shopping patterns may be considered significant, such as large shopping centers with intended regional draw. (TIA, p. 50).

However, the OPR Guidelines recognize that land use context matters when it comes to VMT mitigations options, thresholds, and effectiveness. The City of Beaumont adopted Traffic Impact Study (TIS) guidelines in June 2020 that address VMT impact criteria and analysis methodology. VMT per service population (total employment plus population) was utilized and compared back to the City's existing VMT per Service Population ratio. The City's VMT threshold indicates that a project impact would be less-than-significant if the resulting project's VMT is 3 percent below the existing citywide VMT. (TIA, pp. 50-51).

The RIVTAM travel demand forecasting model was used to estimate VMT for the Project and the City. The VMT estimates incorporate the "full accounting" methodology in that it accounts for the complete length of the trip from the origin to the destination and assigns 100 percent of that trip distance to the City. To establish the existing VMT, the VMT for both the Base Year (2016) and Future Year (2040) horizons were estimated in the RIVTAM Model. The VMT per service population was estimated for both of these horizons and then linear interpolation was utilized to estimate the existing (2018) VMT for the Project (TIA, p. 51). **Table 5.16-A – VMT per Service Population Analysis** shows the existing and 2040 VMT per service population in the City, the Sphere of Influence (SOI), and Planning Area (City and SOI).

Table 5.16-A – VMT per Service Population Analysis

Scenario	VMT (2018)	Future (2040)	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	24.4	28.9	4.5 (16 %)
Sphere of Influence Only VMT	37.00	33.3	-3.7 (-11%)
Total Beaumont Planning Area (City and SOI)	25.6	29.7	4.1 (14 %)

Source TIA, Table 7-2

Table 5.16-B – Future Year VMT Service Population Comparisons shows the Future Year VMT for the Planning Area with and without the Beaumont 2040 Plan. The Beaumont 2040 Plan significantly reduces the VMT per service population by approximately 50 percent in the future year condition. The mixed used development associated with Beaumont 2040 Plan improves VMT by providing more availability to different land uses within the City and shortening travel trips (TIA, p. 51).

Table 5.16-B – Future Year VMT Service Population Comparisons

Scenario	Future (2040) No Build	Future (2040) General Plan Buildout	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	43.8	28.9	14.9 (-51%)
Sphere of Influence Only VMT	158.9	33.3	-125.6 (-377%)
Total Beaumont Planning Area (City and Sphere)	52.1	29.7	-22.4 (-75%)

Source TIA, Table 7-3

The base year, existing year, and future year VMT estimates are summarized in **Table 5.16-C – Beaumont 2040 Plan Summary**. (TIA, p. 52).

Remainder of page intentionally left blank

Page intentionally left blank

Table 5.16-C – Beaumont 2040 Plan Summary

Scenario	2016 Base Year			2018 Interpolated Conditions			2040 Future Year		
	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population
City of Beaumont (Citywide) VMT	1,085,515	46,806	23.2	1,318,032	54,093	24.4	3,875,716	134,255	28.9
Sphere of Influence (SOI) Only VMT	138,764	3,456	40.2	218,563	5,914	37.0	1,096,347	32,949	33.3
Total Beaumont General Plan Area (Citywide plus SOI)	1,224,279	50,262	24.4	1,536,594	60,007	25.6	4,972,063	167,204	29.7[1]
WRCOG VMT	67,556,043	2,263,510	29.8	71,464,388	2,374,232	30.1	114,456,180	3,411,485	33.6[1]

Source: TIA, Table 7-1

Notes: VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.

[1] Subsequent to the preparation of the TIA, the City proposed a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania Avenue. Fehr & Peers completed a network based assessment to evaluate how this change would affect the transportation network, including VMT. This evaluation, the TIA Memo, is included as Appendix F.2. The addition of the roadway connection improves VMT in the Beaumont General Plan area reducing VMT per service population by approximately 0.2 miles or 0.6 percent. The new roadway connection also slightly reduces the VMT per service population for WRCOG by approximately 0.1 miles or 0.2 percent. Therefore, assessment indicates that the new connection would not significantly change the analysis or results of the TIA.

Page intentionally left blank

As shown in **Table 5.16-C**, the existing VMT per service population in the City is 24.4. Using the three (3) percent below the Citywide average threshold established by the City would mean that the Beaumont 2040 Plan would result in a significant impact if the VMT per service population was greater than 23.7. The Project (implementation of the Beaumont 2040 Plan including the SOI area) results in VMT per service population of 29.7, which is 25 percent higher than the threshold of significance established by the City. Based on the City's thresholds, this results in a significant impact and would be subject to mitigation. (TIA, p. 51).

Table 5.16-D shows that even though the Beaumont 2040 Plan buildout will result in a significant impact, the City's VMT per service population will be 12 percent lower than the WRCOG regional average and development in Beaumont (instead of other areas in the WRCOG region) would generally benefit the environment. (TIA, p. 51). Additionally, VMT per service population in Beaumont is lower than most areas within Riverside County (TIA, p. 51).

Table 5.16-D – VMT Comparison: Future Year

Area	VMT	VMT per Service Population
Beaumont	3,875,716	28.9
Sphere of Influence Only VMT	1,096,347	33.3
Total Beaumont General Plan Area	4,972,063	29.7
Regional Comparison		
WRCOG	114,456,180	33.6
Nearby City Comparison		
Banning	2,055,092	31.3
Calimesa	946,917	36.2
San Jacinto	3,245,972	33.1
Moreno Valley	8,424,484	27.6
Hemet	4,216,271	28.4

Source: TIA, Table 7-4

Notes: VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.

Transportation Demand Management (TDM) measures are effective ways to reduce VMT, daily vehicle trips, and peak hour vehicle trips. These measures are not captured in the travel demand model (such as RIVTAM) utilized in this analysis. As the Beaumont 2040 Plan results in a significant impact, goals listed in the Mobility Element that promote TDM policies could further reduce the VMT. These goals include policies that require new residential and retail developments implement TDM measures to reduce VMT. Many TDM programs can be residential, employment, and transit specific and should be tailored to meet the suburban needs of the City. The California Air Resource Board's Zero Carbon Buildings Study identified TDM strategies and programs that can be used to reduce VMT and shorten trip lengths (TIA, pp. 54-55). The Beaumont 2040 Plan Policies identified that support the reduction of VMTs include, but are not limited to: partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options (Policy 4.1.4); requiring residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services (Policy 4.1.5); work with regional agencies to implement

complete streets that are designed to accommodate users of all ages and abilities that will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities (Policy 4.2.1); design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3); supporting Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (policy 4.3.2); supporting Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school (policy 4.3.3); enhance existing pedestrian infrastructure to support the needs of aging adults particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); integrating land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit (Policy 4.3.5); and ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1).

These TDM strategies do not take into consideration some foreseeable travel changes including increased use of TNCs, such as Uber and Lyft, nor the potential for autonomous vehicles. Although the technology for autonomous vehicles is expected to be available over the planning horizon, the federal and state legal and policy frameworks are uncertain. Initial modeling of an autonomous future indicates that with automated and connected vehicles, the capacity of the existing transportation system would increase as vehicles can travel closer together; however, these efficiencies are only realized when a high percentage of vehicles on the roadway are automated and connected. There is also the potential for vehicle travel to increase with zero-occupancy vehicles on the roadway (TIA, p 55).

The California Air Pollution Control Officers Association (CAPCOA) documentation identifies the maximum achievable VMT reduction with TDM measures to be 10 percent in a suburban setting (TIA, p. 56). Given that the Beaumont 2040 Plan is estimated to generate VMT per service population that is approximately 25 percent higher than the threshold of significance, TDM measures (and the Beaumont 2040 Plan policies outlined above in Section 5.16.3) would likely not reduce VMT per service population to a level below the City's threshold of significance (TIA, p. 55). Additionally, besides the policies and TDM measures there are no other features or mitigation measures that could be implemented on a General Plan level to reduce VMT to less than significant levels. Future projects consistent with the General Plan would be required to implement the policies identified above, and those would be the means to reduce impacts from their projects. Therefore, impacts related to inconsistency with CEQA Guidelines section 15064.3 are considered **significant and unavoidable because thresholds are exceeded and no feasible mitigation measures can be implemented to reduce this impact**.

Threshold C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

City policies and design standards (see Beaumont municipal code sections cited under section 5.16.2 of this Draft PEIR) currently reflect state and federal rules, regulations and standards with respect to roadway design. The Beaumont 2040 Plan includes transportation network improvements that would be subject to review and future consideration by the City's Public Works engineering staff. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed. Transportation network improvements would be made in accordance with the City's Mobility Element which address the transportation system from a multi-modal perspective for all users including children, adults, seniors, and people with disabilities (Beaumont 2040 Plan, p. 88). The Land Use and Community Design, Mobility, and Health and Environmental Elements include policies to improve the safety of all

users of the transportation system in the City. The Beaumont 2040 Plan Policies identified that support the reduction of hazards or incompatible uses include, but are not limited to: design and construct pedestrian friendly neighborhoods and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles (Policy 3.7.1); design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving (Policy 3.8.3); design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3); reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence (Policy 4.3.1); support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (Policy 4.3.2); enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1); improve safety for all active transportation users (Policy 4.4.3); strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions (Policy 6.6.1); pursue and support local Safe Routes to Schools programs (Policy 6.6.2); and remote safe routes for aging adults, particularly routes to transit and shopping centers (Policy 6.6.3).Therefore, with compliance with existing laws, rules and regulations, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses; impacts will be **less than significant and no mitigation is necessary**.

Threshold D: Result in inadequate emergency access?

The Beaumont 2040 Plan will not result in inadequate emergency access. The Beaumont 2040 Plan would continue to provide access to major routes including I-10, SR-60, Brookside Avenue, Oak Valley Parkway, Highland Springs Avenue, and Beaumont Avenue would not be obstructed. Additionally, the Beaumont 2040 Plan includes a planned extension of Potrero Road eastward to connect to Highland Springs Avenue. Polices that support access include maximizing the use of alleys and rear buildings to provide access and reduce congestion on the street system (Policy 11.8.9) and municipal code updates requiring new development to provide emergency access (two viable points of ingress and egress) (Implementation S13).

Future development projects would be reviewed for adequate infrastructure and access to ensure the safety of City residents and the physical environment. Therefore, implementation of existing laws and regulations, and compliance with applicable Beaumont 2040 Plan Goals, Policies, and Implementation actions previously discussed during individual project review would ensure that impacts regarding impairing the implementation of emergency response and evacuation plans will be **less than significant and no mitigation is necessary**.

5.16.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Although the Beaumont 2040 Plan includes feasible policies and implementation actions, future development per the Beaumont 2040 Plan could result in VMT impacts in excess of City's thresholds. At a program level, there are no feasible mitigation measures that have not been incorporated as policies or implementation actions in the Beaumont 2040 Plan.

5.16.7 Level of Significance after Mitigation

Implementation of the Beaumont 2040 Plan could result in VMT impacts in excess of City's thresholds (Threshold B). Although Beaumont 2040 Plan policies and implementation actions contained in the Mobility Element would reduce these impacts to the fullest extent feasible, impacts, at a program level remain **significant and unavoidable**.

The significance of transportation impacts from specific future development and public improvement projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.16.8 References

The following references were used in the preparation of this section of the Draft PEIR:

AB 32 — California State Legislature. *Assembly Bill No. 32,* September 2006. (Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed August 12, 2019.)

AB 1358 — California State Legislature. *Assembly Bill No. 1358*, September 30, 2008. (Available at http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf, accessed August 12, 2019.)

BMC — City of Beaumont. *City of Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed September 19, 2019.)

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

CARB 2017 — California Air Resources Board. *California's 2017 Climate Change Scoping Plan,* November 2017. (Available at https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed August 12, 2019.)

CBT — City of Beaumont. *Transit*. (Available at https://www.beaumontca.gov/index.aspx?NID=90, accessed August 8, 2019.)

CDOT — California Department of Transportation. *State Transportation Improvement Program (STIP).* (Available at https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program, accessed August 12, 2019.)

CGOPR — California's Office of Planning and Research. *Current CEQA Guidelines Update*. (Available at http://www.opr.ca.gov/ceqa/updates/guidelines/, accessed August 12, 2019.)

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

SB 32 — California State Legislature. *Senate Bill No. 32*, September 30, 2008. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32, accessed August 12, 2019).

SB 375 — California State Legislature. *Senate Bill No. 375*, September 2016. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375, accessed August 12, 2019.)

SB 743 — California State Legislature. *Senate Bill No. 743*, September 27, 2013. (Available at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743, accessed August 12, 2019).

SCAG 2016 — Southern California Association of Governments. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 12, 2019).

SCAG 2020 — Southern California Association of Governments, *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted May 7, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed August 19, 2020.)

TIA — Fehr & Peers, *Final Transportation Impact Analysis, Beaumont General Plan Update and Beaumont Downtown Area Plan*, July 2020. (Included as Appendix F.1.)

TIA Memo — Fehr & Peers, *City of Beaumont General Plan Update Roadway Network Assessment Memorandum*, July 23, 2020. (Included as Appendix F.2.)

VMT — City of Beaumont, *SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis Staff Report*, June 16, 2020. (Available at https://mccmeetingspublic.blob.core.usgovcloudapi.net/beaumntca-meet-f1da32f813d04b548d03815d09f7fef6/ITEM-Attachment-004-92c35ec0a7a44ac195e79254290997ac.pdf, accessed August 2020.

5.17 TRIBAL CULTURAL RESOURCES

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the Beaumont 2040 Plan (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to Project's potential to cause a substantial adverse change in the significance of tribal cultural resource as defined in Public Resources Code Section 20174 and is either (i) eligible for listing in the California Register of Historical Places or a local register of historical places or (ii) is determined by the City of Beaumont (as lead agency) to be significant based on the criteria in Public Resources Code Section 5024.1(c).

In response to the Notice of Preparation, the City received comment letters from the Native American Heritage Commission, the Agua Caliente Band of Cahuilla Indians, and the Morongo Band of Mission Indians, These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding tribal cultural resources at the Project's public scoping meeting.

5.17.1 Setting

Beaumont is part of a region with rich cultural, tribal, and historical resources. The City lies within the traditional territory of the Pass (or Wanakik) Cahuilla and a small portion of Serrano ancestral territory. Additionally, recorded and unrecorded tribal cultural resources exist within the Planning Area, including along State Route (SR)-60 and SR-79. Refer to Section 5.5 – Cultural Resources for a discussion related to the environmental setting, prehistoric setting, ethonographic setting, and historical setting within the Planning Area (City limits and its sphere of influence (SOI)) as well as history of the City.

The Planning Area exists within in a small portion of Serrano ancestral territory, The San Manuel Band of Mission Indians (SMBMI) is interested in San Timoteo Canyon and the Badlands, which are located in the Jack Rabbit subarea of the City. (AE(a), Appendix A.) (See **Figure 3-3 – Beaumont Subareas**.) This portion of the Planning Area contains several water sources, are rich in cultural material. The Serrano ancestral territory also includes areas within the Fairway Canyon, Heartland, Urban Village and Interstate Employment subareas.

The Planning Area is within the Traditional Use Area of the Agua Caliente Band of Cahuilla Indians and the Soboba Band of Luiseño Indians (Soboba). According to the Soboba Cultural Resources Department, the Project Area is within a shared use area that was used in ongoing trade between tribes and is considered to be culturally sensitive by the people of Soboba. (AE(a), Appendix A.)

5.17.2 Related Regulations

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) (54 U.S.C. 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices (SHPO). Among other things, the act requires federal agencies to evaluate the

impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as “Section 106 Review.”

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

American Indian Religious Freedom Act

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonials and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites “to the extent that the use is practicable and not inconsistent with an agency’s essential functions.” The intent is to protect Native Americans’ First Amendment right to “free exercise” of religion.

Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects and items of cultural patrimony on federal and tribal lands.

State Regulations

California Environmental Quality Act (CEQA)

CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. Sections 21083.2 and 21084.1 of the CEQA Statute deal with the

definitions of unique and non-unique archaeological resources and historical resources respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the California Register of Historical Resources (CRHR), a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in Public Resource Code (PRC) Section 5024.1(g).

California Register of Historical Resources (Public Resource Code Section 5024.10 et seq.)

State law protects cultural resources by requiring evaluations of the significance of historical resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State *CEQA Guidelines*. These criteria are similar to those used in federal law. The CRHR is maintained by the state Office of Historic Preservation. Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR, as are state historical landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

<u>CRHR Criteria</u>

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (California Public Resources Code [PRC] Section 21084.1). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

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

The California Code of Regulations (CCR) further provides that cultural resources of local significance are CRHR-eligible (Title 14 CCR, Section 4852).

California Government Codes (Related to Native American Heritage)

Section 6254(r) of the Government Codes (GC) exempts from disclosure public records of Native American graves, cemeteries and sacred places maintained by the NAHC. Pursuant to Senate Bill 18, GC Section 65351 specifies how local planning agencies should provide opportunities for involvement of California Native American tribes to consult on the preparation or amendment of general plans. In particular, GC Section 65352 requires local planning agencies to refer proposed actions of general plan adoption or amendment to California Native American tribes on the contact list maintained by the NAHC and others, with a 45-day opportunity for comments. In regards to historical properties, GC Section 25373 and 37361 allows city and county legislative bodies to acquire property for the preservation or development of a historical landmark. It also allows local legislative bodies to enact ordinances to provide special conditions or regulations for the protection or enhancement of places or objects of special

historical or aesthetic interest or values. Lastly, GC Sections 50280-50290 implement the Mills Act which allows the negotiation of historical property contracts between a private property owner of a "qualified historical property" and provides additional guidelines for such contracts.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

California Public Resources Code Section 5097.98

California Public Resources Code Section 5097.98 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

Human Remains

According to Section 15064.5 of the CEQA Guidelines, all human remains are a significant resource. This section also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are discussed within PRC Section 5097.

Native American Heritage Commission (NAHC)

The NAHC, created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands (i.e. *Sacred Lands File*), and review current administrative and statutory protections related to these sacred sites.

State Historic Preservation Office

SHPO (or Office of Historic Preservation ("OHP")) is a state governmental function created by the federal government in 1966 under Section 101 of the NHPA. SHPO administers the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks, and the California Points of Historical Interest programs. The purposes of a SHPO include surveying and recognizing historic properties, reviewing nominations for properties to be included in the National Register of Historic Places, reviewing undertakings for the impact on the properties as well as supporting federal organizations, state and local governments, and private sector. SHPO maintains the California Historical Resources Information System (CHRIS), which includes the statewide Historical Resources Inventory database.

California State Historical Landmarks

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance and meet specific criteria. The resource must also be approved for

designation by the county or local jurisdiction, be recommended by the State Historical Resources Commission, and be officially designated by California State Parks. California Historical Landmarks are automatically listed in the CRHR.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific, technical, religious, experimental, or other value.

Senate Bill 18 (SB 18)

Senate Bill 18 (SB 18), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California American Native tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. (Governor's Office of Planning and Research, 2005).

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005.

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (OPR 2005), the following are the contact and notification responsibilities of local governments.

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code §65352.3).[1]
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code §65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code §65092).

Assembly Bill 52 (AB 52)

AB 52, which became effective on July 1, 2015, adds a new requirement to CEQA regarding tribal cultural resources. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on

[1] SB 18 added this new provision to state planning law. It applies to any amendment or adoption of a general plan or specific plan, regardless of the type or nature of the amendment.

the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of "tribal cultural resources." In brief, in order to be considered a tribal cultural resource, or TCR, a resource must be either 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

Assembly Bill 52 and Senate Bill 18 Consultation Process

In accordance with AB 52 and SB 18 notifications the Chambers Group, on behalf of the City of Beaumont submitted notification letters to 41 Native American tribal governments or designated tribal representatives for the proposed Beaumont 2040 Plan. Of the 41 tribes or tribal representatives (in some cases multiple letters were sent to representatives of the same tribe), the City received responses from four tribes: the Agua Caliente Band of Cahuilla Indians, the Morongo Band of Mission Indians, the Pauma Band of Luiseño Indians, and the San Manuel Band of Mission Indians. Of the responding tribes, the Agua Caliente Band of Cahuilla Indians and the San Manuel Band of Mission Indians requested consultation. The Agua Calient Band of Cahuilla Indians recommended the addition of language in The Conservation and Open Space Element of the Beaumont 2040 Plan (Chapter 8) to include the definition of a tribal cultural resource, the addition of tribal cultural resources to Goal 8.11, clarification in Policy 8.11.1 that tribal cultural resources will be protected to the extent feasible, and the addition of California Health and Safety Code § 8.11.5 to Policy 8.11.5.

Regional Regulations

Riverside County Historical Commission

The Riverside County Historic Preservation Commission was established in 2005 to advise the Board of Supervisors on historical preservation matters. It is tasked with working to discover and identify persons, events and places of historical importance within Riverside County, and to make recommendations relating to the preservation of appropriate historic sites and structures. To accomplish this, the Commission established criteria and procedures to identify and recognize historic landmarks in Riverside County. These criteria should be used when reviewing a potentially historically or culturally significant site that could be affected by the proposed development. Resources are identified in the Riverside County General Plan Cultural Resource Element, *Table 4.9-A: Cultural Resources of Riverside County*. (County of Riverside 2015, pp. 4.9-3-4.9-7.) This Commission's authority extends only to the City's Sphere of Influence; not to property within the City limits.

Local Regulations

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a cultural resources report is required for an implementing development project if: native soils are present; the project area is known to have a rich cultural history; construction activities will result in trenching, excavation of undisturbed soils, and/or the project area is within, or nearby historical buildings.

5.17.3 Beaumont 2040 Plan

The Beaumont 2040 goals, policies, and implementation actions that reduce potential impacts to tribal cultural resources include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

Goal 3.12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Goal 11: A City where cultural resources and historical places are identified, recognized, and preserved.

Policy 8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

Policy 8.11.2 Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

Policy 8.11.4 Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5 , Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.

Implementation C20 Cultural Resources Sensitivity Map. Develop a Cultural Resources Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence.

5.17.4 Thresholds of Significance

The City has not established local CEQA significance thresholds and instead, defer to the thresholds of significance identified in Appendix G to the *CEQA Guidelines*. According to *CEQA Guidelines* Appendix G, a project would have a significant impact on cultural resources, if it would:

- (Thresholds A and B) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources 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), or
  - 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.

5.17.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this Draft PEIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 Plan goals, policies, implementation and the proposed revisions to the Zoning Ordinance, are intended to protect TCRs and reduce potential impacts to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan or the revised Zoning Ordinance and Zoning Map.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Thresholds A and B: ***Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 2107 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

a. ***listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or***

b. *a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources 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.*

AB 52 requires that lead agencies evaluate a project's potential impact on “tribal cultural resources” (TCRs). Such resources include “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a TCR. As discussed in Section 5.5-2, AB 52 notification letters were sent to 41 Native American tribal governments or designated tribal representatives for the proposed Beaumont 2040 Plan on April 18, 2018. Of the 41 tribes notified, four tribes responded, Agua Caliente Band of Cahuilla Indians (ACBMI), Morongo Band of Mission Indians (MBMI), Pauma Band of Luiseño Indians, and the San Manuel Band of Mission Indians (SMBMI).

The Pauma Band stated the Planning Area is outside of their traditional territory and deferred to Cahuilla and Serrano Bands in the area. The MBMI and ACBMI requested additional information and consultation with the City. The SMBMI also requested information and provided a map showing where the Planning Area overlaps with Serrano Ancestratal Territory. On June 27, 2018 ACBMI and SMBI were contacted by the City to indicate the requested information would be provided. On November 20, 2019, the Beaumont 2040 Land Use Map, the *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*, and a draft of the Conservation and Open Space Element addressing tribal resources were provided to SMBMI, ACMBI, and MBMI. On November 25, 2019, MBMI indicated that the area is located within their aboriginal territory and stated they have no more information to provide at this time and retain the rights to participate in the CEQA process. City staff and the ACBMI representative consulted on April 8, 2020 and ACBMI provided edits to the Open Space and Conservation Easement to the City on May 13, 2020. ACBMI’s to the Open Space and Conservation Element have been incorporated in the Beaumont 2040 Plan. Specifically, SMBMI requested clarification of what constitutes a tribal cultural resources, and language in the General Plan policies indicating that tribal cultural resources will be protected to the extent feasible.

All anticipated development projects consistent with the Beaumont 2040 Plan could result in damage to previously unknown tribal cultural resources. However, compliance with General Plan Policy 8.11.1, which requires avoidance of sites with significant TCRs when feasible, Policy 8.11.2, which requires compliance with the provisions of AB 52 and SB 18, and Policy 8.11.4, which requires compliance with the provisions of the California Native American Graves Protection and repatriation Act and other appropriate laws, impacts resulting from implementation of the proposed Project **are considered less than significant**.

5.17.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the Beaumont 2040 Plan, Revisions to Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regard to TCRs, no mitigation measures are necessary.

5.17.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, implementation of the certificate of appropriateness process, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to tribal cultural resources is considered less than significant and no mitigation is necessary. The significance of impacts to cultural resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies, along with the revisions to the Zoning Ordinance, as well as City standards and

practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.17.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Æ(a) Applied Earthworks, *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*. February 2018. (Included as Appendix D.1.)

OPR 2005 State of California Governor's Office of Planning and Research, *Tribal Consultation Guidelines Supplement to General Plan Guidelines,* November 14, 2005. (Available at http://nahc.ca.gov/wp-content/uploads/2019/04/SB-18-Tribal-Consultation-Guidelines.pdf, accessed August 24, 2020.)

OPR 2017 State of California Governor's Office of Planning and Research, *AB 52 and Tribal Cultural Resources in CEQA*, June 2017. (Available at https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf, accessed August 24, 2020.)

5.18 UTILITIES AND SERVICE SYSTEMS

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map;

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to utilities and service systems because they address site planning, building design, and community aesthetics, rather than physical changes to the land and were prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map. Impacts related to the adoption and implementation of the Beaumont 2040 Plan, the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to: the adequate provision of water, sewer, flood control and stormwater drainage, and waste disposal services.

5.18.1 Setting

The following discussion describes the water demands and supplies, wastewater generation, collection and treatment, recycled water demand and supply, flood control facilities and stormwater drainage, and waste disposal services in the setting of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area"). This will provide context for understanding the nature and significance of utilities and service systems within the region.

Potable Water

The Beaumont-Cherry Valley Water District (BCVWD) is the water supplier to the Planning Area. The current BCVWD Service Area of approximately 37.5 square miles includes the City, the City's SOI, and the unincorporated community of Cherry Valley, which is outside of the City's SOI.

BCVWD provides an updated Urban Water Management Plan (UWMP) every five years that details the current and future projected potable water supplies and customer demands. The most recent update was in 2015 and the next one is expected in 2020. BCVWD has also recently prepared a *Potable Water System Master Plan Update* (2015 WMP Update), which also details water supplies and demands.

BCVWD presently provides potable water from two local groundwater sources: Edgar Canyon and the Beaumont Basin. Groundwater level trends in the Beaumont Basin are evaluated by the Watermaster annually. BCVWD has eleven wells in the Beaumont Basin and 13 wells in Edgar Canyon, which have limited yield particularly in dry years. In 2015, the wells in Edgar Canyon produced about 15 to 20 percent of the total annual supply, with the remainder pumped from wells in the Beaumont Basin (UWMP p. 3-5). BCVWD does not currently produce groundwater from the Singleton or San Timoteo Groundwater Basins, but plans to do so in the future (UWMP, p. 6-1).

The Beaumont Basin is adjudicated pursuant to a Stipulated Judgment (Judgment) and managed by the Beaumont Basin Watermaster (Watermaster), which is a five-member committee consisting of representatives from the Cities of Banning and Beaumont, BCVWD, the Yucaipa Valley Water District (YVWD), and South Mesa Water Company (SMWC). The Judgment establishes who is an Appropriator and who is an Overlying Party, and their respective water rights. The Appropriators include City of

Banning, BCVWD, SMWC, YVWD, Morongo Band of Mission Indians, and San Gorgonio Pass Water Agency (SGPWA). Overlying Parties are owners of land (and their successors/assignees) that overlies the Beaumont Basin and have pumped water from the Basin in the past. Currently, there are 17 Overlying Producers pumping from 21 groundwater wells (BBW, p. 3-4). Minimal producers, which are those producing less than 10 AFY from the Basin, are exempt from the Judgment. (BBW, p. 1-3..

The Beaumont Basin Judgment allows for the Appropriators to enter into Groundwater Storage Agreements with the Watermaster, which set up groundwater banking accounts. At the end of 2018, the total storage allowed in the Beaumont Basin by all of the Appropriators was 290,000 acre-feet (AF), of which BCVWD has claim to 80,000 AF and the City has 30,000 AF of storage space available to fill. During wet years, BCVWD can bank SWP water for extraction during dry years. BCVWD can only extract what it has in storage or otherwise credited to BCVWD by Watermaster. At the end of 2018, the total amount in storage from all Appropriators was 109,165 AF, of which BCVWD had 34,793.7 AF of water in their storage account, or roughly 43 percent of maximum. The City had no water attributed to their storage account. (BBW, p. 3-11.) The Beaumont Basin's Safe Yield is currently estimated at 6,700 AF per year (AFY) based on a safe yield redetermination approved by Watermaster in 2015 (BBW, p. 2-5).

The Beaumont Basin storage is replenished, at least partially, every year by forbearance water, reallocated unused Overlying Party pumping rights, return flows, recycled water, and imported water when available. Replenishment can be accomplished by spreading and percolation, injection, or in-lieu use of surface water or imported water. (BBW, p. 1-3.) The amount of imported water that can be recharged in any year depends on the state Department of Water Resources (DWR) State Water Project (SWP) allocation, which varies from year to year (UWMP, p. 7-4.) In the event of a major catastrophe that causes an outage of the SWP for an extended period of time, (i.e. one year or more), BCVWD would be relying on its own Beaumont Basin storage account to make up the difference. In the event the outage is long enough to deplete BCVWD's storage account, BCVWD could request Watermaster to temporarily waiver the need for immediate replenishment and give permission to draw on the Beaumont Basin, concurrently with water use restrictions. BCVWD estimates there is more than 2,000,000 AF of water in storage in the Beaumont Basin. (UWMP, p. 8-20.)

Imported water is available to BCVWD from the SGPWA, which is a wholesale water supplier and one of 29 Contractors to the State Water Project (SWP). BCVWD purchases imported SWP water for the purpose of groundwater recharge. SGPWA has a maximum annual allotment of 17,300 AFY of SWP water (which is their "Table A" amount (UWMP p. 6-4)); however, Contractors rarely receive all of their allotment. As of May 22, 2020, the SWP expects to deliver 20 percent of requested supplies in 2020 (DWR-1). In 2018, BCVWD recharged 12,121 AF of SWP water into the Beaumont Basin (BBW, Table 3-4).

The population served by BCVWD is expected to nearly double by 2040-2045 (UWMP, p. 3-2). The current City population is approximately 49,241 persons. The City's 2006 General Plan projected a build-out population of 87,200 and the Beaumont 2040 Plan projects a build-out population of 131,940 persons. The build-out population within the BCVWD's SOI is estimated in the 2015 UWMP to be approximately 112,300 persons, which includes 90,600 persons in Beaumont based on BCVWD estimates of average land use densities (UWMP, p. 3-2). Future potable water demand is forecasted by BCVWD based on the growth rate of Equivalent Dwelling Units (EDUs) in its service area as shown in **Table 5.18-A – BCVWD Growth Rate for Water Demands.** BCVWD based the future water use patterns of its customers on the 2015 Potable Water System Master Plan Update, which is derived from discussions with developers and projects in the construction, planning or proposal stage from the City of Beaumont's Planning Department "Major Project Status Reports."

Table 5.18-A – BCVWD Growth Rate for Water Demands

	Cumulative New EDUs							
	2015	2020	2025	2030	2035	2040	2045	Build-Out
Beaumont	893	5,530	8,301	11,382	14,144	15,852	16,317	17,856
Cherry Valley	13	23	82	251	552	1661	2233	4,655
Total	918	5,553	8,383	11,633	14,696	17,513	18,550	22,511
Average per Year	--	927	566	650	612	563	207	--

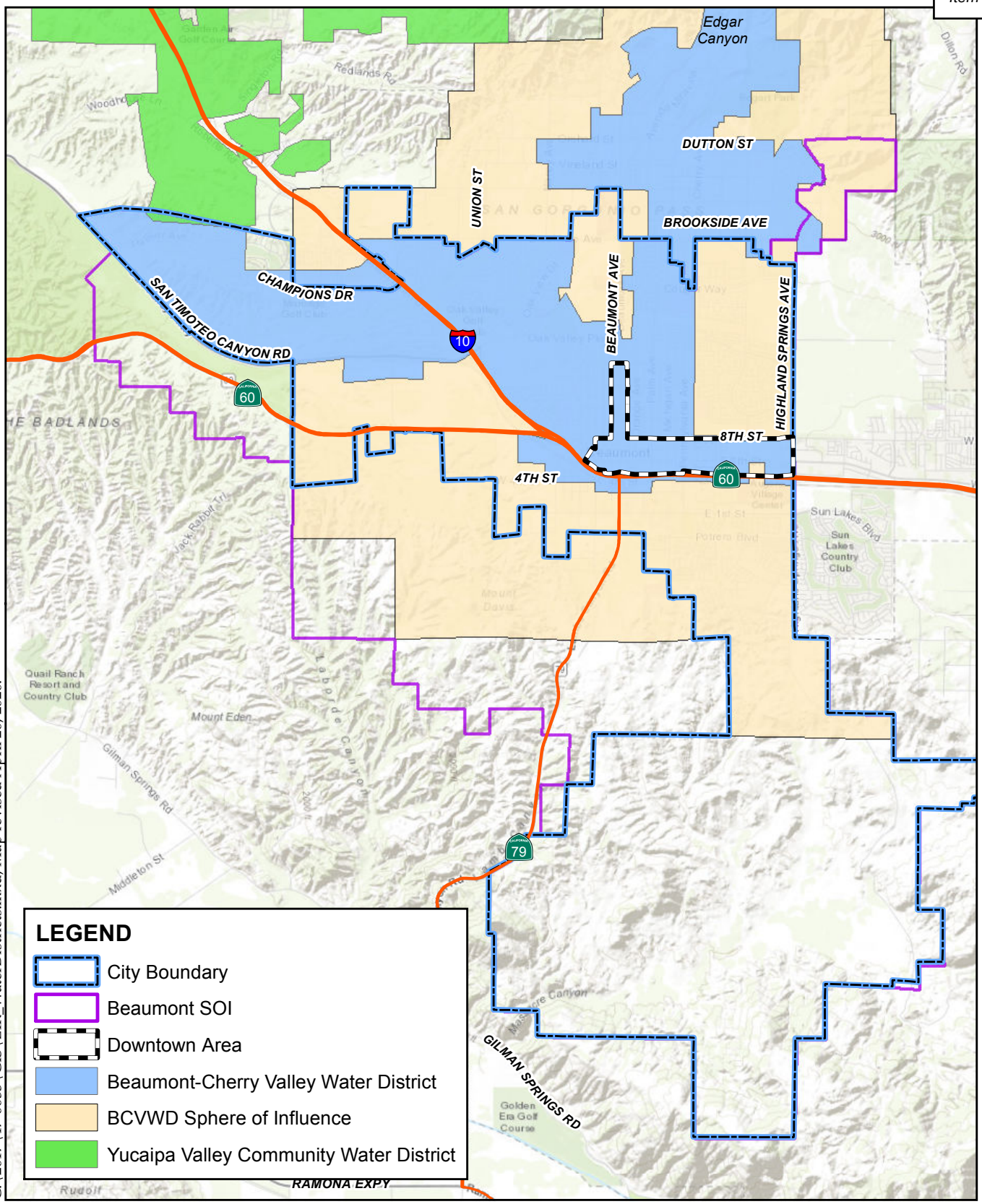
Notes: Reproduced from BCVWD 2015 UWMP, Table 3-7.

BCVWD considered this to be a “very aggressive” growth rate which is appropriate for water supply planning purposes. (UWMP, p. 4-7.) An EDU growth rate of 500 EDUs per year is closer to actual growth observed over the last few years. (UWMP, p. 3-23.) The majority of water demand is currently from single-family residential customers.

At present, water supplies available to support development within the Planning Area consist primarily of groundwater extracted from the Beaumont Basin and Edgar Canyon. (See **Figure 5.18-1 – Water District Service Area** and **Figure 5.18-2 – Groundwater Basins.**) BCVWD’s total well capacity as of 2015 is about 27.5 million gallons per day (mgd) and current maximum customer demand for water is estimated at 15.3 mgd. (UWMP, p. 3-6.)

Remainder of page intentionally left blank

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_WaterDistricts.mxd; Map revised April 20, 2020.

Sources: BCVWD/LAFCO, 2016; CA Dept. Water Res., 2019; Raimi+ Assoc. 2019; Riverside Co. GIS, 2020.

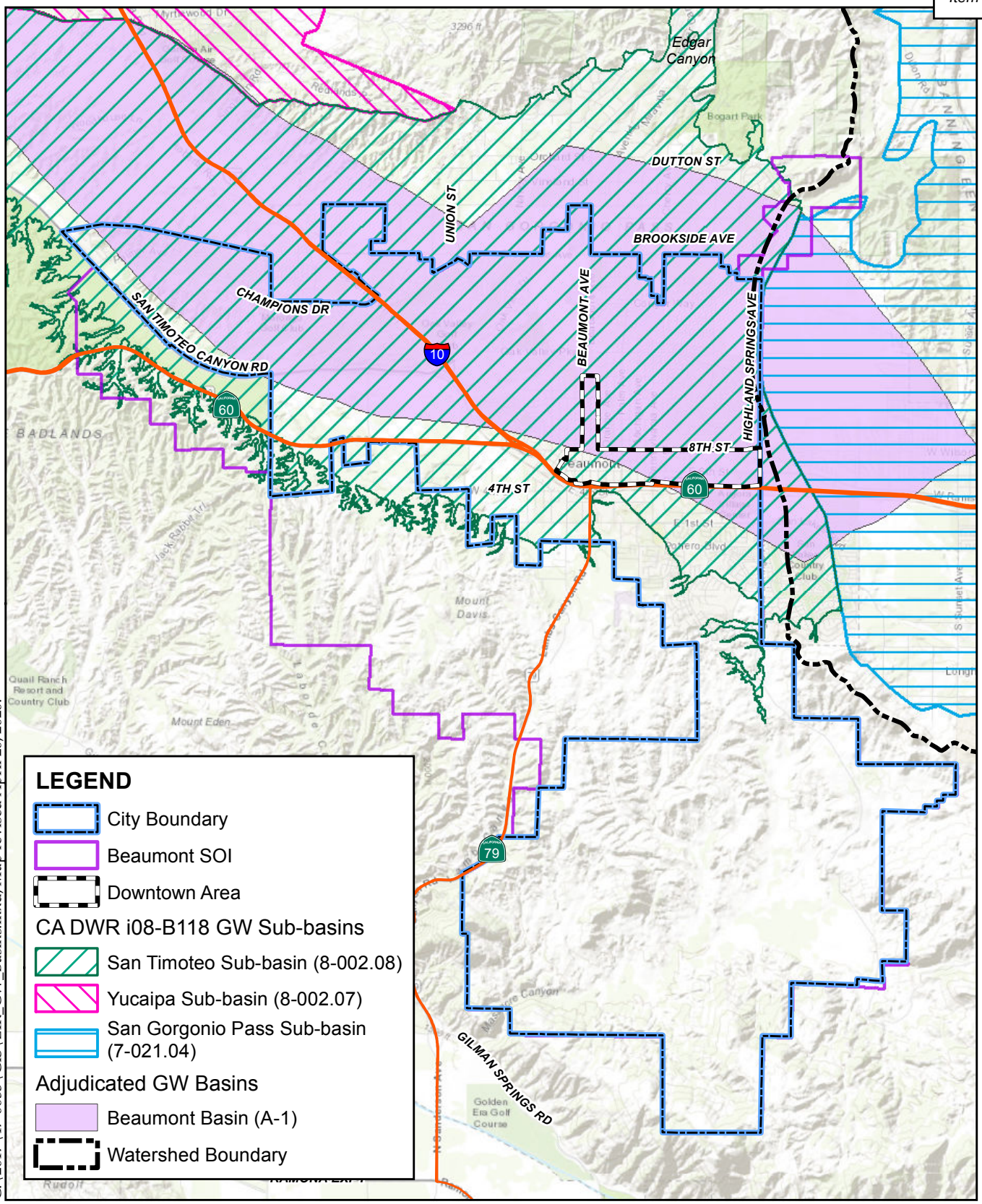
Figure 5.18-1 Water District Service Area

City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_GW_Basins.mxd; Map revised April 20, 2020.

Sources: Calif. Dept. of Water Resources, 2018; City of Beaumont, 2018; Raimi+ Assoc. 2019.

Figure 5.18-2 Groundwater Basins

City of Beaumont General Plan Update

0 1 2 3 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

The existing sources of water available to BCVWD include the following (UWMP, pp. 7-11-12):

- Unadjudicated groundwater from Little San Gorgonio Creek (Edgar Canyon);
- Adjudicated groundwater from the Beaumont Basin;
- Stormwater capture in Edgar Canyon (Little San Gorgonio Creek) and recharge in percolation ponds in Upper and Middle Canyon and at the Canyon mouth in recently added desilting and recharge basins;
- Non-potable groundwater supplying the existing non-potable water system; and
- Imported SWP from SGPWA.

The availability of SWP water from SGPWA may be highly variable depending on environmental and regulatory conditions in the Sacramento Delta area. The DWR *State Water Project Delivery Capability Report* is prepared every two years to address uncertainty in the availability of SWP water, which is affected by hydrology, failure risks in levees/conveyance systems, environmental constraints, and legal stipulations. Most notably, the federal biological opinions requiring a reduction in the amount of water pumped from the Delta to protect several endangered fish species covered by the Endangered Species Act have impacted the availability of SWP water. Various plans have been developed and are expected to continue refinement to balance competing agricultural and biological interests in the Delta region. Litigation over these efforts may result in additional uncertainties on overall water supply from the SWP. As such, addressing the environmental issues of the Bay Delta remains an ongoing process to date.

BCVWD's actual potable water demands and water supply from 2015, as well as the total projected potable and recycled water demand and supply over a 20-year planning horizon are summarized in **Table 5.18-B – BCVWD Service Area Water Demand and Supply.** The actual and forecasted population within the BCVWD service area, based on the EDUs in Table 5.18-A are also shown.

Table 5.18-B – BCVWD Service Area Water Demand and Supply

Year	Total Water Demand (AF)[1]	Total Water Supply (AF)[2]	Total Service Area Population (Beaumont Population)[5]
Actual (Potable Water)[3]			
2015	9,792	9,792	48,377 (41,780)
Future (Potable and Recycled Water)[4]			
2020	18,112	18,112	61,386 (54,764)
2025	20,881	20,881	69,306 (62,522)
2030	24,021	24,021	78,393 (71,149)
2035	26,843	26,843	86,949 (78,883)

Table 5.18-B – BCVWD Service Area Water Demand and Supply

Year	Total Water Demand (AF)[1]	Total Water Supply (AF)[2]	Total Service Area Population (Beaumont Population)[5]
2040	28,960	28,960	94,804 (83,665)
Build-Out	--	--	112,300 (92,806)

Notes: Units in acre-feet (AF) and persons.

(1) From BCVWD 2015 UWMP, Table 4-3. Includes all customer types and losses.

(2) From BCVWD 2015 UWMP, Table 6-9.

(3) Actual demand and supply consist of potable water only.

(4) Projected demand and supply include recycled water. Recycled water demand includes forecast amount used on landscaping irrigated by the non-potable water system, plus any recycled water supplied to golf courses when surplus recycled water is available. Sources of recycled water are YVWD and City of Beaumont (BCVWD 2015 UWMP, p. 4-8).

(5) From BCVWD 2015 UWMP, Table 3-8. Based on the EDU growth shown in Table 5.18-A.

Future supplies available to the BCVWD are predicated, in part, on the completion of several projects, including (UWMP, p. 7-12):

- Recycled water from the City of Beaumont and YVWD for landscape irrigation and with advanced treatment for indirect potable reuse (groundwater recharge);
- Improved recharge of captured urban runoff from Sundance development;
- Non-potable groundwater from the mouth of Edgar Canyon;
- Non-potable groundwater from San Timoteo Creek;
- Stormwater capture and recharge via the Grand Avenue Storm Drain (funded by RCFCWCD, Santa Ana Watershed Project Authority grant and currently under design);
- Stormwater capture from Noble and Marshall Creek; and
- Additional urban runoff capture and recharge from developing areas.

Wastewater

All sewage generated within the City, as well as some unincorporated areas in Cherry Valley are treated at the City-owned Beaumont Wastewater Treatment Plant No. 1 (WWTP). Built in 1929, the WWTP has a permitted capacity of 4.0 mgd and is receiving an average daily flow of approximately 3.1 mgd. (Webb, p. 1-1.) The City is obligated to discharge a minimum of 1.8 mgd of treated effluent from the WWTP to Cooper's Creek, located adjacent to the WWTP. The purpose of this discharge is to maintain the established riparian habitat (RWQCB-1, p. F-13).

Wastewater collection within the Planning Area is realized through a system of service lines connecting to trunk sewer lines implemented consistent with the approved City of Beaumont *Master Sanitary Sewer Plan* (1996). The new development proposed in the Beaumont 2040 Plan will require that trunk sewer

system lines and service lines will be extended throughout the Planning Area consistent with the Sewer Master Plan.

The City is currently upgrading and expanding WWTP capacity in accordance with its NPDES Permit Renewal pending before the Santa Ana Regional Water Quality Control Board (RWQCB), and with Regional Board Order No. R8-2014-0005. Completion of the upgrade is expected in 2021. With the WWTP upgrade/expansion project, the City will increase permitted capacity to 6.0 mgd, which will handle the anticipated flows generated over the next 20 years, and upgrade various system components so that the effluent is of such quality to be distributed as recycled water, and used for recharging the groundwater basins (Beaumont Basin and San Timoteo Subbasin).

The *Feasibility Study for WWTP Expansion & Salt Mitigation* (Webb, 2016) that was prepared for the aforementioned WWTP expansion and upgrade project, explored construction options that were planned to outpace flow projections. A growth rate of 510 EDUs per year was assumed in the study based on final permits issued over the previous few years and proposed development schedules. Notably, this is consistent with the "realistic" growth rate known to BCVWD in their water demand projections. Sewer generation rates are currently between 225 and 250 gallons per day per EDU (gpd/EDU). (Webb, p. 1-1.) Assuming a generation rate of 250 gpd/EDU, the WWTP's current capacity of 4.0 mgd could be reached around 2022, and the future capacity of 6.0 mgd could be reached around 2038. (Webb, p. 1-2.) Maximum flow to the WWTP, beyond the 20-year planning period ending in 2035, is 8.0 mgd (Webb, p. 2-2.) To this end, the WWTP has been developed in a "modular" fashion by which capacity can be economically and efficiently increased with additional trains of process equipment.

Flood Control and Drainage Facilities

The Riverside County Flood Control and Water Conservation District (RCFCWCD) Master Drainage Plan (MDP) for the Beaumont Area (July 1983), address the drainage problems of the City and City's SOI and provides an economical plan that considers flood protection for both existing and future development. The Beaumont MDP encompasses approximately 34 square miles of incorporated and unincorporated land in and around the City. Generally, the MDP boundary limits are the community of Oak Glen to the north, Highland Springs Avenue to the east, Beaumont City limits to the south, and Interstate 10 and Wildwood Canyon to the southwest and northwest, respectively.

It was noted at the time the MDP was undertaken that discharge rates were determined on the basis of ultimate development assumptions from the then-current City of Beaumont and County of Riverside General Plans. As such, the alignment, location and sizing of MDP facilities are general and are subject to more detailed analysis at the design stage. Existing and proposed MDP facilities in the City and City SOI are shown on **Figure 5.18-3 – Flood Control Facilities**, which include the following:

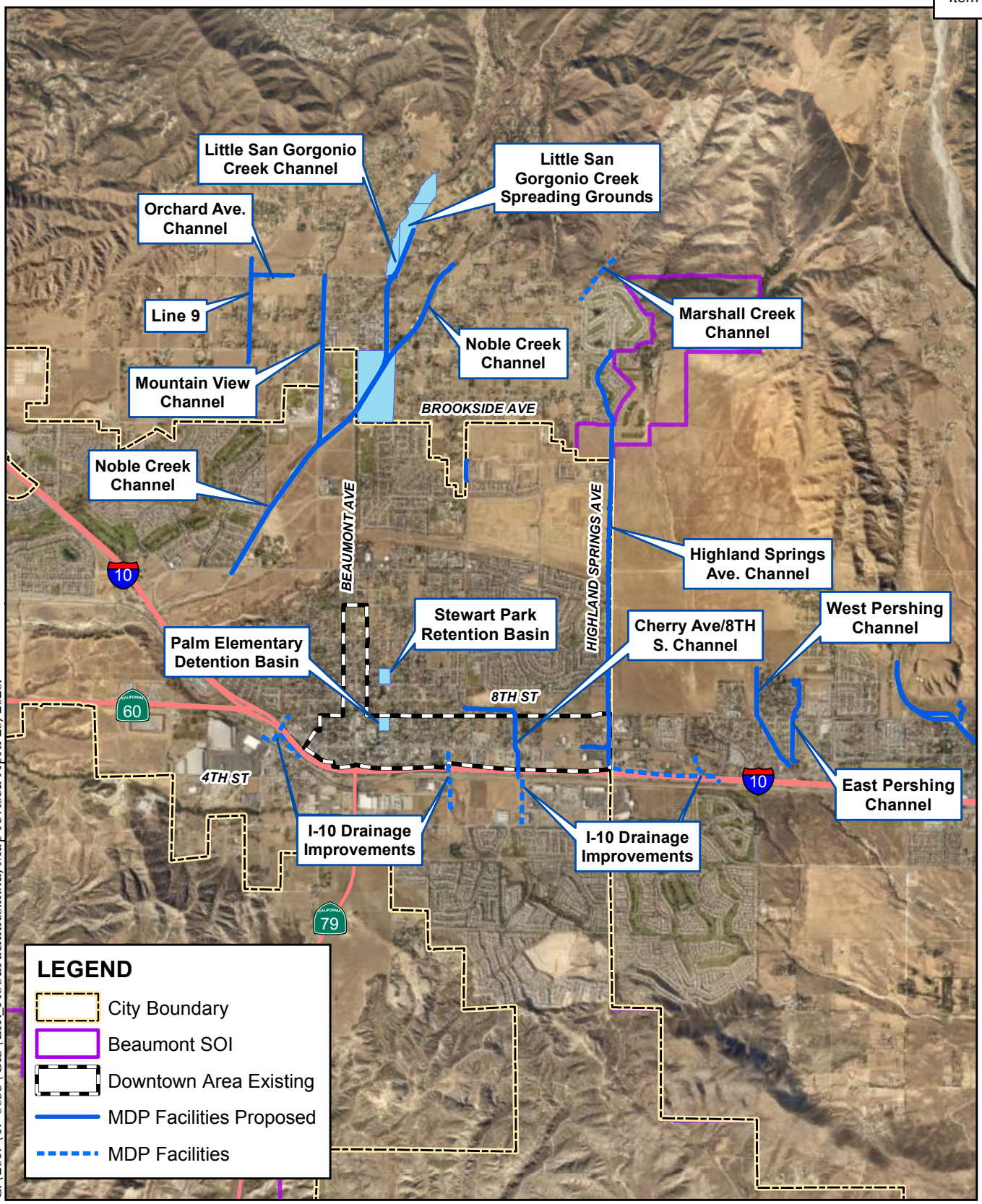
Cherry Avenue/8th Street Channel

This concrete-lined trapezoidal channel, constructed in 1957, is improved from 8th Street to its current outlet at 6th Street. Approximately 1.4 square miles of drainage area is tributary to the channel.

Highland Springs Avenue Channel

This concrete-lined trapezoidal channel extends northerly from Interstate 10 to the eastern prolongation of 16th Street.

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_FloodFacilities.mxd; Map revised April 20, 2020.

Sources: RCFC&WCD, 2019; City of Beaumont, 2018; Raimi+ Assoc. 2019; RCIT, 2016 (imagery).

Figure 5.18-3 Flood Control Facilities

City of Beaumont General Plan Update

0 0.5 1 1.5 2 Miles

ALBERT A. WEBB ASSOCIATES

Page intentionally left blank

Little San Gorgonio Creek Channel
This facility is a rectangular section “wire and rail” channel, which means that the vertical earthen walls are supported by wire mesh secured to lengths of steel rails placed vertically and anchored by steel cables. It is a soft bottom channel extending from Orchard Street south to its confluence with Noble Creek Channel below Cherry Valley Boulevard.

Little San Gorgonio Creek Spreading Grounds
This system of nine earthen basins serves to recharge the groundwater table for the Cherry Valley area. It also acts as a catch basin for a portion of the large amount of silt and debris generated by erosion.

Marshall Creek Channel
This also is a “wire and rail” channel, constructed in 1938. The channel extends approximately 2,000 feet upstream from its outlet at Bellflower Avenue into Marshall Canyon. A 100-year flow rate of approximately 1,200 cubic feet per second (cfs)fs is provided for at this reach.

Mountain View Channel
Constructed in 1965, this concrete-lined trapezoidal channel extends from its confluence with Noble Creek, upstream to a point midway between Vineland Street and Cherry Valley Boulevard.

Noble Creek Channel
This is an ultimate design concrete-lined trapezoidal channel which conveys flows from Noble Creek and Little San Gorgonio Creek through the Cherry Valley Area.

Orchard Street Channel
Constructed in 1958 to intercept flows from Cherry Valley Creek, this concrete-lined trapezoidal channel outlets at Nancy Avenue and provides a 100-year flow rate of 530 cfs.

Interstate 10 Drainage Improvements
Caltrans has constructed over 30 drainage facilities to convey flows across Interstate 10 within the boundaries of the Master Plan of Drainage study area. Upon implementation of the Master Plan, these facilities will, in aggregate, protect upstream properties from a storm of 10-year frequency or greater.

Stewart Park Retention Basin
Constructed in 1989 to reduce the 10-year outflow from the park from 230 cfs to 13 cfs. This is located within the City of Beaumont’s Stewart Park.

The Beaumont MDP Line 16 Project is already in the preliminary design phase with work being overseen by the District. This project will construct a storm drain to divert water into BCVWD’s groundwater recharge facility. (UWMP, p. 6-59).

Solid Waste Management

The City is within the service area of the Lamb Canyon Landfill, located just south of the City and operated by the Riverside County Department of Waste Resources (RCDWR). Currently, Waste Management, Inc. provides waste collection and disposal services for residences and business within the City.

Based on data reported to the state Department of Resources Recycling and Recovery (CalRecycle), approximately 39,877 tons of waste that originated from the City was disposed in 2018 (CalRecycle(a)). A

majority of City waste in 2018 (27,887 tons) was disposed at Lamb Canyon Landfill, followed by disposal of waste at El Sobrante Landfill (6,166 tons) and Badlands Landfill (3,918 tons). The remaining 1,906 tons of City waste in 2018 was disposed at the following locations: Antelope Valley Public Landfill, Azusa Landfill, Buttonwillow Landfill, Bowerman Landfill (Irvine), Holloway Landfill (Lost Lake), Lancaster Landfill, Mid-Valley Landfill, Olinda Alpha Landfill (Brea), and Simi Valley Landfill. (CalRecycle(b).)

Lamb Canyon Landfill is currently undergoing a capacity expansion to extend the life of the facility. Disposal of the municipal waste generated within the Planning Area is ultimately the responsibility of the County of Riverside and as such, the County could direct the waste to any of the available disposal sites. This could be accomplished through direct transport to an alternative landfill or through the construction and operation of a transfer facility. Therefore, the overall capacity of the Riverside County landfills is a better measure than that of any individual landfill.

RCDWR estimated in its most recent Annual Report Summary to CalRecycle (2017), pursuant to the Countywide Integrated Waste Management Plan (CIWMP), that the County's disposal facilities will provide approximately 20 years of disposal capacity, based on current and future disposal. (CalRecycle(c).) The RCDWR disposal facilities are listed in **Table 5.18-C – Active Riverside County Landfills** and include seven active landfills within the unincorporated area of Riverside County; six of which are operated by the RCDWR, and the seventh, El Sobrante Landfill, is privately owned and operated under an agreement with the County of Riverside.

Table 5.18-C – Active Riverside County Landfills

Landfill Sites	Estimated Closure Year	Maximum Daily Load (tons/day)	Maximum Permitted Capacity (cubic yards)	Current Remaining Capacity (cubic yards)
Lamb Canyon	2029	5,000	38,935,653	19,242,950 (as of Jan. 8, 2015)
Badlands	2022	4,800	34,400,000	15,748,799 (as of Jan. 1, 2015)
El Sobrante	2051	16,054	209,910,000	143,977,170 (as of Apr. 1, 2018)
Blythe	2047	400	6,229,670	3,834,470 (as of May 24, 2016)
Mecca II	2098	400	452,182	6,371 (as of Aug. 15, 2014)
Desert Center (open 2 days/year)	2107	60	409,112	127,414 (as of Nov. 15, 2018)
Oasis (open 2 days/week)	2055	400	1,097,152	433,779 (as of Oct. 3, 2012)
Total	**-**	**27,114**	**291,433,769**	**183,370,953**

Source: CalRecycle Web site, Solid Waste Information System.

RCDWR Landfills are rated as Class III landfills according to CCR Title 27. Such landfills only accept nonhazardous, municipal solid wastes. Separate collection facilities are available for household

hazardous wastes and Antifreeze, Batteries, Oil and Paint (ABOP). Special arrangements must be made for disposal of hazardous waste from non-residential sources. (RC GP EIR p. 4.17-36)

Public Resources Code Section 41780 requires every city and county in the state to divert from landfills at least 50 percent of the quantity of waste generated within their jurisdiction in 2000. The Legislature amended this statute in 2000, requiring jurisdictions to sustain their waste diversion efforts into the future. The City's per capita disposal rate target since 2007 has been 9.7 pounds per person per day (PPD). As of 2017, the average per capita disposal rate for the City is 4.0 PPD (CalRecycle(d)).

Currently, the City supports many programs to encourage waste diversion. These include year-round recycling programs for prescription drugs and medications and household batteries. The City also hosts Recycle Days for free disposal of scrap metal, green waste, bulky items, bottle and cans, electronic waste, documents for shredding and tires. Waste Management Inc. also offers residents recycling opportunities for Sharps containers and the County offers free household hazardous waste disposal at Lamb Canyon Landfill.

Electrical

The City and City SOI are within the service area of Southern California Edison (SCE) for the provision of electricity. SCE is one of the nation's largest electric utilities, providing electric service to approximately 5 million customer accounts over a 50,000 square mile service area, including western Riverside County (SCE(a)). SCE is a California Independent System Operator that operates a 500 kv and 220 kv transmission lines, which travel east to west throughout Riverside County. These lines are part of the western United State electric transmission system which ties the entire region together and brings power from many areas to Riverside County. To continue powering California's growing population and economy, SCE plans to invest up to $13.7 billion over the three year period of 2018-2021 expanding and strengthening its electric system infrastructure (SCE(b)). SCE derives its electricity from a variety of sources, as shown in **Table 5.18-D**, SCE Supply Sources. The majority of electrical power that was traceable to a specific generation source came from eligible renewables (32 percent) and natural gas (20 percent).

Table 5.18-D – SCE Supply Sources (2017)

Energy Source	Power Mix
Eligible Renewables	**32%**
Biomass & waste	0%
Geothermal	8%
Small hydroelectric	1%
Solar	13%
Wind	10%
Coal	**0%**
Large hydroelectric	**8%**

Energy Source	Power Mix
Natural gas	**20%**
Nuclear	**6%**
Other	**0%**
Unspecified [(a)]	**34%**
Total	**100%**

Source: California Energy Commission (CEC), 2017 Power Content Label.
(a) "Unspecified" sources of power means electricity from transactions that are not traceable to specific generation sources.

Future projects within the Planning Area that require new connections to the SCE electrical grid have to coordinate with SCE to locate future facilities and establish utility easements.

Natural Gas

The City and City SOI are within the service area of Southern California Gas Company (SoCalGas) for the provision of natural gas at residences and businesses. SoCalGas provides natural gas to approximately 5.9 million meters in more than 500 communities over a 24,000 square mile service area (SCG(a)). Natural gas is a "fossil fuel," indicating that it comes from the ground, similar to other hydrocarbons like coal or oil. In addition to California producers of natural gas, SoCalGas also purchases natural gas from neighboring states which is delivered by interstate pipelines. Large transmission lines, some as large as 36 inches in diameter and ranging in pressure generally from 200 to 1,000 pounds per square inch above atmospheric pressure (psig), transport natural gas into population centers where they connect to distribution lines ranging in size from one inch to 20 inches and generally operating at lower pressures. Distribution lines are used to deliver natural gas to customers. Service lines of one-half to one inch in diameter branch off of the distribution pipes delivering natural gas to homes at less than one-third psig.

The U.S. Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) defines natural gas pipelines under two categories, "Transmission" and "Distribution." Transmission pipelines are primarily used to receive natural gas from suppliers and move it to distribution load centers or to storage facilities. These categories are separated primarily by the stress level at which they operate. The Distribution category is further divided into two subcategories: High Pressure Distribution mains, which have a maximum allowance operating pressure greater than 60 psig; and, Distribution mains and services, which have a maximum allowable operating pressure of 60 psig or less. The SoCalGas system ends at the outlet of the meter. The pipes that connect the meter to customer natural gas appliances and equipment's burner tip are typically referred to as the "house lines" and are not owned or operated by SoCalGas. (SCG(b))

Future projects in the Planning Area that require new connections to the SoCalGas system have to coordinate with SoCalGas for such things as locating future facilities and establishing utility easements.

Telecommunications

Several companies provide telecommunication services including fiber optic and broadband internet and television, and local and long-distance telephone, to residences and businesses throughout the Planning Area. Currently, the two largest providers include Frontier Communications and Spectrum (Charter Communications). Mobile telecommunication providers, including AT&T, Sprint, and T-Mobile also serve the Planning Area. Future developments that require the extension of existing telecommunication facilities have to coordinate with the pertinent company to locate facilities and establish utility easements.

5.18.2 Related Regulations

Federal Regulations

Federal Water Pollution Control Act

The Federal Water Pollution Control Act of 1948 was the first major U.S. law to address water pollution. Large-scale amendments were done in 1972 when it became commonly known as the Clean Water Act (see State Regulations, below).

Safe Drinking Water Act

The Safe Drinking Water Act was passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply, with amendments in 1986 and 1996. The Act authorizes the U.S. Environmental Protection Agency (US EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. US EPA, states, and water systems then work together to make sure that these standards are met.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) develops and maintains Flood Insurance Rate Maps (FIRMs) for the City. In accordance with FEMA requirements, and in order for the City to maintain its flood insurance eligibility status, all development within the Planning Area will be implemented in a manner that does not affect flood carrying capacities of upstream or downstream facilities or drainages.

Resource Conservation and Recovery Act (RCRA)

The RCRA is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. The US EPA oversees waste management regulation pursuant to Title 40 of the Code of Federal Regulations. Under RCRA, however, states are authorized to carry out many of the functions of the federal law through their own hazardous waste programs and laws, as long as they are at least as stringent (or more so) than the federal regulations. Thus, CalRecycle manages the State of California's solid waste and hazardous materials programs pursuant to US EPA approval.

State Regulations

Clean Water Act

The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In California, the authority of the CWA is vested with the State Water Resources Control Board (SWRCB) and nine RWQCBs. The Project is located within the boundary of the Santa Ana River Watershed within the jurisdiction of the Santa Ana RWQCB. NPDES permits that are applicable to the Planning Area include, but are not limited to, pretreatment standards, general industrial, construction, and municipal permits, and point- and non-point source waste discharge requirements.

In particular, the City WWTP is regulated by a NPDES waste discharge permit that specifies the discharge limits of the constituents in the effluent. The discharge permit also stipulates when the plant will require expansion based on when the average influent flow rate gets close to maximum design capacity.

Porter-Cologne Water Quality Control Act

In addition to implementing the CWA, the SWRCB, and nine RWQCBs are responsible for implementing the Porter-Cologne Water Quality Control Act. The Porter-Cologne Water Quality Control Act, Section 13000, directs each RWQCB to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs and outlines the beneficial uses and water quality standards for each water body.

Order No. 2006-0003-DWQ

Statewide General WDR for Sanitary Sewer Systems (Order No. 2006-0003-DWQ) requires all owners of sanitary sewer collection systems to report sanitary sewer overflows (SSO) and prepare a Sewer System Management Plan (SSMP). The City has had coverage under this permit since July 27, 2006. The SWRCB tracks compliance with electronic SSO spill reporting; SSMP Progress; and Collection System Questionnaire and annual updates. The SSMP provides methods for the City to identify, create, and incorporate a multitude of best management practices and procedures to maintain a well-functioning collection system.

Urban Water Management Planning Act

Urban water suppliers (as defined by California Water Code [CWC] Section 10617) are obligated by the California Department of Water Resources (DWR) to prepare for review and approval urban water management plans (UWMPs). They are updated and resubmitted every five years. Generally, water suppliers must analyze current system demands and supplies, make projections of supply and demand, and describe all water supply projects that might be undertaken to meet total projected water use over the next 20 years. Failure to comply with the UWMP requirements disqualifies the urban water supplier from obtaining any water management grant or loan administered by DWR.

The Water Conservation Act of 2009 (Senate Bill X7-7) requires retail urban water suppliers to report in their UWMPs how they will decrease daily per capita urban water use to assist the State in meeting a 20% reduction goal by 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans.

Senate Bill 221

Enacted on October 8, 2001, Senate Bill 221 (SB 221) requires written verification of sufficient water supplies for any new subdivision of 500 homes or more. These requirements also apply in the case where a water supplier has fewer than 5,000 total service connections, or the proposed development would increase the number of connections by at least 10 percent, unless there is proof of adequate water over at least the next 20 years, including long periods of drought. Provided that the encompassing UWMP provides detailed and pertinent analysis consistent with the requirements of State law, such proof would typically consist of a project's demonstrated consistency with the most recently updated UWMP. SB 221 does not apply to General Plans, but rather to specific, qualifying development projects at the tentative map approval stage.

Senate Bill 610

Senate Bill 610 ([SB 610] which amended CWC 10910 *et. seq.*) adopted in 2003 was passed to ensure sufficient water supplies to meet demand associated with proposed development in California. Section 10910 *et seq.* of the California Water Code (CWC) requires that a water supply assessment (WSA) be prepared if the proposed project has certain use and size characteristics. The WSA must evaluate the anticipated water demands of the project and determine if the local water supplier has adequate supplies to serve the project and meet existing and projected obligations. Further, Sections 13550-13556 of the Water Code states that local, regional, or state agencies shall not use water from any source of quality for non-potable uses if suitable recycled water is available as provided in Section 13550 of the Water Code.

For the purposes of SB 610, a "project" is a proposed development with water demand of 500-dwelling units or more. For industrial development, a "project" is a proposed development larger than 650,000 square feet or 40 acres. For commercial development, a "project" is a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space. Because the Project does not include a specific development plan, a WSA was not prepared as part of the Beaumont 2040 Plan; however, individual implementing projects within the city that meet the threshold for preparation of a WSA will require assessment by the water supplier and review by the land use authority. SB 610 does not apply to General Plans unless adoption of the General Plan includes approval of a qualifying "project."

Water Conservation in Landscaping Act

Assembly Bill 2515 promotes the conservation and efficient use of water. To ensure that adequate supplies are available for future uses, local agencies are required to adopt and implement water-efficient landscape ordinances. If such an ordinance is not adopted, the agency must adopt findings stipulating why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary. In the absence of such an ordinance or findings, the policies and requirements contained in the "model" ordinance drafted by the State of California apply within the affected jurisdiction.

Water Recycling in Landscaping Act

Senate Bill 2095 requires that a water producer capable of providing recycled water that meets all of the conditions of described in Section 13550 of the State Water Code, shall notify local agencies of the area(s) eligible to receive the recycled water, and the necessary infrastructure that the recycled water producer or retail water supplier will provide to support the delivery of recycled water. Within 180 days of receipt of such a notification from a recycled water producer, a local agency shall adopt and enforce a recycled water ordinance pursuant to this act.

Sections 13550-13556 of the California Water Code

In summary, these sections of the California Water Code prohibit local, regional, or State agencies from using potable water for non-potable uses if suitable recycled water is available as provided in Section 13550 of the Water Code.

California Integrated Waste Management Act of 1989 (Assembly Bill 939)

AB 939 establishes a hierarchy of preferred waste management practices as follows:

1) Source reduction - to reduce the amount of waste generated at its source;
2) Recycling and composting - to divert solid waste from entering landfills; and
3) Environmentally safe landfill disposal or transformation (incineration).

Each city and county are required to prepare, adopt and submit to CalRecycle a Source Reduction and Recycling Element (SRRE) that demonstrates how the jurisdiction will meet the Act's mandated diversion goal of 50 percent on and after January 1, 2000. Each jurisdiction must provide an Annual Report Summary to CalRecycle. In addition, Riverside County provides a Five-Year Review Report to provide an update on the CIWMP status for the entire county, including each jurisdiction.

Counties must also develop Countywide Integrated Waste Management Plans (CIWMPs). Riverside County's CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the SRRE's, Household Hazardous Waste Elements (HHWE's), and Nondisposal Facility Elements (NDFE's) for Unincorporated Riverside County and each of the cities in Riverside County.

Senate Bill 1016

The purpose of the per capita disposal measurement system of SB 1016 (2008) is to make the process of goal measurement as established by the Integrated Waste Management Act of 1989 (AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator--the per capita disposal rate--which uses only two factors: a jurisdiction's population (or in some cases employment) and its disposal as reported by disposal facilities.

In order for CalRecycle and jurisdictions to more properly focus on successful program implementation, SB 1016 shifts from the historical emphasis on using calculated generation and estimated diversion to using annual disposal as a factor when evaluating jurisdictions' program implementation.

The per capita disposal rate approach is not determinative of jurisdiction compliance. CalRecycle will use per capita disposal as an indicator in evaluating program implementation and local jurisdiction performance. CalRecycle's evaluation will be focused on how jurisdictions are implementing their programs.

Assembly Bill 341

AB 341 (2011) builds upon AB 939 and declares that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. The law also restricts a diversion rate greater than 50 percent from being placed on any city or county.

Senate Bill 1383

SB 1383 (2016) requires CalRecycle to adopt regulations that achieve the specified targets for reducing organic waste in landfills. The bill would authorize local jurisdictions to charge and collect fees to recover the local jurisdiction's costs incurred in complying with the regulations.

Other Relevant State Statutes for Energy and Water Efficiency

Other potential utilities and service systems and related impacts of the Project are also addressed under existing State statutes, which statutes expressly require use of energy efficient and water conserving technologies. These statutes include, but are not limited to:

- Health and Safety Code Section 17921.3 (low-flush toilets);
- Health and Safety Code Section 4047 (residential water softening limitations);
- Title 20, California Administrative Code (CAC) Section 1604 (f) (Appliance Efficiency Standards);
- Title 20, CAC Section 1601 (b) (Appliance Efficiency Standards);

- Title 24, CAC Section 2-5307 (b) (California Energy Conservation Standards for New Buildings);
- Title 24, CAC Section 2-5452(j) (pipe insulation standards); and
- Government Code Section 7800 (water efficient faucet fixtures in public facilities).

Regional Regulations

Beaumont Basin Watermaster

The Beaumont Basin Watermaster was formed on February 4, 2004 as a result of a negotiated Stipulated Agreement between several parties with interests in the Beaumont Groundwater Basin, including the City. The Judgment entered in the Superior Court of the State of California for the County of Riverside (Case No. RIC 389197), provides the Watermaster with the authority and responsibility to administer the adjudicated water rights within the Beaumont Basin. Pursuant to the Judgment, the Court appointed a five-member Watermaster committee consisting of representatives from the cities of Banning and Beaumont, the Beaumont-Cherry Valley Water District, the Yucaipa Valley Water District, and South Mesa Water Company.

The Beaumont Basin encompasses approximately 26 square miles, has a current safe yield of approximately 8,650 acre-feet, a total storage capacity available of up to 200,000 acre-feet for conjunctive use. By approving the Stipulated Judgment, the Court approved the responsibility for the management of the Beaumont Basin to the Watermaster. The Court retained its continuing jurisdiction should there be any need in the future to resolve difficult questions.

Master Drainage Plan

The RCFCWCD adopted the Beaumont Master Drainage Plan (July 1983), the boundaries of which include the Planning Area. Many cities within the RCFCWCD boundary that have a MDP will also establish an Area Drainage Plan (ADP), which is the financing mechanism used to offset taxpayer costs for proposed drainage facilities. According to the ADP, fees to support construction of MDP facilities are assessed on new development within the plan area. Currently, an ADP has not been established for the City of Beaumont (RCFCWCD Web site, 7/3/18).

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address utilities and service system topics:

Title 8 – Health and Safety, Chapter 8.12 – Solid Waste Management

Establishes mandatory solid waste collection in the City for the protection of the health, safety and welfare of the City's residents, and to carefully control the collection and disposal of solid waste so that the reductions required to be made by Public Resources Code Section 40000 et seq. (AB 939) can be planned for and accurately measured.

Title 8 – Health and Safety, Chapter 8.14 – Mandatory Recycling Requirements for Commercial Facilities

Establishes requirements for the recycling of recyclable materials generated from commercial facilities. These requirements are intended to increase the diversion of recyclable materials from landfills, conserve capacity and extend the useful life of landfills utilized by the City, reduce greenhouse gas emissions, and avoid the potential financial and other consequences to the City of failing to meet State law diversion requirements.

Title 13 – Public Services, Chapter 13.04 – Sewage Discharges
Restricts the types of discharges allowed in the sanitary sewer system.

Title 13 – Public Services, Chapter 13.08 – Sewer System
Establishes the methods by which sewage will be handled and restricts deposition in any unsanitary manner upon public or private property any human fecal matter, garbage, or other objectionable waste. It is also unlawful to discharge to the ground or to a natural watercourse any sewage, including, but not limited to, domestic or industrial wastewater or other polluted water, in a manner that would create a hazard or nuisance or that would impair the usefulness of groundwater or surface water.

Title 13 – Public Services, Chapter 13.09 – Regulating Fats, Oils and Grease (F.O.G.) Management in Food Service Establishments
Demonstrates compliance with the Order No. DWQ 2006-0003 adopted by the State Water Resources Control Board in May 2006, mandating implementation of various tasks associated with the City's sanitary sewer systems.

Title 13 – Public Services, Chapter 13.20 – Pretreatment and Regulation of Wastes (Ordinance No. 1094, adopted Nov. 7, 2017)
Describes the City's wastewater pretreatment ordinance that identifies and regulates certain facilities that have the potential to discharge undesirable pollutants that may interfere with or damage the WWTP, and/or pass through untreated into the environment. The ordinance incorporates the National Categorical Pretreatment Standards located in 40 CFR Chapter I, Subchapter N, Parts 405—471. Regulated users can include, but are not limited to industrial facilities, vehicle servicing facilities, water-softening wastes, food processing facilities, medical waste, spent solutions and sludge, and recovered pretreatment wastes. All regulated users are noticed by the City to obtain an individual wastewater discharge permit before connecting to or discharging to the WWTP. Each permittee is required to comply with the provisions of the permit. The City may conduct inspections, monitoring, flow metering, sampling, collection of compensation, and enforcement procedures including cease and desist orders and permit revocation.

Title 13 – Public Services, Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls
Protects and enhances the water quality of watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act, the State Porter-Cologne Water Quality Control Act and the conditions of any NPDES permit applicable to the City.

Title 16 – Subdivisions, Chapter 16.44 – Flood Control and Tract Drainage
Establishes the minimum facilities required for the control of tract drainage and floodwaters.

Title 16 – Subdivisions, Chapter 16.48 – Dry Sewers
Establishes that if a land division is filed that proposes a density of two or more lots per acres, and if connection to a wet sewerage system is not required, the installation of a dry sewer system may be required. Installation of the sewer mains, laterals and connections shall be completed prior to the installation of street improvements.

Title 17 – Zoning, Chapter 17.04.083 – Inclusion of Recycling Receptacles in Building Design
Establishes that office, commercial and retail, industrial and large-scale residential development projects shall include appropriately-sized receptacles for recyclable materials adjacent to trash containers in all common areas. Signs shall be posted to instruct users as to the proper separation of trash and recyclable materials.

5.18.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to utilities and service systems include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

Goal 3.2: A City that ensures the timely provision of services with phased development.

Policy 3.2.1 Ensure that there will be adequate water and wastewater system capacity to meet projected demand. Coordinate with BCVWD to ensure access to clean and adequate water supply.

Policy 3.2.2 Continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.

Policy 3.2.3 Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

Implementation LUCD-6 Development Fees. Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.

Goal 3.6: A City with active and comfortable places that encourage social interaction and community gathering.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Implementation LUCD-13 Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.

Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.

Policy 3.10.7 Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

Implementation LUCD-7 Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions. Incorporate sustainability practices related to building construction, site design, and renovation into materials.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

Goal 5.9: A community with sustainable and improved infrastructure.

Policy 5.9.3 Support local businesses and economic development by improving Beaumont's infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.

Policy 5.9.4 Focus City investment in new and enhanced infrastructure and public realm improvements (e.g., streetscape, lighting, signage, etc.) in the Downtown and areas targeted for future growth, such as mixed-use and employment districts.

Implementation EDF35 Utility Services Benchmarking. Establish thresholds or standards for levels of service as a benchmark to evaluate adequacy of community and utility services.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.1 Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.1.4 Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

Implementation CFI1 Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.

Implementation CFI5 Funding. Work with the Riverside County Flood Control and Water Conservation District to identify and pursue funding to support efforts that protect the Santa Ana Watershed.

Implementation CFI9 Area Drainage Plan. Develop an Area Drainage Plan with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI24 Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture.

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy 7.2.1 Work with Beaumont-Cherry Valley Water District and San Gorgonio Pass Water Agency to ensure an adequate supply of potable water facilities to sustain existing and projected water needs.

Policy 7.2.2 Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.

Policy 7.2.3 Ensure adequate funding is available to maintain existing and future water facilities.

Policy 7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District to incorporate into their next UWMP and PWMP.

Policy 7.2.6 Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.

Policy 7.2.7 Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements.

Policy 7.2.8 Seek opportunities to incorporate groundwater recharge elements into City drainage projects and work with other agencies to implement regional groundwater recharge projects.

Policy 7.2.9 Coordinate with the Beaumont Cherry Valley Water District to periodically assess, monitor, and manage the quality of groundwater.

Policy 7.2.10 Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.

Implementation CFI3 Adequate Water Supply for New Development. Require a Water Supply Assessment for new developments to ensure adequate water supply.

Implementation CFI4 Water System Plans and Rate Study. Participate in the revision of the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Policy 7.4.4 Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

Policy 7.5.1 Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.

Policy 7.5.2 Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

Policy 7.5.3 Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Policy 7.5.4 Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.

Policy 7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Policy 7.5.6 Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.

Policy 7.5.7 Pursue grant funding and partnership opportunities for stormwater capture and/or restoration projects.

Policy 7.5.8 Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.

Policy 7.5.9 Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

Policy 7.5.10 Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.

Implementation CFI8 Low Impact Development. Develop standards to:

- determine where Low Impact Development techniques are appropriate and can incorporate best management practices.
- identify and eliminate barriers to incorporate watershed protection principles.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI21 Local Implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 (“MS4 Permit”).

Implementation S23 Update Municipal Code. Update municipal code to require:

- on site stormwater runoff retention
- limit stormwater runoff impacts on adjacent properties

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.4 Ensure waste facilities and infrastructure are designed to be safe and compatible with adjacent uses.

Policy 7.6.5 Ensure construction demolition achieves the State's 50 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Policy 7.6.7 Continue to work with regional agencies to educate residents about available drop-off and/or pickup points for e-waste and hazardous materials and chemicals, to avoid disposal into the sewer system, waste stream, or open space areas.

Implementation CFI25 Food Recovery Program. Work with local organizations and restaurants to develop a food rescue program that distributes edible food to low-income residents and promotes food waste prevention.

Implementation CF26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.

Policy 7.8.1 Ensure that adequate utility and telecommunication infrastructure support future development.

Policy 7.8.3 When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.

Policy 7.8.4 Consider aesthetic design, including well maintained grounds and fencing around substations.

Policy 7.8.5 Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.

Policy 7.8.6 Work with Southern California Edison to encourage joint use of the power line corridors.

Implementation CFI31 Telecommunication Siting. Establish siting parameters to minimize community impacts, including demonstration of compliance with federal safety standards, low-profile designs, co-location (where feasible), and minimum setbacks from residences.

Implementation CFI32 Fiber Optic Communications. Work with regional and state partners to support fiber optic market development and Beaumont's participation in the statewide diffusion of fiber optic technology.

<u>Beaumont 2040 Plan, Chapter 9 - Safety</u>

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Implementation S7 Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S10 Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.

Implementation S11 Maintenance Fund. Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Policy 11.3.6 Encourage the placement of overhead utilities underground.

Policy 11.7.7 Locate visible utilities –including all "dry" utility access, above-ground equipment, trash containers, and utility boxes –behind or to the side of buildings, behind buildings, behind screening, and away from street corners.

Policy 11.10.1 Replace aging wet and dry infrastructure to ensure safe and reliable provision of services for new and existing residents.

Policy 11.10.2 Ensure that new development pays its fair share for infrastructure and utility improvements that it necessitates.

Policy 11.12.1 Promote the use of energy and water conservation technologies and practices.

Policy 11.12.3 Consider sustainable development practices that reduce energy and water demand.

5.18.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- (Threshold B) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- (Threshold 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;

- (Threshold 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; and/or
- (Threshold E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.18.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed applicable Beaumont 2040 Plan goals and policies, would serve to ensure potential impacts to utilities and service systems are reduced to the point where impacts are less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of such proposed projects which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control, i.e., not annexed to the City, would be subject to the County's entitlement requirements.

Threshold A: ***Would the Project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?***

In regard to water facilities, the future growth envisioned by the City and anticipated by the City's water supplier, BCVWD, will require additional water supply projects to meet future demand. Potable water supplied to the City comes from groundwater. BCVWD has outlined in their 2015 UWMP future water supply/treatment projects that it plans to undertake, which will be updated by BCVWD in their forthcoming 2020 UWMP to reflect the proposed Project. Since no development proposals are part of the proposed Project, the environmental effects from constructing or expanding facilities are unknown at this time. The proposed Project does not include any specific development proposals; however, the proposed Beaumont 2040 Plan policies for *Community Facilities and Infrastructure Goal 7.2* identify the City's need to prioritize coordination with BCVWD and the development of groundwater recharge sites and other projects to increase water supplies. The proposed Beaumont 2040 Plan policies for *Community Facilities and Infrastructure Goal 7.3* also describe how recycled water will be expanded to offset existing potable uses like irrigation. Further, the proposed Beaumont 2040 Plan policies for *Land Use and Design Goal 3.2* will ensure that there will be adequate water and wastewater system capacity to meet projected demand, and the City will continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.

In regard to wastewater, the City is currently undertaking a treatment capacity expansion and systems upgrade of the City's WWTP. The purpose of which is to provide adequate treatment capacity for projected growth within the City over the next 20 years and to meet the waste discharge requirements stipulated by the Santa Ana RWQCB. The environmental effects of the WWTP upgrade/expansion project were analyzed and determined to be less than significant with incorporation of mitigation measures in the project's CEQA document (March 20, 2018, SCH No. 2018011029). One of the

outcomes of the WWTP project is the availability of treated effluent that is of such quality to be available for distribution in a recycled water system, which is consistent with the aforementioned recycled water Goal and policies. This is consistent with BCVWD's stated desire in the 2015 UWMP to partner with the City and YVWD to distribute recycled water within its service area. Although BCVWD has an extensive recycled water pipeline system, expansions will be analyzed in the future at such time they occur. The proposed Project does not include specific development proposals; therefore the environmental effects of future wastewater collection systems are unknown at this time. The proposed Beaumont 2040Plan policies for *Land Use and Design Goal 3.2* will ensure that there will be adequate water and wastewater system capacity to meet projected demand, and the City will continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements. The proposed Beaumont 2040Plan policies for *Community Facilities and Infrastructure Goal 7.5* will ensure the City continues monitoring influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

In regard to stormwater drainage, the future growth envisioned by the City and anticipated by the RCFCWCD MDP will require the construction of new and/or expanded drainage facilities to ensure the orderly progression of development while also protecting life and property from flood damage. The proposed Project does not include specific development proposals; therefore, the environmental effects of future storm water drainage facilities are unknown at this time. The proposed Beaumont 2040Plan policies for *Land Use and Design Goal 3.2* describes how the City will continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development. *Land Use and Design Goal 3.11* includes preservation of watercourses and washes necessary for regional flood control, groundwater recharge areas, and drainage for open space and recreational purposes. Further, the proposed Beaumont 2040Plan policies for *Community Facilities and Infrastructure Goal 7.4* will require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

In regard to electrical, natural gas, and telecommunication services, the Planning Area is within the service areas of SCE, SoCalGas, and various telecommunication providers. The environmental effects of future expansions of electrical, natural gas, and telecommunication facilities will be evaluated with each development proposal. Future implementing projects of the Beaumont 2040 Plan will have to coordinate with each utility provider to establish service and provide any necessary extensions of facilities. The proposed Beaumont 2040Plan policies for *Community Facilities and Infrastructure Goal 7.8* aim to provide City-wide access to high-quality energy utility and telecommunication services by ensuring adequate infrastructure is in place to support future development. Further, the policies will place new utilities underground to reduce risk and ensure the siting of facilities provides efficient and quality service.

The proposed Beaumont 2040 Plan and revised Zoning Map/Zoning Code do not include specific development applications; therefore, the environmental effect of future construction, relocation, or expansion of utilities and service systems is unknown. Because this is a first-tier, program EIR, CEQA analysis of specific facilities may be properly deferred until plans for such facilities are developed. Since detailed plans are not developed, mitigation for any such facilities would be speculative at the programmatic level of analysis. Nevertheless, the proposed Project includes policies and programs that will minimize the environmental effects of the development of such facilities, as described herein. Through implementation of existing regulations listed in Section 5.18.2 and the proposed Beaumont 2040Plan policies listed in Section 5.18.3, the environmental impacts resulting from the expansion of water, wastewater, storm drain, electrical, natural gas, and telecommunication facilities will be **less than significant** and no mitigation is necessary**.**

Threshold 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.***

As projected by the BCVWD 2015 UWMP, the continued build-out of the BCVWD service area, which includes the City and City's SOI, will require an increase in water supplies to meet future increased water demand. As described previously, BCVWD's 2015 UWMP analyzed future water demands based on the previous City land use plan and determined that future water supply projects may include groundwater recharge and stormwater capture sites, additional SWP purchases, recycled water distribution, new non-potable wells and increased groundwater banking.

BCVWD calculated the City's build-out population in 2015 at approximately 90,600 persons and 17,856 cumulative new EDUs (UWMP, pp. 3-18, 3-22). The City currently estimates an existing population of 49,241 persons. The Beaumont 2040 Plan proposes a maximum of 40,849 residential dwelling units and, based on development at a typical non-residential intensity, is anticipating approximately 33,075,597 square feet of non-residential uses (i.e. retail/service, office, industrial) in the Planning Area at 100 percent build-out. The 2015 UWMP concluded that future water demands within their service area will be met during any dry period of up to six consecutive dry years assuming future supply projects are implemented by the BCVWD. This analysis will be redone by BCVWD as part of the 2020 UWMP update which will incorporate the proposed Project. Nonetheless, future projects to increase water supplies will be required to meet future demands. The proposed Beaumont 2040Plan policies for *Land Use and Design Goal 3.2* will ensure the timely provision of services with phased development, including coordination with BCVWD to ensure access to clean and adequate water supply. General Plan policies for *Community Facilities and Infrastructure Goal 7.2* aims for a clean and sustainable water supply that supports existing community needs and long-term growth by working with BCVWD and SGPWA to ensure adequate water supplies, adequate funding, and supply projects.

For future qualifying projects, a Water Supply Assessment (WSA) will be required pursuant to SB 610 for inclusion in the projects' CEQA analysis. The WSA discerns whether the expected demand from the project has been accounted for in the forecasted demands in the most recent UWMP. A Written Verification of Supply (WV) per SB 221 is prepared as a condition of approval for a subdivision map of 500 units or more. Considered a fail-safe mechanism to provide sufficient evidence that adequate water supplies are available before construction begins, the WV is also prepared/adopted by the water supplier and approved by the land use authority. Depending on the project, one or both of these analyses may be required. The proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.2* include a requirement to review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community. Development proposals that may not warrant a WSA and/or WV still require an analysis of sufficient water supplies in the CEQA process.

Through implementation of existing regulations listed in Section 5.18.2 and the proposed Beaumont 2040Plan policies listed in Section 5.18.3, the environmental impacts to water supplies will be **less than significant** and no mitigation is necessary**.**

Threshold 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?***

See Threshold A for discussion of current City WWTP upgrade and expansion project. The WWTP's current capacity of 4.0 mgd could be reached around 2022. The WWTP is in the process of a treatment capacity expansion from 4.0 mgd to 6.0 mgd in order to serve the projected City population for the next

20 years. The future capacity of 6.0 mgd could be reached around 2038 assuming the current City growth rate, which would be a conservative assumption since development would typically slow as the City approaches buildout. Maximum flow to the WWTP, beyond the 20-year planning period, is 8.0 mgd. To this end, the WWTP has been developed in a "modular" fashion by which capacity can be economically and efficiently increased with additional trains of process equipment.

It is the City's responsibility to provide sufficient wastewater conveyance and treatment services to customers within its service area. With the City's current WWTP expansion, the City is anticipated to have adequate treatment capacity for current and future residents until approximately 2038. The WWTP discharge permit with the Santa Ana RWQCB stipulates that a capacity expansion will be needed when the influent flow reaches a certain proportion of the maximum design capacity (typically 75 percent). Because additional treatment capacity may be needed in the future, the proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.5* will ensure the City continues monitoring influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed. Further, the proposed General Plan policies for *Land Use and Design Goal 3.2* will ensure that there will be adequate water and wastewater system capacity to meet projected demand, and the City will continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements. *Goal 7.8* includes policies to encourage residential clustering as a means to preserve open space but it would have the indirect benefit of limiting development where sewer connections may not be available or feasible. Through the implementation of existing regulations listed in section 5.18.2 and the Beaumont 2040 Plan policies listed in section 5.18.3 that address wastewater treatment systems, impacts from insufficient WWTP capacity are **less than significant** and no mitigation is required.

Threshold D: *Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The amount of solid waste currently generated in the Planning Area will increase as a result of the proposed Beaumont 2040 Plan, Riverside County General Plan EIR No. 521 uses the following solid waste generation factors (p. 4.17-47):

- Residential: 0.41 tons per dwelling unit;
- Commercial: 2.4 tons per 1,000 square feet; and
- Industrial: 10.8 tons per 1,000 square feet.

Based on buildout of the Beaumont 2040 Plan at 40,849 residential dwelling units, 11,315,270 square feet of commercial uses, and 21,760,327 square feet of industrial uses, approximately 278,916 tons per year of solid waste will be generated using the generation factors above.

The City is within the service area of Lamb Canyon Landfill, and a majority of the waste generated by the City is taken to Lamb Canyon Landfill. Waste generated within the City is also taken to other Riverside County landfills, as well as various landfills throughout the state. As shown in **Table 5.18-C**, the Lamb Canyon Landfill is approximately 50 percent full as of 2015. Disposal of the municipal waste generated within the General Plan Area is ultimately the responsibility of the County of Riverside and as such, the County will direct municipal wastes to any of the available disposal sites. This could be accomplished through direct transport to an alternative landfill, or through the construction and operation of a transfer facility. Wastes generated under buildout conditions will be directed to landfills with available capacity, as

determined by the County. As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. (RC GP DEIR, p. 4.17-36.) The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan.

In addition, all future development would be required to comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341. Furthermore, Community Facilities and Infrastructure Goal 7.7 and Policies 7.7.1 through 7.7.5 and Implementation Actions CFI25 through CFI30 would reduce the demand for solid waste disposal.

The California Integrated Waste Management Act requires each city and county to prepare, adopt, and submit to CalRecycle a source reduction and recycling element that demonstrates how the jurisdiction will meet the Integrated Waste Management Act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. No aspect of the proposed General Plan would be expected to conflict with this requirement, The City of Beaumont has implemented many programs within the community as well as within its own organization to serve this purpose. Because there is adequate capacity at existing landfills to serve future development, and future development would be required to meet County and state recycling requirements to further reduce demands on area landfills, this impact would be less than significant.

Through the implementation of existing regulations listed in section 5.18.2 and the Beaumont 2040 Plan policies listed in section 5.18.3 related to solid waste reduction goals, impacts are **less than significant** and no mitigation is required.

Threshold E: ***Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

The City's Municipal Code establishes mandatory solid waste collection to comply with the requirements of AB 939. The City has also established disposal and mandatory recycling requirements for commercial facilities, single family residential and multifamily residential premises to comply with State law diversion requirements (Municipal Code Chapter 8.12). As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e. WM) to handle the City's solid waste and requires WM to cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. WM and the City work together to submit information to meet the reporting requirements of AB 939, or any other law or regulation, to reach the solid waste and recycling goals mandated by the AB 939 (Municipal Code Chapter 8.12)

The proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.6* will develop a zero-waste program that increases recycling and reduces waste sent to the landfill by encouraging construction materials to avoid "Red List" materials and chemicals, expand programs to collect food waste and green waste from commercial and residential uses, promote green purchasing options across all City departments. Consider the lifecycle effects from purchases, ensure construction demolition achieves the State's 50 percent target for material salvage and recycling of non-hazardous construction materials, ensure waste facilities and infrastructure are designed to be safe and compatible with adjacent uses, promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities, and continue to work with regional agencies to educate residents about available drop-off and/or pickup points for e-waste and hazardous materials and chemicals, to avoid disposal into the sewer system, waste stream, or open space areas.

The proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.7* will provide for an effective solid waste collection and disposal system by implementing source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. The City will establish a goal to achieve 100 percent recycling citywide for both residential and nonresidential development. Further, the City will implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle, and the City will require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services. The City will offer economic incentives to businesses within the City which are "zero waste" and develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills. Through the implementation of existing regulations in Section 5.18.2 and the Beaumont 2040 Plan policies in section 5.18.3 related to solid waste reduction goals, impacts are **less than significant** and no mitigation is required.

5.18.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the Beaumont 2040 Plan and Revisions to Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regards to utilities and service systems, no mitigation measures are necessary.

5.18.7 Level of Significance after Mitigation

With adherence to and implementation of the above-listed Beaumont 2040 Plan policies as well as adherence to Federal, State, regional, and local regulations, the impact from the Project to utilities and service systems is considered less than significant and no mitigation is necessary.

The significance of impacts to utilities and service systems resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.18.8 References

The following references were used in the preparation of this section of the Draft PEIR:

MSSP — Engineering Ventures and Urban Logic Consultants. *Master Sanitary Sewer Plan for the City of Beaumont, California.* January 22, 1996. (Available at the City of Beaumont).

CIWMP — CalRecycle Electronic Annual Report, *Annual Report Summary: Riverside-Unincorporated (2017)*, submitted July 31, 2018. (Available at https://www.rcwaste.org/Portals/0/Files/Planning/CIWMP/2017%20Annual%20Report.pdf, accessed July 12, 2019).

CalRecycle(a) CalRecycle, Local Government Information Center (LoGIC), *Jurisdiction Disposal by Facility, Disposal during 2018 for Beaumont.* (Available at https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed July 12, 2019).

CalRecycle(b) CalRecycle, Local Government Information Center (LoGIC), *Multi-year Countywide Origin Summary for the County of Riverside.* (Available at https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Origin/CountywideSummary, accessed July 12, 2019).

CalRecycle(c) CalRecycle, *Solid Waste Information System (SWIS) Facility Detail for County of Riverside* (Available at https://www2.calrecycle.ca.gov/swfacilities/Directory/, accessed July 12, 2019).

CalRecycle(d) CalRecycle, *Jurisdiction per capita disposal rate trends, post-2006* (Available at https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports, accessed September 10, 2019).

CEC California Energy Commission, *Power Source Disclosure, 2017 Power Content Label for Southern California Edison.* July 2018 version. (Available at https://ww2.energy.ca.gov/pcl/labels/2017_labels/SCE_2017_PCL.pdf, accessed July 22, 2019.)

DWR-1 California Department of Water Resources, *State Water Project Allocation Increases to 20 Percent*, May 22, 2020. (Available at https://water.ca.gov/News/News-Releases/2020/May-20/SWP-Allocation-May, accessed September 3, 2020.)

MDP Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area Zone Five.* July 1983. (Available at http://www.floodcontrol.co.riverside.ca.us/MDPMapReports.aspx, accessed July 3, 2018).

RC GP EIR, 2015 Riverside County General Plan Environmental Impact Report No. 521, public review draft, Agriculture and Forestry Resources, Section 4.5, Feb 2015.

RWQCB-1 California Regional Water Quality Control Board Santa Ana Region, *Order No. R8-2015-0026, NPDES no. CA0105376 Waste Discharge Requirements and Master Reclamation Permit for the City of Beaumont Waste Water Treatment Plant,* July 24, 2015. (Available at https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2015/R8-2015-0026_City_of_Beaumont_WWTP.pdf, accessed September 3, 2020.)

SCE(a) Southern California Edison, *Southern California Edison's Service Area.* Updated 4/25/2019. (Available at www.sce.com, accessed July 12, 2019).

SCE(b) Southern California Edison, *Southern California Edison Facts.* Updated 1/17/2019. (Available at www.sce.com, accessed July 12, 2019).

SCG(a) Southern California Gas Company, *Company Profile*. (Available at https://www3.socalgas.com/about-us/company-profile, accessed July 12, 2019).

SCG(b) Southern California Gas Company, *Pipeline Integrity Web site* (Available at https://www3.socalgas.com/stay-safe/pipeline-and-storage-safety/pipeline-integrity, accessed July 22, 2019.)

UWMP Beaumont Cherry Valley Water District, *2015 Urban Water Management Plan*. January 2017. (Available at https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf, accessed July 3, 2018.

WMP Beaumont Cherry Valley Water District, *Potable Water System Master Plan.* January 13, 2016. (Available at https://bcvwd.org/wp-content/uploads/2017/08/2016-Potable-Water-System-Master-Plan.pdf, accessed July 3, 2018).

Webb Albert A. Webb Associates, *Feasibility Study for WWTP Expansion and Salt Mitigation.* December 2016. (Available http://beaumontca.gov/DocumentCenter/View/29097, accessed July 3, 2018.)

Webb(a) Albert A. Webb Associates, *Beaumont Wastewater Treatment Plant Upgrade/Expansion and Brine Pipeline Project, SCH No. 2018011029 Final Initial Study/Mitigated Negative Declaration*. Adopted March 20, 2018 (Available at http://beaumontca.gov/DocumentCenter/View/30692, accessed July 5, 2018).

5.19 ENERGY

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to energy because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources and whether the Project conflicts or obstructs a state or local plan for renewable energy or energy efficiency.

In response to the Notice of Preparation, the City received no comment letters regarding energy. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding energy at the Project's public scoping meeting.

5.19.1 Setting

Energy sources are non-renewable if they cannot be replenished in a short period of time. Non-renewable energy resources include fossil fuels, which consist of oil, coal, natural gas, and associated byproducts such as gasoline and diesel. Energy used to power residences and commercial/industrial buildings, heat and cool buildings, and operate vehicles require the burning of nonrenewable fossil fuels. Energy use relates can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change and thus impact environmental quality. The discussion of energy most relevant to the Project is focused on electricity demand, natural gas demand, and fuel consumption.

Electricity

The City of Beaumont (City) electricity purveyor is Southern California Edison, a public utility company. SCE serves 50,000 square miles and delivers more than 87 billion kilowatt-hours (kWh) of electricity to 15 million people across 180 cities and 15 counties. SCE monitors and maintains a vast electricity system consisting of approximately 12,635 miles of transmission lines and 91,375 miles of distribution lines (SCE 2019a).

Currently, SCE is undertaking several projects in Riverside County to improve overall reliability. One major project that will benefit the City of Beaumont is the West of Devers (WOD) Upgrade project. The WOD project will help upgrade the existing transmission lines between Devers, El Casco, San Bernardino, and Vista substations to increase system transfer capacity from 1,600 megawatts (MW) to 4,800 MW. The project is undergoing construction (SCE 2019b).

SCE is dedicated to conserving energy generated by fossil fuels and increasing its portfolio of renewable energy sources. In 2017, 32 percent of SCE's energy supply was generated from renewable energy sources (CPUC 2018, p. 3), which includes biopower, geothermal, hydropower, wind, and solar photovoltaic power (CPUC 2018, p. 10). Solar photovoltaic and wind energy generates approximately 68 percent of SCE's electricity (CPUC 2018, p 10). The Renewable Portfolio Standard (RPS), discussed in

detail in subsequent discussion, requires SCE, and other utilities providers, to increase their renewable energy supply, per SB 100, to 60 percent by 2030. SCE is well positioned to meet their procurement requirement for the 60 percent RPS by 2030 per the SB 100 mandate which took effect January 1, 2019 (CPUC 2018, pp. 2, 3). SCE's electricity consumption by sector as of 2018 is provided in **Table 5.19-A – SCE Electricity Consumption in 2018 (GWh)**.

Table 5.19-A – SCE Electricity Consumption in 2018 (GWh)[a, b]

Agricultural & Water Pump	Commercial Building	Commercial Other	Industry	Mining & Construction	Residential	Streetlight	Total Usage
3,192	31,574	4,367	13,392	2,390	29,865	496	85,276

Notes:
[a] Source: (CEC 2018a)
[b] all units are in millions of kilowatt-hours (GWh) and rounded to the nearest whole number

As reported by the California Energy Commission (CEC) in **Table 5.19-A**, above, SCE consumed approximately 85.3 billion kilowatt-hours (kWh) in 2018, of which approximately 30 billion kWh were consumed by the residential sector and 31.6 billion kWh were consumed by the commercial building sector.

According to SCE, the City of Beaumont consumed approximately 205,785,604 kWh in 2018, of which the residential sector consumed 114,480,422 kWh while the nonresidential sector consumed 91,303,164 kWh.[1]

Additionally, the City entered an Energy Leaders Partnership (ELP) with SCE in 2010 to help the community, public agencies, businesses, and residents to reduce energy consumption. The ELP created and implemented an Energy Action Plan (EAP) which lists energy reducing goals for the City's and sets forth commitments to achieve these goals through specific actions. These actions include but not limited to retrofitting municipal facilities to provide greater energy efficiency (EAP 2011).

Natural Gas

The City's natural gas purveyor is Southern California Gas Company (SoCalGas), a subsidiary of Sempra Energy, a private company. As a public utility, SCG is under the jurisdiction of California Public Utilities Commission (CPUC), but can also be affected by actions of federal regulatory agencies (CPUC NGC). SoCalGas is the nation's largest natural gas distribution utility, serving 24,000 square miles and delivering natural gas to more than 500 communities.

California's existing gas supply portfolio is regionally diverse and includes supplies from on- and off-shore California sources, southwestern United States supply sources, the Rocky Mountains, and Canada (CGEU 2018, p. 12). The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), SCG, San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities (CPUC NGC).

Natural gas demand statewide, including volumes not served by utility systems, is expected to decrease at an annual rate of 0.5 percent from 2018 to 2035, and residential gas demand is expected to decline at an annual average rate of 1.4 percent, whereas demand in commercial and industrial markets is expected to increase slightly at an annual rate of 0.2 percent. While gas-fired generation will continue to be the technology of choice to meet the ever-growing demand for electric power, overall gas demand for electric

[1] Data provided by Raimi and Associates (R+A 2020)

generation is expected to decline at a rate of 1.4 percent per year for the next 17 years due to more efficient power plants, statewide efforts to minimize greenhouse gas emissions through more efficient power plants, aggressive programs pursuing demand-side reductions, and the acquisition of preferred power generation resources that produce little or no carbon emissions. Gas demand for electric power generation is expected to be moderated by CPUC-mandated goals for electric energy efficiency programs and renewable power, with 33 percent of energy needs met with renewable power by 2020 and 50 percent by 2030 and beyond (CGEU 2018, p. 4-5).

SCG projects total gas demand to decrease at an annual rate of approximately 0.74 percent from 2018 to 2035, due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to advanced metering infrastructure. By comparison, the 2016 California Gas Report projected an annual decline in demand of 0.7 percent over the forecast horizon. The difference between the two forecasts is caused primarily by stricter goals on the energy efficiency portfolio, which includes the revised updates to the Title 24 codes and standards as well as Senate Bill (SB) 350 goals that are designed to double energy efficiency savings by the year 2030. (CGEU 2018, p. 66.)

SCG also implements energy efficiency programs. SCG's conservation and energy efficiency activities are intended to help customers evaluate energy efficient options, and encourage customers to install energy efficient equipment, such as offering rebates for new hot water heaters (CGEU 2018, p. 78). SCG's cumulative annual energy efficiency cumulative savings goals are expressed for different sectors in billion cubic feet (Bcf) as seen on page 79 of the 2018 California Gas Report (CGEU 2018). SCG's goals for energy efficiency for 2018-2030 are based on the levels authorized by the CPUC's *Decision Adopting Energy Efficiency Goals for 2018-2030* (CPUC D.17-09-025), which is based on the *Energy Efficiency Potential and Goals Study for 2018* (CGEU, p. 78). SCG is subject to energy efficiency targets established by SB 32 and SB 350. SB 32, which went into effect on January 1, 2017, sets a 2030 GHG emission target of 40 percent below 1990 levels. SB 350, which was signed into law on October 7, 2015, extends this target to 50 percent by 2030. Additionally, the law requires the state to double statewide energy efficiency savings in both the electric and natural gas sectors by 2030 (CGEU 2018, pp. 89-90).

Natural gas service must be provided in accordance with SCG's policies and extension rules on file with CPUC at the time contractual agreements are made. The viability of natural gas is based on present conditions of gas supply and regulatory policies. The natural gas consumption by sector within SCG's service area is provided in **Table 5.19-B – Natural Gas Consumption in SCG Service Area in 2018.**

Table 5.19-B – Natural Gas Consumption in SCG Service Area in 2018[a, b]

Agricultural & Water Pump	Commercial Building	Commercial Other	Industry	Mining & Construction	Residential	Total Usage
78	913	75	1,714	229	2,147	5,156

Notes:
[a] Source: CEC 2018b
[b] all numbers in millions of therms and rounded to the nearest whole number

As shown in the table above, SCG consumed approximately 5.2 billion therms in 2018, of which approximately 2.1 billion therms were consumed by the residential sector and 913 million therms were consumed by the commercial building sector.

According to SCG, the City of Beaumont consumed approximately 5,943,283 therms in 2018, of which the residential sector consumed 5,199,772 therms while the nonresidential consumed 743,511 therms.[2]

Transportation Fuel

Fossil fuels are known to create the United States' transportation fuels. Fossil fuel energy sources include oil, coal, and natural gas, which are non-renewable resources that formed when prehistoric plants and animals died and were gradually buried by layers of rock; however, fossil fuel industries drill or mine for these energy sources, burn them to produce electricity, or refine them for use as fuel for heating or transportation (USDOE).

The U.S. and specifically California is defined by the automobile. In 2018, there were over 25 million vehicles registered in California by the Department of Motor Vehicles (CDMV 2018). In 2016, 39.8 percent[3] of all of California's energy use was used for transportation, approximately 3,115.6 trillion British thermal units (Btu) (USEIA F30). In 2016, California consumed 574,228 thousand barrels[4] of petroleum for transportation uses, which is approximately 3,064.8 trillion Btu (USEIA CT7).

The *2017 Integrated Energy Policy Report*, which provides the results of the California Energy Commissions assessments of a variety of energy related issues facing California, estimated that between 2018 and 2030, gasoline fuel demand for transportation in California will decline from close to 16 billion gallons in 2018 to between 12.5 billion gallons in 2030, primarily due to increases in fuel efficiency and electrification. Further, while petroleum-based fuels continue to represent the largest share of transportation fuel demand, alternative fuel demand for transportation is anticipated to increase. Electricity fuel is expected to increase from close to 150 million gallons of gasoline equivalent in 2018 to almost 600 million gallons of gasoline equivalent in 2030. Natural gas, hydrogen, and E85[5] demand is also expected to increase, however at slower rates. The growth in electricity is tied primarily to the electrification of light-duty vehicles, while the growth in natural gas reflects increased fuel diversification in trucks and buses. Compared to the billions of gallons of gasoline equivalent consumed overall, these numbers are not large, but they do represent growing sources of demand (TEFA 2017, pp. 212-213).

5.19.2 Related Regulations

Federal Regulations

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law (EISA). Among other key measures, the Act would do the following, which would aid in the reduction of national mobile and non-mobile GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
2. Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

---

[2] Data provided by Raimi and Associates (R+A 2020)

[3] 3,115.6 trillion Btu (from transportation consumption in California) / 7,830.3 trillion Btu (from total energy consumption in California) = approximately 39.8%

[4] One barrel (in reference to petroleum) is a unit of volume equal to 42 U.S. gallons (USEIA Glossary)

[5] E85 is a fuel blend of 85 percent ethanol and 15 percent gasoline (TEFA 2017, p. 182)

3 While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

USEPA and National Highway Traffic Strategy Administration (NHTSA) Joint Rulemaking for Vehicle Standards

In April 2018, the USEPA signed the Mid-term Evaluation Final Determination, which finds that the model years 2022 to 2025 GHG standards are not appropriate and should be revised (88 FR 16077). This Final Determination serves to initiate a notice to further consider appropriate standards for model years 2022 to 2025 light-duty vehicles. On August 24, 2018, the USEPA and NHTSA published a proposal to freeze the model year 2020 standards through model year 2026 and to revoke California's waiver under the CAA to establish more stringent standards (NHTSA 2018). On March 31, 2020, the NHTSA and USEPA finalized the SAFE Vehicle Rule, which increased stringency of CAFE and CO_2 emissions standards by 1.5% each year through model year 2026 (NHTSA 2020). California has filed lawsuits against the USEPA over the amendments and repeal of the waiver. As of the time of this writing, the outcome of the lawsuits were still pending.[6]

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

In response to the Massachusetts v. EPA ruling discussed above, the Bush Administration issued an Executive Order on May 14, 2007, directing the USEPA, the Department of Transportation (DOT), and the Department of Energy (DOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was created to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, and energy efficient. Major features of the ISTEA include (DOT):

- A National Highway System (NHS), consisting primarily of existing Interstate routes and a portion of the Primary System, was established.
- State and local governments were given more flexibility in determining transportation solutions, whether transit or highways, and the tools of enhanced planning and management systems to guide them in making the best choices.
- New technologies, such as intelligent vehicle highway systems (now known as Intelligent Transportation Systems or ITS) and prototype magnetic levitation systems, were funded.
- The private sector was tapped as a source for funding transportation improvements.
- The Act continued discretionary and formula funds for mass transit.
- Highway funds were available for activities that enhance the environment, such as wetland banking, mitigation of damage to wildlife habitat, historic site, activities that contribute to meeting air quality standards, a wide range of bicycle and pedestrian projects, and highway beautification.
- Highway safety was further enhanced by a new program to encourage the use of safety belts and motorcycle helmets.

[6] https://oag.ca.gov/news/press-releases/attorneys-general-becerra-james-sue-trump-administration-unlawfully-cutting; https://oag.ca.gov/news/press-releases/attorney-general-becerra-files-lawsuit-against-epa-attacking-california%E2%80%99s

- State uniformity in vehicle registration and fuel tax reporting was required.

The Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) builds upon the initiatives established in the ISTEA legislation discussed previously (DOT). TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs (FHWA 2015). TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety (FHWA 1998).

State Regulations

At the State level, the California Air Resources Board (CARB), CEC and CPUC are agencies with authority over different aspects of energy. CPUC regulates privately-owned utilities in the energy, rail, telecommunications, and water sectors. CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. CARB focuses on California's unique air quality challenges by setting the state's own stricter emissions standards for a range of statewide pollution sources including vehicles, fuels and consumer products. Major State energy-related laws and plans are discussed below.

California Air Resources Board (CARB)

CARB's 2016 Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve greenhouse gas emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The estimated benefits of the strategy in reducing emissions from mobile sources includes an 80 percent reduction of smog-forming emissions and a 45 percent reduction in diesel particulate matter from today's levels in the South Coast. Statewide, the Mobile Source Strategy would also result in a 45 percent reduction in greenhouse gas emissions, and a 50 percent reduction in the consumption of petroleum-based fuels. (CARB 2016, p. 3)

Regulations adopted or under development as a result of the Mobile Source Strategy include: increases to fuel efficiency, near-zero and zero-emission technologies, renewable fuels for on-road vehicles, and deployment of zero-emission technology, increases to worksite efficiencies, and increases in renewable fuels for off-road equipment, (CARB 2016, p. 11)

California Energy Commission (CEC)

The CEC was formed by Assembly Bill (AB) 1575, also known as the Warren-Alquist Act (CEC WAA), and is the State's primary energy policy and planning agency (CEC 2019). AB 1575, also requires EIRs to consider wasteful, inefficient, and unnecessary consumption of energy (CEC AB 1575, p. 2) and was the driving force behind the creation of Appendix F to the CEQA Guidelines. CEC was established to address the State's energy challenges, and is responsible for the creation of the State Energy Plan. The State Energy Plan identifies the emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan recommends that the State assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. The State Energy Plan also identifies a number of strategies, including providing assistance to public agencies and fleet operators, encouraging urban designs that reduce vehicles miles traveled, and accommodating pedestrian and bicycle access.

California Public Utilities Commission (CPUC)

CPUC regulates investor-owned electric and natural gas utilities operating in California, which includes SCG and SCE (CPUC Electric). The CPUC regulates the natural gas rates and natural gas services, including in-State transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing (CPUC NGC). In 2008, the CPUC adopted the state's first "Long-Term Energy Efficiency Strategic Plan" for achieving energy savings in various sectors throughout California. In 2011, the Strategic Plan was updated to include a chapter related to lighting (CPUC EESP).

California Code of Regulations (CCR Title 24)

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions and energy efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions. (SB 2015, p. 6.)

The CEC adopted 2019 Standards which became effective January 1, 2020. The 2019 Standards will reduce energy use by seven and 30 percent for residential and non-residential buildings, respectively (CEC 2019, p. 1.). The 2019 Standards also require residential buildings to included photovoltaic (PV) systems.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen), was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of volatile organic compounds (VOC) emitting materials, strengthen water conservation, and require construction waste recycling. (SB 2015, p. 7.)

The 2019 CALGreen Code also became effective January 1, 2020 (CBSC 2019, webpage). The 2019 CALGreen Code requires, among other things, waste reduction measures including: providing readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling, and a minimum 65 percent diversion of construction and demolition waste from landfills. Site development measures include electric vehicle charging facilities and bicycle racks. Water reduction measures include: the reduction of generation of wastewater by either installing water-conserving fixtures or using non-potable water systems. Pollution reduction measures include requiring low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard. Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet are required to ensure that all are working at their maximum capacity according to their design efficiencies.

Assembly Bill 939 and Assembly Bill 341

Assembly Bill 939, The California Integrated Waste Management Act of 1989, which was later modified by AB 341, required each jurisdiction within the state to include the following:

- Diversion of 25% of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities
- Diversion of 50% of all solid waste on and after January 1, 2000
- Source reduction, recycling, and composting of 75% of all sold waste on or after 2020 and annually thereafter

The California Department of Resources Recycling and Recovery (CalRecycle) was required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal. (CalRecycle 2020, webpage)

Assembly Bill 1493

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lower GHG emissions from new light-duty autos to the maximum extent feasible. Additional strengthening of the Pavley standards (previously referred to as "Pavley II," now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 (and more for years beyond 2020). (SB 2015, p. 5.)

Renewable Portfolio Standard

The Renewable Portfolio Standard (RPS) required energy providers to derive 33 percent of their electricity from qualified renewable sources by 2020. This is anticipated to lower emission factors (i.e., fewer GHG emissions per kilowatt-hour used) from utilities across the state; however, potential GHG reductions from this legislation were not applied to the electricity in Southern California Edison (SCE) service territory due to the uncertainty in SCE's generation sources after the closure of the San Onofre Nuclear Generating Station. (SB 2015, p. 7.)

Senate Bill 350 (SB 350), signed in 2015, increased the RPS from 33 percent in 2020 to 50 percent by 2030 and will double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030. (CARB 2017, p. 2)

Senate Bill 100 (SB 100) was subsequently signed in 2018 and directs the California Public Utilities Commission (CPUC), CEC, and CARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also accelerates the RPS to 50 percent by 2026 and to 60 percent target 2030. (SB 100 2018)

Assembly Bill 1007- State Alternative Fuels

Assembly Bill (AB) 1007 requires the CEC to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the CEC with the California Air Resources Board and in consultation with other federal, state, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce GHG emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan (CEC 2007, p. 10).

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations (California Code of Regulations [CCR] Title 20, Parts 1600–1608) contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California.

Local Regulations

Sustainable Beaumont

In 2015, the City of Beaumont developed and approved *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

Beaumont Municipal Code

The following chapter of the Beaumont Municipal Code address energy conservation topics:

Title 15 – Building and Construction, Chapter 15.19 – Energy Code

Chapter 15.19 of the City of Beaumont Municipal Code (BMC) adopted the California Energy Code, Title 24, California Code of Regulations, Part 6, including any and all amendments thereto that may hereafter be made and adopted by the State of California through the approval of ordinance no. 1079 § 14, 12-6-2016.

5.19.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential energy impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential energy impacts include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.2 Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.

Policy 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

Goal 3.7: A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD11 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

<u>Beaumont 2040 Plan, Chapter 4 – Mobility</u>

Goal 4.1: Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Goal 4.3: A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.2 Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.7: Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.

Policy 4.7.2 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

Policy 4.7.3 Actively identify and implement parking solutions that are sensitive to the environmental and aesthetic goals of the City and the Beaumont Downtown Area Plan.

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M14 Traffic Calming Measures in Downtown. Finalize standards to create a defined, walkable, and safe core, along the Sixth Street and Beaumont Avenue corridors, by implementing traffic calming features, planting street trees to provide shade, and providing on-street parking consistent with the Beaumont Downtown Area Plan.

Implementation M25 Special Events. Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.
- Be consistent with the Downtown Area Plan.

<u>Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal</u>

Goal 5.1: A dynamic local economy that attracts diverse business and investment.

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

<u>Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice</u>

Goal 6.5: A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Policy 6.5.4 Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.

<u>Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure</u>

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

Policy 7.6.5 Ensure construction demolition achieves the State’s 65 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/ grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

Policy 8.1.5 Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.6 When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy 8.1.7 Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Policy 8.1.8 Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy 8.1.9 Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: A City which encourages energy from renewable sources.

Policy 8.2.1 Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy 8.2.2 Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.

Policy 8.2.3 Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: A City that reduces citywide greenhouse gas emissions.

Policy 8.3.1 Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- 1990 levels by 2020
- 40 percent below 1990 levels by 2030
- 60 percent below 1990 levels by 2040

Policy 8.3.2 Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.

Policy 8.3.4 Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

Policy 8.3.5 Prioritize municipal policies and programs that reduce the City's carbon footprint such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

Policy 8.3.6 Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.

Policy 8.3.7 Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.5 Consider incentives for the inclusion of live/work creative studio space in new developments in Downtown.

Implementation C1 Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.

Implementation C2 Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.

Implementation C3 Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency

and reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

<u>Beaumont 2040 Plan, Chapter 9 – Safety</u>

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.

- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

<u>Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan</u>

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Policy 11.4.3 Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.1 Promote the use of energy and water conservation technologies and practices.

Policy 11.12.2 Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.

Policy 11.12.3 Consider sustainable development practices that reduce energy and water demand.

Policy 11.12.4 Ensure that new development does not result in wind and solar access impacts.

Policy 11.12.5 Avoid creating a "canyon effect" through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Policy 11.12.7 Consider changes to the building code that will increase energy efficiency.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Implementation DAP12 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Revised Zoning Ordinance

The Revised Zoning Ordinance adds Section 17.11.140 to provide regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential energy impacts.

5.19.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. and/or,
- (Threshold B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.19.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential energy impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold 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?***

Based on CEQA Guidelines, Appendix G, Environmental Checklist Form, and Appendix F, Energy Conservation, to ensure energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential impacts of proposed projects with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources, as applicable. Environmental effects may include a proposed project's energy requirements and its energy-use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of a proposed project on local and regional energy supplies; the effects of a proposed project on peak and base period demands for electricity and other forms of energy; the degree to which a proposed project complies with existing energy standards; the effects of a proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The energy and fuel usage information provided in this section are based on data provided by Raimi and Associates (R+A 2020).

Short Term Construction Impacts

Development projects constructed under the Beaumont 2040 Plan would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, VMT, and fuel efficiency of vehicles. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction. Furthermore, the construction contractors are required to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of 13 CCR Article 4.8, Chapter 9. Such required practices

would limit wasteful and unnecessary energy consumption. Energy use during construction would be temporary and over time would become more energy and fuel-efficient due to advances in technology and fuel economy described above in Section 5.19.2 and therefore would not be wasteful or inefficient; construction impacts to energy resources are considered be **less than significant and no mitigation measures are necessary**.

Long Term Impacts During Operation

Operation of new development projects accommodated under the Beaumont 2040 Plan would create additional demand for electricity and natural gas compared to existing conditions. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting.

Electricity and Natural Gas

Raimi and Associates (R+A) estimated the future electricity and natural gas usage at buildout of the Beaumont 2040 Plan as part of the GHG analysis evaluated in Section 5.7 of this Draft PEIR. The energy consumption estimates incorporated the regulatory requirements from the Renewable Portfolio Standard (RPS) which requires 60 percent electricity be renewable in 2030, and 100 percent be carbon-free in 2045 and current Title 24 requirements. These estimates are shown in **Table 5.19-C – 2040 Forecast Energy Consumption**.

Table 5.19-C – 2040 Forecast Energy Consumption

Category	2040 Annual Energy Usage	
	Electricity (KWh)	Natural Gas (Therms)
Residential	279,177,409	12,680,412
Nonresidential	295,339,560	2,405,045
Total	**574,516,969**	**15,085,457**

Source: R+A 2020

As previously stated in Section 5.19.1, the existing (2018) electricity and natural gas consumption within the City limits total 205,783,586 kWh and 5,943,283 therms, respectively. In comparison, SCE produced approximately 85 billion kWh of electricity in 2018 and SCG produced approximately 5.2 billion therms of natural gas in 2018 (**Tables 5.19-A** ad **5.19-B**). Thus, the Beaumont 2040 Plan's energy requirements would account for a negligible percent (approximately 0.7 and 0.3 percent, respectively) of the existing consumption of electricity and natural gas and would not significantly affect regional supplies.

While the electricity and natural gas demand for the Planning Area would increase compared to existing conditions, developments accommodated under the Beaumont 2040 Plan would be required to comply with the regulations described above in Section 5.19.2. In particular, current and future updates to the Title 24 Building Energy Efficiency Standards and CALGreen Code would contribute in reducing the energy demands shown in **Table 5.19- C**. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Title 24 Building Energy Efficiency Standards and CALGreen Code will result in greater building energy efficiency and move closer toward buildings achieving zero net energy. In addition, the RPS increases energy sourced from renewable resources, towards being carbon free in 2045.

Implementation of the Beaumont 2040 Plan goals 8.1, 8.2, 8.3, 8.11, 9.10, and 11.12 and their policies and implementation actions listed above in Section 5.19.3, above, contribute to reducing energy consumption through increasing energy efficiency, energy conservation, and use of renewable energy. The Revised Zoning Ordinance also includes a new section (Section 17.11.140) that provides regulations for wind energy conversion systems (WECS) which accommodates future development of renewable energy sources in the Planning Area. When taken together, these policies and requirements increase energy efficiency and reduce wasteful, inefficient use of energy resources.

Transportation Fuel

Raimi and Associates (R+A) estimated the GHG emissions from future gasoline and diesel fuel usage at buildout of the Beaumont 2040 Plan as part of the GHG analysis evaluated in Section 5.7 of this Draft PEIR. The transportation fuel estimates incorporated the regulatory requirements from the Clean Car Standards currently available in CARB emissions factor (EMFAC) model and the vehicle miles traveled (VMT) data from the Traffic Impact Analysis (TIA) (Appendix F.1). These standards require that vehicles sold in California meet minimum fuel efficiency requirements, and that fuel sold in the state emits less GHGs during production and use. The EMFAC model contains fuel consumption data that was used to estimate the gasoline and diesel fuel consumption for the Planning Area. These estimates are shown in **Table 5.19-D – 2040 Forecast Fuel Consumption**.

Table 5.19-D – 2040 Forecast Fuel Consumption

Category	2040 Annual Estimate	
	VMT	Gallons
Gasoline	1,527,906,125	40,221,722
Diesel	197,399,736	26,603,256
Total	**1,725,305,861**	**66,824,978**

Source: R+A 2020

In 2019, the State of California consumed approximately 15.3 billion gallons of gasoline and 3.0 billion gallons of diesel fuel (CDTFA). Thus, the annual fuel usage at buildout of the Beaumont 2040 Plan would account for a negligible percent of the existing diesel and gasoline fuel consumption in California.

Implementation of the Beaumont 2040 Plan Beaumont 2040 Plan goals 3.1, 3.3, 3.7, 3.8, 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 8.3, 8.11, 11.1, 11.3, 11.4,11.8, and 11.12 and their policies and implementation actions listed above in Section 5.19.3, above, promote mixed-use development, alternative forms of transportation and investing in infrastructure for public and active transport, contributing to the reduction of transportation fuel.

In conjunction with regulatory requirements, implementation of the Beaumont 2040 Plan will ensure that energy demand associated with growth in the Planning Area would not be inefficient, wasteful, or unnecessary. Therefore, energy impacts associated with implementation the Beaumont 2040 Plan would be **less than significant and no mitigation measures are necessary**.

Threshold B: ***Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

There are two renewable energy plans that would apply to the project; the Renewables Portfolio through the State and the local Sustainable Beaumont Plan.

Renewables Portfolio Standard (RPS)

The state's electricity grid is transitioning to renewable energy under the RPS. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. As stated in Section 5.19.2, the RPS goals have been updated since adoption with 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State objective of transitioning to renewable energy. The development accommodated under the Beaumont 2040 Plan would comply with the current and future iterations of the Title 24 Building Energy Efficiency Standards and CALGreen Code. Furthermore, as discussed under Threshold A, the Beaumont 2040 Plan includes goals 8.1, 8.2, 8.3, 8.11, 9.10, and 11.12 and their policies and implementation actions listed above in Section 5.19.3, above, contribute to reducing energy consumption through increasing energy efficiency, energy conservation, and use of renewable energy. The Revised Zoning Ordinance also includes a new section (Section 17.11.140) that provides regulations for wind energy conversion systems (WECS) which accommodates future development of renewable energy sources in the Planning Area. Therefore, implementation of the Beaumont 2040 Plan would not conflict with or obstruct implementation of the RPS, and **no impact** would occur.

Sustainable Beaumont Plan

As stated in Section 5.19.2, the City adopted the Sustainable Beaumont Plan in 2015, which provides a comprehensive plan to use energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, so the City can keep dollars in its local economy, create new green jobs, and improve community quality of life in addition to reducing greenhouse gas (GHG) emissions. (SB 2015, p. 1).

The Beaumont 2040 Plan builds upon the Sustainable Beaumont Plan and includes goal 8.3 and associated policies and implementation actions listed above in Section 5.19.3, above, that require the City to establish GHG reduction targets, implement reduction measures, monitor and update programs that address energy from all sectors. As discussed for Threshold A, addition goals involve increasing energy conservation and efficiency, mixed-use development, alternative forms of transportation and investing in infrastructure for public and active transportation, all of which contribute to the reduction of electricity, natural gas, and transportation fuel. These goals and their associated policies and implementing actions would contribute to the reduction in energy demand throughout the city. Thus, implementation of the Beaumont 2040 Plan would not conflict with or obstruct implementation of the Sustainable Beaumont Plan, and thus **no impact** would occur.

5.19.6 Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the proposed Project will not result in significant adverse impacts with regards to energy, no mitigation measures are necessary.

5.19.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to energy. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable federal, state, and local standards/regulations discussed herein, the Project's potential impacts regarding energy were found to be **less than significant**.

The significance of energy impacts resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.19.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC	City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 6, 2020.)
CalRecycle 2020	California Department of Resources Recycling and Recovery, *California's 75 Percent Initiative*, webpage. (Available at https://www.calrecycle.ca.gov/75Percent/, accessed August 20, 2020.)
CARB 2016	California Air Resources Board, *Mobile Source Strategy*. May 2016. (Available at: https://ww3.arb.ca.gov/planning/sip/2016sip/2016mobsrc.pdf, accessed September 2020.)
CARB 2017	California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017. (Available at https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf, accessed August 2020.)
CBSC 2019	California Building Standards Commission, *2019 California Green Building Standards Code*, July 2019. (Available at https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen, accessed August 19, 2020.)
CDTFA	California Department of Tax and Fee Administration, *Taxable Gasoline and Diesel Gallons 10 Year Report*. (Available at https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed August 2020.)
CEC 2007	California Energy Commission, *State Alternative Fuels Plan,* December 2007. (Available at http://www.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF, accessed August 2020.)
CEC 2018a	California Energy Commission, Energy Consumption Data Management System. *California Energy Consumption Database, Electricity Consumption by Entity*. (Available at http://www.ecdms.energy.ca.gov/elecbyutil.aspx , accessed September 5, 2019.)

CEC 2018b	California Energy Commission, *Energy Consumption Data Management System*, *California Energy Consumption Database, Natural Gas Consumption by Entity.* (Available at http://www.ecdms.energy.ca.gov/gasbyutil.aspx, accessed September 5, 2019).
CEC 2019	California Energy Commission, *2019 Building Energy Efficiency Standards Frequently Asked Questions*, March 2018. (Available at https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed August 19, 2020.)
CDMV 2018	California Department of Motor Vehicles, *Statistics for Publication January through December 2018*, March 2018. (Available at https://www.dmv.ca.gov/portal/wcm/connect/5aa16cd3-39a5-402f-9453-0d353706cc9a/official.pdf?MOD=AJPERES, accessed July 11, 2019.)
CGEU 2018	California Gas and Electric Utilities. *2018 California Gas Report*. (Available at https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf , accessed July 10, 2019.)
CPUC D.17.09.025	California Public Utilities Commission, *Decision 17.09.025, Decision Adopting Energy Efficiency Goals for 2018-2030,* September 28, 2017. (Available at https://docs.wixstatic.com/ugd/849f65_aaa3bb284dba46609fe699fc1798ba20.pdf, accessed July 11, 2019).
CPUC 2018	California Public Utilities Commission, *California Renewables Portfolio Standard Annual Report, November 2018.* (Available at http://cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/Utilities_and_Industries/Energy_-_Electricity_and_Natural_Gas/Renewables%20Portfolio%20Standard%20Annual%20Report%202018.pdf, accessed July 10, 2019.)
CPUC NGC	California Public Utilities Commission, *Natural Gas and California*. (Available at http://www.cpuc.ca.gov/General.aspx?id=4802, accessed July 10, 2019.)
EAP 2011	City of Beaumont Energy Commission, *City of Beaumont Energy Action Plan*. 2010-2012 (Available at, http://beaumontca.gov/DocumentCenter/View/27816, accessed July 10, 2019.)
EPCA	Government Publishing Office, *Energy Policy and Conservation Act, Public Law 94-163, As Amended Through 115-270, Enacted October 23, 2018*, November 5, 2018 (Available at https://www.govinfo.gov/content/pkg/COMPS-845/pdf/COMPS-845.pdf , accessed July 11, 2019).
R+A 2020	Raimi and Associates, B*eaumont General Plan Update – GHG Analysis Data Spreadsheets*, August 29, 2020. (Available at the City of Beaumont.)

SB 2015	City of Beaumont, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, October 2015. (Available at https://www.beaumontca.gov/DocumentCenter/View/27815/Beaumont-Climate-Action-Plan?bidId=, accessed August 2020.)
SB 100 2018	Legislative Counsel of California, *California Senate Bill 100*, September 2018. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100, accessed August 20, 2020.)
SCE 2019a	Southern California Edison, *About Us – Who We Are.* (Available at https://www.sce.com/wps/portal/home/about-us/who-we-are/, accessed July 10, 2019.)
SCE 2019b	Southern California Edison, *Projects in Progress: West of Devers Projec*t. (Available at https://www.sce.com/about-us/reliability/upgrading-transmission/west-of-devers July 10, 2019.)
TEFA 2017	California Energy Commission, *Final 2017 Integrated Energy Policy Report*, February 2018. (Available at https://www.energy.ca.gov/2017_energypolicy/, accessed July 11, 2019.)
USDOE	United States Department of Energy, *Energy Sources, Fossil*. (Available at https://www.energy.gov/science-innovation/energy-sources/fossil, accessed July 11, 2019.)
USEIA CT7	United States Energy Information Administration, *Table CT7: Transportation Sector Energy Consumption Estimates, 1960-2016, California*. (Available at https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_use/tra/use_tra_CA.html&sid=CA, accessed July 11, 2019.)

3)

5.20 WILDFIRE

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to wildfire because they address site planning, building design, and community aesthetics, rather than physical changes to the land and were prepared for compatibility with the proposed General Plan Update.

Impacts related to the adoption and implementation of the Beaumont 2040 Plan and adoption and implementation of the DAP will be addressed herein. The revised Zoning Ordinance/Zoning Map will have similar types of land uses as the General Plan Update for consistency purposes; therefore, all discussions which apply to the General Plan Update shall also apply to the revised Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential impacts to the Project from risk of wildfire.

5.20.1 Setting

A wildfire is an unplanned fire that burns in a natural area such as a forest, grassland, or prairie (FEMA 2018). The potential for exposure to wildfire hazards can be reduced by: elimination of wildfire hazards areas; land use plans and policies that discourage or prohibit development proximate to known wildfire hazards areas; and site plans and tract/parcels maps that incorporate adequate clear areas acting to protect structures from wildfire hazards, and facilities that evidence fire-resistant designs. (GP EIR 2006, p. 4.8-3).

Primary fire protection services within the City are provided by the Riverside County Fire Department (RCFD). These services are supplemented by the California Department of Forestry and Fire Protection (CalFire). In addition to protection and response services, RCFD also implements programs designed to help prevent fires and reduce fire hazards, including but not limited to: participation in land use and development review processes, building inspection, and public education and awareness (GP EIR 2006, p. 4.8-4).

Wildfire Severity

The severity of potential is influenced by four factors: fire origin, vegetation, climate, and slope (GP EIR 2006, p. 4.8-3).

Fire Origin

A wildfire is defined as occurring in a natural, outdoor area (FEMA). However, wildfires can affect buildings if they spread to nearby communities. Urban development can exacerbate wildfire risk, specifically areas with low- to intermediate- housing density were most likely to burn, potentially due to intermingling with wildland vegetation or difficulty of firefighter access. Fire frequency also tends to be highest at low to intermediate housing density, at least in regions where humans are the primary cause of ignitions (CNRA 2018, pp 86-87).

Per the City's General Plan Land Use Plan (**Figure 3-4**), the City and the Sphere of Influence contains areas of open space as well as residential development of various densities and other urban land use designations (commercial, industrial, etc.) in proximity to these open space areas. Thus, the potential for structures in developed areas to become involved in wildfire exists within the Project area.

Vegetation

The amount and concentration of vegetation available is considered potential fuel for a fire (GP EIR 2006, p. 4.8-4). The amount of moisture within vegetation is the most important factor in determining its flammability; the less moisture, the less flammable. Generally, dead vegetation has less moisture that living vegetation, and thus is more flammable. In addition, the chemical makeup of the vegetation, the density of plant growth, and moisture in the underlying soil also determine the effectiveness of vegetation as fire fuel (NPS 2017).

The amount and concentration of vegetation available is defined as the “fuel load.” Light fuel loads typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuel loads consist of heavier brush and timber over six feet high. The majority of the fuel loads in the City are characterized as light fuels with some medium fuels in the southern and western portions of the Project area (GP EIR 2006, p. 4.8-4).

Climate

Weather conditions such as wind, temperature, and humidity also contribute to fire behavior. Wind is one of the most important factors because it can bring a fresh supply of oxygen to the fire and push the fire toward a new fuel source (NPS 2017). The majority of fires in Southern California occur when the marine airflow is displaced by the dry Santa Ana winds after long dry periods. Wind velocities can reach up to 100 miles per hour in exposed open space areas and relative humidity sometimes reaches zero. The westerly winds that blow with considerable force through the eastern portion of the San Gorgonio Pass can also contribute to fire hazards in the Planning Area (GP EIR 2006, p. 4.8-4).

Slope

Topographical features, specifically slope, can help or hinder the spread of fire as well as during fighting the spread of fire. Slope can determine how quickly a fire will move up or down hills. For example, if a fire ignites at the bottom of a steep slope, it will spread much more quickly upwards because it can pre-heat the upcoming fuels with rising hot air, and upward drafts are more likely to create spot fires (NPS 2017). The Project contains various steepness of slopes ranging from 0 to 5 degrees to 41 to 70 degrees (see **Figure 5.6-5, Steep Slopes**); thus, some areas could be susceptible to additional wildfire risk due to steep slopes.

Wildfire Hazards

CalFire classifies wildfire hazard areas in California. CalFire maps fire hazards within State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). LRAs are lands on which neither state nor federal government have any legal responsibility for providing fire protection (NWCG 2019). SRAs are defined as land exclusive of cities and federal lands regardless of ownership, which are classified by the State Board of Forestry as areas in which the primary financial responsibility for preventing and suppressing fires is that of the State of California (CalFire 2013). Per California Public Resource Code 4201-4204, SRAs are mapped based on relevant factors such as fuels, terrain, and weather, and their potential for causing ignition to buildings (CalFire 2007).

Per California Government Code 51175-89, CalFire is required to identify very high fire hazard severity zones (VHFHSZs). Fire hazards can be in state responsibility areas (SRA) or Local Responsibility Areas (LRA), and within either SRAs or LRAs, there are VHFHSZs, or non-VHFHSZs. Mapping of the VHFHSZ is based on data and models of potential fuels over a 30-50 year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CalFire 2009).

Figure 5.20-1 – Fire Hazard Severity Zones depicts the zones pursuant to the latest CalFire information (https://egis.fire.ca.gov/FHSZ/). As shown on **Figure 5.20-1**, the majority of the City limits are within a LRA (CalFire 2020), while a large portion of the Sphere of Influence is identified being within a SRA. There are a few pockets of VHFHSZ within the City Limits, as the majority of the SOI in the southern portion of the Planning Area is VHFHSZ. This VHFHSZ area is associated with the open space and conservation lands within the SOI.

5.20.2 Related Regulations

Federal Regulations

The Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (FEMA DMA) requires mitigation planning requirements for State, local, and Indian Tribal governments as a condition of mitigation grant assistance from the Federal Emergency Management Agency (FEMA). Specifically, a State mitigation plan is required in order to receive disaster assistance from FEMA and adds incentives for increased coordination and mitigation of disaster plans. The Act has also established new requirements for local mitigation plans.

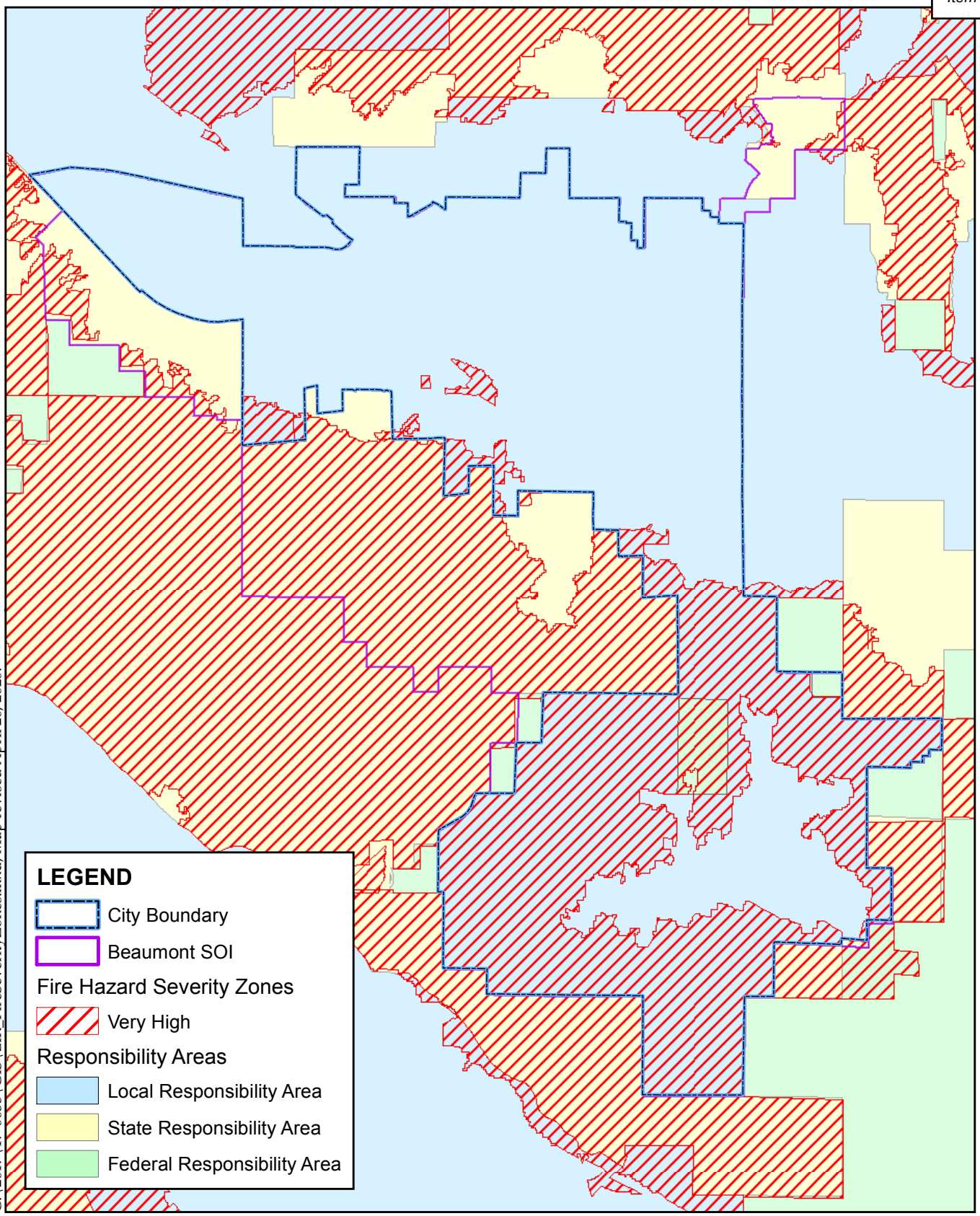
National Fire Plan

In 2000, the National Fire Plan was developed by the Secretaries of the Departments of Agriculture and Interior as a report on how to respond to severe, ongoing fire activity, reduce impacts of fires on rural communities and the environment, and ensure sufficient firefighting resources in the future. This report, entitled *Managing the Impacts of Wildfire on Communities and the Environment: A Report to the President in Response to the Wildfires of 2000*, became the basis of the National Fire Plan (CHDS 2007). The National Fire Plan addresses five objectives: Firefighting, Rehabilitation, Hazardous Fuels Reduction, Community Assistance, and Accountability (FAR NFP). The National Fire Plan developed its implementation strategy via its *10-Year Comprehensive Strategy* and its *Implementation Plan*. Based on these two reports, in 2002 the President at the time (George W. Bush) announced the Healthy Forest Initiative to implement the National Fire Plan; this became the Healthy Forests Restoration Act of 2003. The National Fire Plan, as enacted under the Healthy Forests Restoration Act of 2003, works towards the goals of reducing the devastation of wildland fires and improving the health of forests and rangelands (CHDS 2007).

The National Cohesive Wildland Fire Management Strategy

Under the direction of the *Federal Land Assistance, Management, and Enhancement Act of 2009* (the FLAME Act), the Secretary of the Interior and the Secretary of Agriculture created the *National Cohesive Wildland Fire Management Strategy* report. This report contains a cohesive wildfire management strategy as directed by the FLAME Act and under the advisement of the intergovernmental Wildland Fire Leadership Council. The most recent version of this report is 2014's *The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy* (FAR 2014, p. 1).

Page intentionally left blank



G:\2017\17-0033\GIS\EIR_FireSeverityZones.mxd; Map revised April 20, 2020.

Sources:CalFire, 2020; Raimi+ Assoc. 2019.

Figure 5.20-1 Fire Hazard Severity Zones

City of Beaumont General Plan Update

0 1 2 3 Miles

Page intentionally left blank

State Regulation

2018 California State Hazard Mitigation Plan

Created by the California Governor's Office of Emergency Services (CGOES), the 2018 California State Hazard Mitigation Plan (SHMP) represents the state's primary hazard mitigation guidance document. The primary goal of the SHMP is to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. It includes an updated statewide risk assessment, disaster history, and statistics; recent mitigation progress, success stories, and best practices; updated state hazard mitigation goals, objectives, and strategies; and updated climate mitigation progress and adaptation strategies (CGOES HMP). The SHMP is required by FEMA under the Disaster Mitigation Act of 2000, which requires states to have disaster mitigation plans as described above (CGOES 2018, FEMA 2015).

California Department of Forestry and Fire Protection (CalFire)

The California Department of Forestry and Fire Protection (CalFire) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. The Office of the State Fire Marshal (OSFM) supports the Cal Fire mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state-owned or operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies (CalFire About).

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2015 International Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of CCR 24 of the California Code of Regulations (CCR 24).

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CalFire. The main objectives of the California Fire Plan are as follows: involve the community; assess community risk; and develop solutions and implement projects (CalFire CFP).

California Government Code Section 51182

California Government Code Section 51182 specifically requires people who own, lease, control, operate, or maintain a building or structure on or adjoining land within a VHRHSZ, to do all of the following: (A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards (CGC 51182).

California Public Resource Code 4290

California Public Resource Code 4290 require the following measures related to fire hazards (CPRC 4290):

1) Road standards for fire equipment access.
2) Standards for signs identifying streets, roads, and buildings.
3) Minimum private water supply reserves for emergency fire use.
4) Fuel breaks and greenbelts.

California Public Utilities Commission General Orders

General Order 95

General Order 95 contains requirements for overhead electric line design, construction (including reconstruction) and maintenance, to ensure adequate service and safety (CPUC 95, p. I-3). General Order 95 includes fire safety requirements; these requirements are implemented by the California Public Utilities Commissions by several other Rules and General Orders, as follows:

- Rule 18A requires utility companies take appropriate corrective action to remedy safety hazards (CPUC 95, p. I-8).
- Rule 18B requires that each utility company establish an auditable maintenance program (CPUC 95, p. I-9).
- Rules 31.2 requires that lines be inspected frequently and thoroughly to ensure they are in good condition (CPUC 95, p. III-6).
- Rule 35 requires that vegetation management activities be performed in order to establish necessary and reasonable clearances. These requirements apply to all overhead electrical supply and communication facilities that are covered by General Order 95, including facilities on lands owned and maintained by California State and local agencies (CPUC 95, pp. III-19 – III-21).
- Rule 38 establishes minimum vertical, horizontal, and radial clearances of wires from other wires (CPUC 95, p. III-28).

General Order 165

General Order 165 sets requirements for electrical distribution facilities inspections to ensure safety. Utilities must perform both “patrol” (a simple visual inspection meant to identify obvious problems) and “detailed” inspections (a more careful, detailed) examination over a specific time period based on the type of equipment (CPUC 165, p. 2, 5). Utilities must also submit an annual report of their inspections to the California Public Utilities Commission (CPUC 165, p. 4).

General Order 166

General Order 166 requires that investor-owned utilities develop fire prevention plans. The fire prevention plans must include the measures the utility plans to implement to mitigate the threat of power-line fires, identify areas in the utility’s service territory where there are specific fire-weather conditions and fire-threat indicators (CPUC 166, pp. 6-7). Utilities must also report annually to the California Public Utilities Commission on their compliance with this order (CPUC 166, p. 13).

Executive Order N-05-19

On January 9, 2019, Governor Gavin Newsom issued Executive Order N-05-19 in order to address the recent damaging wildfires happening in California. Executive Order N-05-19 directs CalFire, in consultation with other state agencies and departments, to recommend immediate, medium and long-term actions to help prevent destructive wildfires. In response, CalFire (with the contribution of several other state agencies) created the *Community Wildfire Prevention & Mitigation Report* (February 22, 2019) which contains recommendations to reduce the damage from wildfires across the state. Specifically, they focus on reducing wildfire fuel (such as vegetation clearing), long-term community protection (creating defensible space in communities), wildfire prevention, and forest health (CalFire 2019, pp. 1-3).

Senate Bill 1241

Senate Bill 1241 required the Office of Planning and Research, the California Natural Resources Agency, and CalFire to develop "amendments to the initial study checklist of the [CEQA Guidelines] for the inclusion of questions related to fire hazard impacts for projects located on lands classified as state responsibility areas, as defined in section 4102, and on lands classified as very high fire hazard severity zones, as defined in subdivision (i) of section 51177 of the Government Code." (CNRA 2018, p. 70). These amendments were incorporated into the Office of Planning and Research's updated CEQA thresholds, including the new Wildfire section. The new thresholds for Wildfire are included in this section of the DEIR.

State of California Emergency Plan

The most recent version of the *State of California Emergency Plan* (CEP) was distributed as of October 1, 2017 from the California Governor's Office of Emergency Services. It addressed California's response to emergency situations associated with natural disasters or human-caused emergencies (CGOES 2017, p. 1). It is a requirement of the *California Emergency Services Act* (CGOES CEP), and is consistent with the *California Disaster and Civil Defense Master Mutual Aid Agreement* (MMAA). The MMAA obligates each signatory (which includes the State of California, its various departments and agencies, and the various political subdivisions, municipal corporations, and public agencies) to provide aid to each other during an emergency without expectation of reimbursement (CGOES 2017, p. 59). The CEP provides a consistent, statewide framework to enable state, local, tribal governments, federal government, and the private sector to work together to mitigate, prepare for, respond to, and recover from the effects of emergencies regardless of cause, size, location, or complexity (CGOES 2017, p. 5).

Subdivision Map Act

The Subdivision Map Act, California Government Code Section 66474.02, requires that before a jurisdiction approves a tentative map or parcel map in an area located in a SRA or VHFHSZ, a legislative body of a county shall make the following findings (CGC 66474.02):

1) A finding supported by substantial evidence in the record that the subdivision is consistent with regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code or consistent with local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.

(2) A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:

> (A) A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.

(B) The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.

Regional Regulations

Riverside County Ordinance No. 787

Riverside County Ordinance No. 787 adopts the 2016 California Fire code with amendments. It includes the requirement that all water mains and fire hydrants meet fire flow standards included in the California Fire Code and review and approval by CalFire (ORD 787).

Riverside County Ordinance No. 659

Riverside County Ordinance No. 659 requires the payment of mitigation fees to provide sufficient fire service for new development (ORD 659).

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The County of Riverside's Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) identifies the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through grant programs (CREMD 2018, p. 4). The City is one of the participating jurisdictions in the LHMP (CREMD, p. 20).

County of Riverside Development Impact Fees

Development Impact Fees (DIFs) leveed per Riverside County Ordinance 659 (ORD 659) and Riverside County Code Chapter 4.60, to offset the project-related demand on existing fire services (RCCO 4.60).

Local Regulations

City of Beaumont Local Hazard Mitigation Plan

Dated June 2012, the City of Beaumont prepared a Local Hazard Mitigation Plan (LHMP). The LHMP was prepared to document the City's compliance with Disaster Mitigation Act of 2000 to achieve eligibility for funding of mitigation through FEMA Flood Mitigation Assistance, Pre-Disaster Mitigation and Hazard Mitigation Grant Programs. One of the hazards identified in the LHMP is wildfire and the LHMP outlines many measures to work with and coordinate other emergency management agencies during fire or other hazard events.

Beaumont Municipal Code Chapter 15.20 – Fire Code

Chapter 15.20 of the City of Beaumont Municipal Code adopts the County of Riverside Ordinance No. 787, which adopts the 2016 California Fire Code with amendments (CBMC 15.20).

5.20.3 Beaumont 2040 Plan

Implementation of the following General Plan goals and policies will assist in minimizing adverse impacts related to wildfire. The City's Beaumont 2040 Plan includes the following goals and policies, the adherence to which will reduce potential environmental impacts to wildfire:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

Goal 3.1: A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.

Policy 3.1.6 Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.

Policy3.1.9 Prioritize public investments and guide private investments around existing neighborhoods and districts to locate expansion areas contiguous to the existing footprint.

Policy 3.1.12 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 3.2: A City that ensures the timely provision of services with phased development.

Policy 3.2.3 Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

Goal 3.11: A City that maintains and enhances open space used for resource preservation and/or recreation.

Policy 3.11.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.

Policy 3.11.6 Encourage residential clustering and allow transfer of development rights as a means of preserving open space.

Policy 3.11.7 Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.

Goal 12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

Policy 3.12.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy3.12.3 Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

<u>Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure Element</u>

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.

Policy 7.1.9 Encourage designs that treat infrastructure elements as amenities, not hazards, when considering development applications and infrastructure improvements

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy7.2.2 Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.

Policy 7.8.3 When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.

Policy 7.8.5 Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space Element

Goal 8.7: A City where open space is preserved and used for resource conservation and/or recreation.

Policy 8.7.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.

Policy 8.7.6 Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.3 Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Beaumont 2040 Plan, Chapter 9 – Safety Element

Goal 3: A City that provides effective emergency response following a natural or human-caused disaster.

Policy 9.3.1 Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.

Policy 9.3.2 Continue to partner with local emergency management organizations to implement coordinated emergency response planning.

Policy 9.3.3 Continue to educate City staff, residents, and businesses regarding appropriate actions to take during an emergency.

Policy 9.3.4 Promote community-based, emergency preparedness programs and disaster education awareness, including the City's annual emergency system training.

Policy 9.3.5 Support the existing Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.

Policy 9.3.6 Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.1 Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.

Policy 9.4.2 Conduct a community risk assessment or hazard profile in partnership with fire crews, community members, and city staff to identify specific target hazards, including critical facilities, community assets, and historical buildings.

Policy 9.4.3 Maintain adequate levels of staffing for fire protection and emergency services by

- Retention of current staffing positions,
- Forecast of future demand, and
- Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.

Policy 9.4.4 Ensure that backup power is maintained in critical facilities across the City.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Policy 9.4.6 Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.

Policy 9.4.7 Develop a fire service standards study, including identification of existing and future needs and recommendations to address challenges posed by Beaumont's topography, vegetation hazards, road network, extent of fire emergency, and safety personnel capacity.

Goal 9.5: A City with enhanced fire and emergency response services.

Policy 9.5.1 Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.

Policy 9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

Policy 9.5.4 Continue code enforcement efforts to reduce fire hazards associated with older buildings.

Policy 9.5.5 Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.

Policy 9.5.6 Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

Policy 9.5.7 Continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties, and the general public through all available media.

Policy 9.5.8 Continue to support and promote the Riverside County Fire and CAL FIRE Ready Set Go program.

Policy 9.5.9 Coordinate with CAL FIRE, Riverside County Fire Department, and other agencies to provide emergency services training for residents and City staff, and promote fire

prevention programs, including raising awareness about fire safe landscaping and buffer zones in areas of wildfire risk.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policy 9.6.1 Inventory and assign risk levels for wildfire hazards to assist in regulating the allowable type, density, location, and/or design and construction of new developments, both public and private.

Policy 9.6.2 Update development standards to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations.

Policy 9.6.3 Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

Policy 9.6.4 Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.

Policy 9.6.5 Prohibit new public or critical facilities in Very High Fire Hazard Severity Zones, except when other options do not exist.

Policy 9.6.6 Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

Policy 9.6.7 Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.

Policy 9.6.8 Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires.

Policy 9.6.9 Ensure that re-development after a large fire complies with the requirements for construction in the High and Very High Fire Hazard Severity Zones for fire safety.

Policy 9.6.10 Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

Goal 9.8: A City with reduced potential flood hazards.

Policy 9.8.3 Work closely with Federal and regional partners to perform timely reviews of potential flood hazards and identify mitigation strategies.

Policy 9.8.4 Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.

Policy 9.8.7 Support regional efforts to control and mitigate existing potential flood related problems.

Policy 9.8.8 Evaluate the feasibility of expanded joint-use of open space lands and utility easements for flood control.

Policy 9.8.9 Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in areas that have experienced flooding in the past.

Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.

Policy 9.9.1 Consider potential risk posed by high winds in the City in the review of new development applications including those for signs.

Policy 9.9.4 Continuously monitor multi-hazard threats during high wind and associated wildfire conditions. Allocate appropriate firefighting and emergency personnel resources to effectively respond to multi-hazard threats.

5.20.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), a significant impact would occur if the Project would:

- (Threshold A) Substantially impair an adopted emergency response plan or emergency evacuation plan;
- (Threshold 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;
- (Threshold 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; and/or
- (Threshold 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;

5.20.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as City's applicable General Plan goals and policies, would serve to ensure potential impacts to wildfire are reduced to the point where impacts are less than significant. In addition, future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

Threshold A: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

CalFire identifies areas of VHFHSZs within Local Responsibility Areas (LRA)s and SRAs. As shown on **Figure 5.20-1**, the City Limits are within a LRA (CalFire 2020). Within the SOI of the Planning Area, there are areas of SRA and Federal Responsibility Area (FRA) associated with the open space and conservation areas in the southern portion of the Planning Area. Lastly, the majority of the SOI is within a VHFHSZ, with a few pockets of the City Limits having some VHFHSZ.

The Riverside County Fire Department Office of Emergency Services is responsible for planning for and managing emergency responses for the County; specifically, the County's Local Hazard Mitigation Plan (LHMP), as discussed above, includes assessments of the nature, locations, probabilities, and severities of a wide variety of hazards, as well as mitigation goals and strategies and action plans for reducing disaster risks (LHMP, p. 4). It specifically contains recommendations for dealing with wildfire risks, primarily through creating defensible space by keeping fire fuel away from buildings (CREMD, pp. 395 – 396). Since the City is one of the participating jurisdictions in the LHMP, the City will comply with the LHMP (CREMD, pp. 423 - 424).

The City's GP Safety Element contains additional policies, shown above, for reducing potential losses from disasters and for emergency responses. Evacuation routes designated under the Safety Element of the General Plan are shown in **Figure 5.20-2 Evacuation Routes**. Additionally, the Circulation Element of the General Plan provides for appropriate access and circulation throughout the General Plan area and allows for appropriate access for rapid response for emergency situations and routes for evacuation purposes.

Goals 9.3, 9.4, 9.5 and 9.6 in the General Plan support and provide for updates, coordination, programs and promotion by the City and other public agencies for emergency services, support, and responses. Specifically, Policies 9.4.5 and 9.4.6 address the need to maintain and provide emergency access and evacuation planning. Lastly, Implementation Plan S13 also requires standards for new development and requiring emergency/evacuation access and routes.

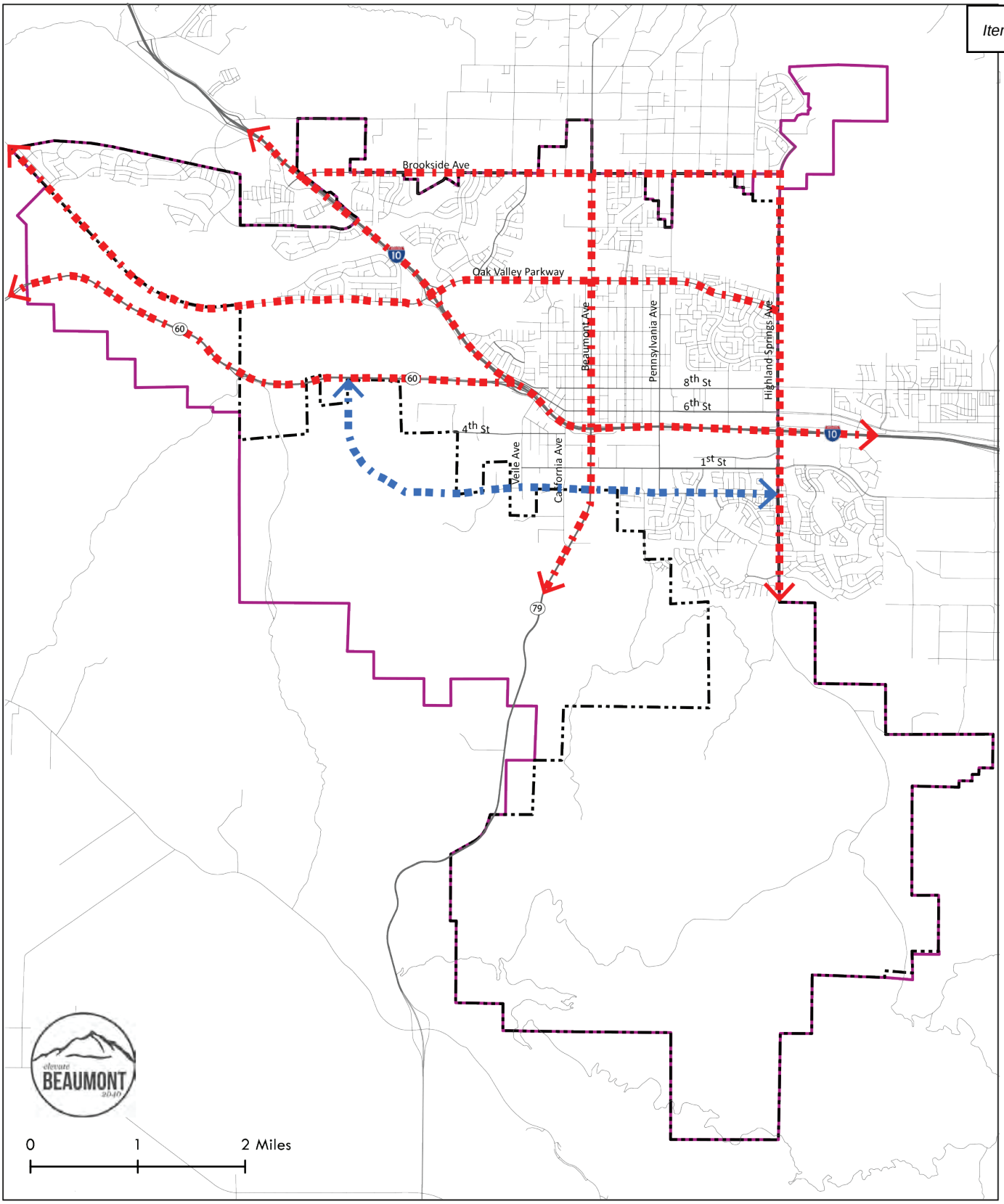
Thus, the implementation of the General Plan and Revised Zoning does not propose any changes that will impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the City will comply with the LHMP and applicable GP Goals and Policies ensuring that emergency response plans and evacuation plans are provided. Impacts are considered **less than significant with no mitigation necessary**.

Threshold B: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), 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?***

As discussed in Threshold A above, The Planning Area does include areas of SRAs and VHFHSZs, mainly in the southern portion of the City and Sphere of Influence, so the Project has a potentially significant impact on wildfire. As discussed above, factors such as vegetation (potential fuel for wildfires), climate, slope, and fire origin (proximity to development) could possibly exacerbate wildfire risks.

Protection from wildfire is realized through creation of defensible areas around structures and the use of fire-resistant building materials (CREMD, pp. 395 – 396). Standard City Building and Safety Department and City Fire Department environmental and building permit review processes are intended to ensure that new developments are safely designed to avoid exacerbating wildfire risk.

Page intentionally left blank



City Boundary

Sphere of Influence

Evacuation Route

Future Evacuation Route

Figure 5.20-2 - Evacuation Routes

City of Beaumont General Plan Update

Page intentionally left blank

For instance, General Plan Goal 9.6 and supporting Polices along with General Plan Policies 3.1.12, 3.11.5, 3.11.6, 3.11.7, and 9.3.3 promote public awareness of wildland fire hazards and require appropriate protection from these hazards. Buffering and distancing development through the General Plan policies listed above, will help to limit the exposure of residents to pollutants during fires. Evacuation routes and emergency preparedness outlined above in Threshold A will also further to remove residents from exposure during wildfire events to also reduce exposure during fire events. Therefore, with implementation of the applicable General Plan goals, policies, and implementation plans, impacts are considered **less than significant with no mitigation necessary.**

Threshold C: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), 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?***

The Planning Area does include a few SRAs and VHFHSZs, so the Project has a potentially significant impact on wildfire. The Project does not include any implementing development projects, and thus does not require the installation of new infrastructure. However, the General Plan does include Goals and Policies related to the planning for infrastructure and needed to support the development contemplated by the General Plan and subsequently the Zoning Map revisions.

Specifically, General Plan Goal 9.5 and supporting Policies along with General Plan Policies 3.1.9, 7.1.8, 7.1.9, 7.2.2, 7.4.3, 9.4.4 all further the planning for infrastructure in terms of protection against wildfires. Implementation Plans S12, S13, S14 and S16 also address the need to plan for and consider wildfire risk related to important infrastructure plans. Because development in or near the SRA and VHFHSZ's are low density and will have restraints from the goals and policies listed above, temporary or ongoing fire risk is also not envisioned.

Maintenance of existing infrastructure and the potential installation of new infrastructure for future projects in the Project area would comply with the City of Beaumont's fire code requirements new development projects and as such, will be reviewed by the Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. In addition, any development in the City would need to comply with the City's building code and standard building permit review process as designated by the City Building and Safety Department, to ensure that new developments have access to necessary utilities, and any additional utility construction complies with all code requirements. Therefore, because development implemented through compliance with the General Plan and Revised Zoning Map will comply with applicable General Plan Goals, Policies and Implementation Plans, impacts related to installation and maintenance needs that can exacerbate fire risk are considered **less than significant with no mitigation necessary.**

Threshold D: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), 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?***

The Planning Area is in and near SRAs and VHFHSZs, so the Project has a potentially significant impact on wildfire. As discussed in DEIR Sections 5.6, Geology and Soils, landslide risks from the Project are less than significant with compliance with existing codes and regulations, including the California Building Code (as adopted by the City's Municipal Code). Project flooding and drainage is discussed in DEIR Section 5.9, Hydrology and Water Quality; runoff, flooding, and drainage impacts are less than significant

with no mitigation required with implementation of relevant General Plan policies and existing regulations, such as compliance with the City's municipal code.

Specifically, General Plan Goal 8.5 and its supporting Policies, and General Plan Policies 3.1.6, 3.1.9, 3.1.12, 3.12.2, 3.12.3, 7.4.1, 7.4.3, all help to address and maintain open areas, preserve or discourage development in hillside areas, or drainages that can lead to flooding or downstream risk after fire events. Through compliance with existing regulations and General Plan Goals and Policies there are no significant risks as a result of runoff, post-fire slope instability, or drainage changes, and impacts are considered **less than significant with no mitigation measures necessary**.

5.20.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Since all impacts related to wildfire are less than significant before mitigation, mitigation is not necessary and no mitigation measures are proposed.

5.20.7 Level of Significance after Mitigation

Since all impacts related to wildfire are less than significant before mitigation, mitigation is not necessary and no mitigation measures are proposed. Impacts are **less than significant**.

5.20.8 References

The following references were used in the preparation of this section of the DEIR:

CalFire 2009	California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *Very High Fire Hazard Severity Zones in LRA, As Recommended by CALFIRE – Beaumont*, December 21, 2009. (Available at https://osfm.fire.ca.gov/media/5907/beaumont.pdf, accessed July 11, 2019).
CalFire 2007	California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *Fire Hazard Severity Zones in SRA – Western Riverside County,* November 7, 2007. (Available at https://frap.fire.ca.gov/media/6243/fhszs_map60.pdf, accessed July 11, 2019).
CalFire 2013	California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *State Responsibility Area and Facilities*, updated 2013. (Available at https://frap.fire.ca.gov/media/2136/facilities_sra_map.pdf, accessed July 11, 2019).
CalFire 2019	California Department of Forestry and Fire Protection. *Community Wildfire Prevention & Mitigation Report*, February 22, 2019. (Available at https://fire.ca.gov/media/5584/45-day-report-final.pdf, accessed July 12, 2019).
CalFire 2020	California Department of Forestry and Fire Protection. Fire Hazard Safety Zone Viewer. https://egis.fire.ca.gov/FHSZ/ (accessed April 27, 2020).
CalFire About	California Department of Forestry and Fire Protection. *About Us*. (Available at https://www.fire.ca.gov/about-us/, accessed July 12, 2019).
CalFire CFP	California Department of Forestry and Fire Protection. *California Fire Plan Overview*. (Available at https://www.fire.ca.gov/media/4934/fireplan.pdf, accessed July 12, 2019).

CBMC 15.20	City of Beaumont Municipal Code. Title 15, Chapter 15.20 – Fire Code. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.20FICO, accessed July 12, 2019).
CCR 24	California Code of Regulations, Tile 24, Part 9. *2016 California Fire Code, Part 9 – Includes September 2017 Errata*. (Available at https://codes.iccsafe.org/content/document/1004?site_type=public, accessed July 12, 2019.)
CGC 51182	California Government Code. *Title 5, Division 1, Part 1, Chapter 6.8. Very High Fire Hazard Severity Zones, Section 51182*. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=51182, accessed July 12, 2019).
CGC 66474.02	California Government Code. *Title 7, Division 2, Chapter 4, Article 1. General, Section 66474.02*. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=66474.02, accessed July 12, 2019).
CGOES 2017	California Governor's Office of Emergency Services. *State of California Emergency Plan*, October 1, 2017. (Available at https://www.caloes.ca.gov/PlanningPreparednessSite/Documents/California_State_Emergency_Plan_2017.pdf, accessed July 12, 2019)
CGOES 2018	California Governor's Office of Emergency Services. *Introduction to the California State Hazard Mitigation Plan*, last updated April 11, 2018. (Available at https://www.caloes.ca.gov/HazardMitigationSite/Documents/001-General%20CA%20SHMP%20one-pager_4-11-18.pdf, accessed July 12, 2019)
CGOES CEP	California Governor's Office of Emergency Services. *State of California Emergency Plan (NEW)*. (Available at https://www.caloes.ca.gov/cal-oes-divisions/planning-preparedness/state-of-california-emergency-plan-emergency-support-functions, accessed July 12, 2019)
CGOES HMP	California Governor's Office of Emergency Services. *2018 California State Hazard Mitigation Plan*. (Available at https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation/hazard-mitigation-planning/state-hazard-mitigation-plan, accessed July 12, 2019)
CHDS 2007	Center for Homeland Defense and Security, Homeland Security Digital Library. *Wildland Fire Management: The National Fire Plan*, 2007. (Available at https://www.hsdl.org/?abstract&did=480165, accessed July 12, 2019).
CNRA 2018	California Natural Resources Agency. *Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines, OAL Notice File No. Z-2018-0116-12*, November 2018. (Available at http://resources.ca.gov/ceqa/docs/2018_CEQA_Final_Statement_of%20Reasons_111218.pdf, accessed July 11, 2019).
CPRC 4290	California Public Resources Code. Division 4, Part 2, Chapter 2. Hazardous Fire Areas, Section 4290. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=4290.&lawCode=PRC, access July 12, 2019).

CPUC 95	California Public Utilities Commission. *General Order No. 95*, May 2018. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M217/K418/217418779.pdf, accessed July 12, 2019).
CPUC 165	California Public Utilities Commission. *General Order Number 165*, December 2017. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M209/K552/209552704.pdf, accessed July 12, 2019).
CPUC 166	California Public Utilities Commission. *General Order No. 166*, last revised December 14, 2017. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M209/K451/209451792.pdf, accessed July 12, 2019).
CREMD 2018	County of Riverside Emergency Management Department. *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan*, July 2018. (Available at https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf, accessed April 27, 2020).
FAR 2014	Forests and Rangelands. *The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy,* April 2014. (Available at https://www.forestsandrangelands.gov/documents/strategy/strategy/CSPhaseIIINationalStrategyApr2014.pdf, accessed July 12, 2019).
FAR NFP	Forests and Rangelands. *Previous Wildland Fire Management Initiatives*. (Available at https://www.forestsandrangelands.gov/resources/overview/, accessed July 12, 2019).
FEMA 2018	Federal Emergency Management Agency. *Be Prepared for a Wildfire*, May 2018. (Available at https://www.fema.gov/media-library-data/1527866703522-0c3242fc628e2979e6fd98e35d338cc2/Wildfire_May2018.pdf, accessed July 11, 2019).
FEMA DMA	Federal Emergency Management Agency. *Disaster Mitigation Act of 2000*, last updated September 26, 2013. (Available at https://www.fema.gov/media-library/assets/documents/4596, accessed July 11, 2019).
FEMA 2015	Federal Emergency Management Agency, Federal Insurance and Mitigation Administration. *Federal Insurance and Mitigation Administration (FIMA) Policy – State Mitigation Plan Review Guide (Guide) (FP 302-094-2),* March 6, 2015. (Available at https://www.caloes.ca.gov/HazardMitigationSite/Documents/State_Mitigation_Plan_Review_Guide_Policy_FP_3020942.pdf, accessed July 12, 2019).
GP EIR 2006	Applied Planning, Inc. City of Beaumont. *Revised Draft Environmental Impact Report, City of Beaumont General Plan Update*, December 2006. (Available at the City of Beaumont).
NPS 2017	National Park Service. *Wildland Fire – Learning in Depth, Wildland Fire Behavior*, last updated February 16, 2017. (Available at https://www.nps.gov/articles/wildland-fire-behavior.htm, accessed July 11, 2019).
NWCG	National Wildfire Coordinating Group. *Glossary – Local Responsibility Area*. (Available at https://www.nwcg.gov/term/glossary/local-responsibility-area, accessed July 11, 2019).

ORD 659	County of Riverside. *Ordinance No. 659 (As Amended Through 659.13)*. (Available at https://www.rivcocob.org/wp-content/uploads/2009/10/659.13.pdf, accessed July 12, 2019).
ORD 787	County of Riverside. *Ordinance No. 787 (As Amended Through 787.8)*. (Available at https://www.rivcocob.org/ords/700/787.pdf, accessed July 12, 2019).
RCCO 4.60	Riverside County Code of Ordinances. *Chapter 4.60, Development Impact Fee*. (Available at https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT4REFI_CH4.60DEIMFE, accessed July 12, 2019.)

6.0 CONSISTENCY WITH REGIONAL PLANS

California Environmental Quality Act, Section 15125(d), requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans. The purpose of this section is to discuss the proposed Project's consistency with the regional and local growth forecasts prepared by the Southern California Association of Government's (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* and to provide an analysis of the Project's impacts on the population, housing, and job projections for the region. SCAG is the designated metropolitan planning organization, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

6.1 Setting

Population forecasts for the City and surrounding area are provided by SCAG, in the 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction (SCAG-A). The RTP growth forecast is updated every four years and was recently updated in 2016. The SCAG RTP Growth Forecast is broken down into separate growth forecasts for individual cities and unincorporated county areas. **Table 6-A – SCAG-City of Beaumont Growth Forecasts** depicts the SCAG population forecasts for the City, which includes the proposed Project site.

6-A – SCAG-City of Beaumont Growth Forecasts

Forecasts	2012	2040
Population	39,400	80,600
Households	12,400	27,200
Employment	5,900	18,000
Jobs-to-Housing Ratio[1]	0.48:1	0.66:1

Source: SCAG-A

Notes:

1. The total number of jobs relative to the total number of households.

Jobs-to-housing ratio is used as an indicator of a community's jobs-rich or jobs-poor status. SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California* (SCAG-B), states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply."

The concept of employment/housing balance has been widely discussed by SCAG and the South Coast Air Quality Management District (SCAQMD) over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated employment/housing balance into its growth forecast, transportation, and air quality policies. The term employment/housing balance is the concept that if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions have ratios greater than the regional average, and housing-rich subregions have ratios lower than the regional average. An appropriate employment/housing ratio for any given geographic area is area

specific, in that each locale presents differing demographic characteristics. Jobs/housing ratios are also dynamic and fluctuate over time.

Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of one or more than 1 to 1 indicates a jobs-rich area. (SCAG-B, p. 15). As reflected in **Table 6-A** above, the 2016 RTP/SCS growth forecast indicates that in the year 2012 the jobs-to-housing ratio the City was 0.48:1 which is considered jobs-poor. The jobs-to-housing ratio is expected to gradually increase by 2040 to 0.66:1; since this is still less than a 1 to 1 ratio of jobs to households, the City would remain jobs-poor.

6.2 Related Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast* (RTP/SCS). SCAG has placed a greater emphasis than ever on sustainability and integrated planning in the RTP/SCS. The RTP/SCS is a long range plan whose vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably (RTP/SCS, p. 2). Further, it outlines more than $556.5 billion in transportation system investments for the MPO region through 2040 (RTP/SCS, p. 6). The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura (RTP/SCS, p. 67). The goals included in the 2016 RTP/SCS are meant to provide guidance for considering projects within the context of regional goals (RTP/SCS, p. 84).

The RTP provides an opportunity to identify transportation strategies today that address mobility needs for the future (RTP/SCS, p. 2). The SCS demonstrates the integration of land use, transportation strategies, and transportation investments within the 2016 RTP/SCS. This requirement was put in place by the passage of Senate Bill (SB) 375, with the goal of ensuring that the SCAG region can meet its regional GHG reduction targets set by the California Air Resources Board (CARB). The SCS exceeds the targets issued by CARB (which are 8 percent reductions by 2020 and 13 percent reductions by 2035), resulting in 8 percent reduction by 2020 and 18 percent by 2035, and 21 percent by 2040 (RTP/SCS, p. 15).

Western Riverside Council of Governments

The Western Riverside Council of Governments (WRCOG) is a joint-powers agency that conducts interagency regional coordination and planning for local governments in western Riverside County and serves as the council of governments and local transportation planning agency for the western Riverside subregion of SCAG. Its member agencies are 17 cities, including the City of Beaumont; Riverside County, and the Eastern and Western Municipal Water Districts. WRCOG administers the Riverside County Measure A, a half-cent transportation sales tax that supports freeway construction projects and designates smaller revenue allocations for arterial roadway improvements in western Riverside County. WRCOG also administers western Riverside County's Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of new development on the subregion's arterial highway system identified on the Regional System of Highways and Arterials. Other areas overseen by WRCOG include housing, planning for regional growth, and planning for solid waste and hazardous waste management.

County of Riverside General Plan – The Pass Area Plan (2014)

The County of Riverside General Plan applies to land in Beaumont's SOI. This land is under the County's jurisdiction and not currently located in City limits; however, it could be annexed at some time in the future. Beaumont's SOI is located within The Pass Area Plan of the County's General Plan.

Riverside Local Agency Formation Commission

The Local Agency Formation Commission (LAFCO) of Riverside County is a state-mandated local agency that administers California Government Code Sections 56000 et seq., known as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Among the purposes of LAFCO are discouraging urban sprawl and encouraging the orderly formation and development of local government agencies, including cities and special districts, based on local conditions and circumstances (Section 56301). LAFCO regulates, through approval and denial, the boundary changes proposed by other public agencies or individuals. In reviewing proposals for boundary changes, LAFCO is required to consider certain factors such as the conformity between city and county plans, current service levels, and the need for future services to the area, as well as the social, physical, and economic effects that agency boundary changes present to the community. (Government Code Section 56841.) Any annexation to the City must be approved by LAFCO.

6.3 Consistency Analysis

As discussed in Section 5.13– Population/Housing, the Beaumont 2040 Plan allocates up to 40,849 dwelling units; which is 5,352 more units than currently allowed under this existing 2007 General Plan. This allocation of dwelling units will result in a projected population of 131,949 in the buildout year of 2040; an increase of 24,749 people of the existing General Plan's buildout year 2030. Further, the Beaumont 2040 Plan is projected to generate approximately 38,224 employment opportunities by the buildout year. **Table 6-B – General Plan Buildout Comparison**, identifies the change between the existing General Plan and the Beaumont 2040 General Plan buildouts.

Table 6-B – General Plan Buildout Comparison

Forecast Category	Existing General Plan	Beaumont 2040 Plan	Increased Quantity	Increased Percent
Population	107,200	131,949	24,749	18.8
Employees	29,755	38,224	8,469	22.2
Households	35,497	40,849	5,352	13.1
Jobs-to-Housing Ratio	0.83:1	0.93:1	0.10	10.8

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10, GP

The Beaumont 2040 Plan's projected population will increase by 24,749, or 18.8 percent, over that of the existing General Plan. The total number of dwelling units allocated for the Planning Area will also increase by 5,352, or 13.1 percent.

As identified in Section 5.13 – Population/Housing, the 2016 SCAG growth forecast for buildout year 2040 projected a jobs-to-housing ratio for the City of 0.66:1, which is considered jobs-poor. Hence, the City currently suffers from an imbalance in employment to housing and is considered to be jobs poor since the jobs-to housing ratio is less than 1:1. While the Beaumont 2040 Plan will remain jobs-poor with a ratio of 0.93:1, the allocation of land uses will provide more employment opportunities than the existing general plan and brings the employment housing balance closer to 1:1; 10.8 percent higher than the 2007 General Plan. Consequenty, the Beaumont 2040 Plan will increase the employment/housing balance by 29 percent over SCAG's projections for the City.

Table 6-C – Consistency with 2016 RTP/SCS Goals, presents a side by side comparison of applicable 2016 RTP/SCS Goals which were provided to the City from SCAG in their April 9, 2018 Notice of Preparation comment letter. A discussion regarding the Project's consistency or inconsistency with each of these goals is provided below.

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable:** This is not a project specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	**Consistent:** As discussed in Section 5.16 – Transportation of this Draft EIR and the Beaumont 2040 Plan's Traffic Impact Analysis (TIA), which addresses the Project's roadway network in more detail, the Beaumont 2040 Plan includes an updated Mobility Plan which shows that transportation networks in the City that will be developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs have been incorporated into the Beaumont 2040 Plan to guide development and maintenance of transportation networks, including but not limited to: ▪ Riverside County Congestion Management Program ▪ Caltrans Traffic Impact Studies Guidelines

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	▪ Caltrans Highway Capacity Manual ▪ SCAG RTP/SCS Additionally, the City is required by the California Government Code to coordinate its circulation system with regional transportation plans. The Beaumont 2040 Plan's Mobility Plan is a comprehensive transportation management strategy that addresses infrastructure capacity. Furthermore, the Beaumont 2040 Plan is consistent with AB 1358 (the Complete Streets Act) as Complete Streets are one of the key components in the Mobility Plan. The Beaumont 2040 Plan's Land Use and Community Design Plan sets the appropriate design parameters for future change and redevelopment as it relates to maximizing mobility and accessibility for all people and goods in the region. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance on how to improve mobility within the City: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 2.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent:** All modes of transit are required to follow safety standards set forth by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., the City) and regional (e.g., SCAG, County of Riverside, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS Goal 2. The Beaumont 2040 Plan's Mobility Plan develops a street network that balances the needs of all users with importance placed on pedestrian safety as well as vehicular safety and provides both vehicular and non-vehicular circulation plans while the Land Use and Community Design Plan provide for standards in design. The

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to ensure the travel safety and reliability for all people and goods in the region: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 3.
Goal 4: Preserve and ensure a sustainable regional transportation system.	**Consistent:** As discussed in Section 5.16 – Transportation a TIA was completed for the Beaumont 2040 Plan to determine impacts upon existing traffic capacities and to determine the need for improvements to future traffic capacities. The Beaumont 2040 Plan encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system. The Beaumont 2040 Plan's Mobility Plan develops a street network that balances the needs of all users while the Land Use and Community Design Plan provide for standards in design. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to preserve and ensure a sustainable regional transportation system: **Land Use and Community Design Plan** ▪ Goals: 3.4 ▪ Policies: 3.4.1, 3.4.2, 3.4.4 ▪ Implemention Strategies: LUCD13 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.5, 4.8 ▪ Policies: 4.1.4, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.5.1, 4.5.2, 4.5.3, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1, M3, M5, M7, M13, M20, M22, M26 Thus, the Beaumont 2040 Plan achieves Goal 4.

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
Goal 5: Maximize the productivity of our transportation system.	**Consistent:** The Beaumont 2040 Plan's Mobility Plan addresses the City's transportation system which is planned to be developed and maintained to encourage efficiency and productivity. As discussed in Section 5.16 – Transportation, at buildout, the Beaumont 2040 Plan's Vehicle Miles Traveled (VMT) per service population is 25 percent higher than the threshold of significance established by the City. However, the Planning Area will result in lower VMT per service population than adjacent cities and Riverside County as a whole as identified in **Table 5.16-D – VMT Comparison: Future Year**. Further, the Beaumont 2040 Plan's Mobility Chapter includes roadway design recommendations for the improvement and maintenance of all aspects of the public rights-of-way that promote complete streets to maximize productivity of the region's public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of the City. As reflected in the **Figure 5.16-14 – Bicycle and Pedestrian Priority Network**, many areas of the City will be served by trails and bikeway. Future implementing development projects will be required to implement traffic improvements outlined in the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan which will improve intersections and roadways from the existing conditions, and create more vibrant and productive areas. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to maximize the productivity of our transportation system: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 5.
Goal 6: Protect the environment and health of our residents by improving air quality and	**Consistent:** The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development will be encouraged through the development of

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
encouraging active transportation (e.g., bicycling and walking).	alternative transportation methods (pedestrian sidewalk and trail networks, bicycle trails, and Shared Use Roadways for Neighborhood Electric Vehicles and golf carts), green design techniques for buildings, and other energy-reducing techniques. As such, the Beaumont 2040 Plan will comply with the provisions of the California Building and Energy Efficiency Standards (Title 24 of the California Code of Regulations; CEC[2015]) and the California Green Building Standards Code (CALGreen[2017]; Part 11 of Title 24). Further, the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan establish requirements for future implementing projects to maximize the protection of the environment and improvement of air quality by being required to coordinate with local transit services to ensure any required transit connections are included for future implementing developments and incorporate active transportation. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies to Protect the environment and health of our residents by improving air quality and encouraging active transportation: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8, 3.10 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6, 3.10.1, 3.10.2, 3.10.3, 3.10.4 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 5.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent:** As discussed in Section 5.19 – Energy, the Beaumont 2040 Plan will ensure that energy demand associated with growth in the Planning Area would not be inefficient, wasteful, or unnecessary. Further, the City adopted the Sustainable Beaumont Plan in 2015, which provides a comprehensive plan to use energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, so the City can keep dollars in its local economy, create new green jobs, and improve community quality of life in addition to

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	reducing greenhouse gas (GHG) emissions. The Beaumont 2040 Plan builds upon the 2015 Sustainable Beaumont Plan and includes the following goals, policies, and implementation strategies to actively encourage and create incentives for energy efficiency, where possible: **Land Use and Community Design Plan** ▪ Goals: 8.1, 8.2, 83 ▪ Policies: 8.1.1, 8.1.2, 8.1.3, 8.1.4, 8.1.5, 8.1.6, 8.1.7, 8.1.8, 8.1.9. 8.1.10, 8.1.11, 8.2.1, 8.2.2, 8.2.3, 8.3.1, 8.3.2, 8.3.3, 8.3.4, 8.3.4, 8.3.5, 8.5.6, 8.5.7 ▪ Implemention Strategies: C1, C2, C3, C4, C5, C6, C8, C9, C10, C11, C12, C2 Thus, the Beaumont 2040 Plan achieves Goal 7.
Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent:** See response to RTP/SCS Goal. 6 above. Thus, the Beaumont 2040 Plan achieves Goal 8.
Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. (Note- SCAG does not yet have an agreed-upon security performance measure.)	**Consistent:** The Beaumont 2040 Plan includes a goals, policies, and implementing strategies requiring roadways to comply with federal, state, and local designs and safety standards. As discussed in Section 5.16 – Transportation, the Beaumont 2040 Plan will not result in result in inadequate emergency access and future implementing development projects will be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. The Beaumont 2040 Plan' Mobility Plan includes the following goals, policies, and implementation strategies providing specific guidance to maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies: **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.6, 4.8 ▪ Policies: 4.1.6, 4.2.1, 4.2.2, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1, M3, M5, M6, M7, M8, M11, M12, M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 9.

Source: RTP/SCS

As reflected in **Table 6-C** above, the proposed Project will be consistent with all applicable SCAG policies.

6.4 References

The following references were used in the preparation of this section of the DEIR:

GP — City of Beaumont, Draft General Plan Update, dated August 21, 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft, accessed August 27, 2020).

RTP/SCS — Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy*, adopted April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 26, 2020.)

SCAG-A — Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, dated April 11, 2016. (Available at http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed August 27, 2020.)

SCAG-B — Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at http://www.scag.ca.gov/DataAndTools/Pages/SMDL.aspx, accessed August 27, 2020.)

7.0 OTHER CEQA TOPICS

The *CEQA Guidelines* stipulate several general content requirements for EIRs. Those applicable to this project include cumulative impacts (Section 15130), unavoidable adverse impacts (Section 15126(b)), irreversible changes (Section 15126 (c)), and growth inducing impacts (Section 15126(f)). The following addresses each of these general requirements.

7.1 Cumulative Impact Analysis

CEQA requires that an EIR examine the cumulative impacts associated with a project, in addition to project-specific impacts. The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to a project alone (State *CEQA Guidelines* Section 15130(b)).

As stated in Section 15130(a) of the State *CEQA Guidelines*, an EIR "shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in Section 15130" (State *CEQA Guidelines,* Section 15065(c)). Section 15355 of the State *CEQA Guidelines* states that "cumulative impacts" occur from "…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (State *CEQA Guidelines* Sections 15130(a)(3) and 15130(b)(5)). A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through mitigation fee payment programs.

7.1.1 Assessment of Cumulative Impacts

State *CEQA Guidelines* Section 15130(b)(1) requires that a discussion of cumulative impacts be based one of the two methods:

- The List Method: based on a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- The Plan Method (a.k.a. Regional Growth Projections Method): a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

This EIR utilizes Plan Method since the Project the General Plan Update (Beaumont 2040 Plan) constitutes the City's growth projection document for future long-term plans for development in the City and Sphere of Influence.

7.1.2 Aesthetics

The geographic context for aesthetic cumulative analysis is the Planning Area and the surrounding cities and County lands. The viewshed of the San Gorgonio and San Bernardino Mountains. The General Plan includes policies that would protect views and vistas from being obstructed from future development. Project-specific design review of future development proposals within City limits will ensure that

development pursuant to the Beaumont 2040 Plan is attractive and cohesive, without diminishing the quality of the natural beauty of the general vicinity. Accordingly, projects which may impact views of ridgelines will be given particular attention. Future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and design review process.

Development pursuant to the Beaumont 2040 Plan and Revised Zoning Map which would occur in or immediately adjacent to large expanses of open space would have the greatest potential for adverse effects to scenic resources because these areas tend to contain undisturbed or minimally-altered naturally-occurring scenic resources such as trees and stands or rock outcroppings. Further, site-specific analysis required by the City's entitlement process and CEQA will ensure that potential scenic impacts of individual proposed projects are disclosed and mitigated to a level which would be less than significant, if applicable and feasible. Additionally, development pursuant to the General Plan may affect built environment resources, such as historic buildings.

There are no designated or eligible State scenic highways within or adjacent to the Planning Area. The closest officially designated State scenic highway is SR-243 freeway, located approximately four miles east of the Planning Area. However, within the Planning Area, segments of Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue the to the Beaumont City limit), San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60 freeway), and Gilman Springs Road/SR-79 freeway (Moreno Valley City limit to Lamb Canyon Road (SR-79), south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards SR-74 freeway and the City of San Jacinto) have been designated by Riverside County as County eligible scenic highways.

Project-specific design review of future development proposals within City limits will afford the City the opportunity to consider visual attributes and character of projects as well as their potential impacts on visual resources and along County eligible scenic highways. Special attention will be given to all development proposals that could affect views of, or otherwise alter, ridgelines. Historic buildings within the City's core area will be preserved as required by Federal, State, and local policies and new development would be required to be consistent with these policies and programs.

Light pollution may alter the natural light levels in the outdoor environment due to artificial light sources, which can interfere with nocturnal wildlife, particularly night-hunting or foraging animals, such as owls, rodents, and others. Excessive night lighting can also lead to skyglow, which interferes with the operation of astronomical observatories. Development pursuant to the Beaumont 2040 Plan will introduce new sources of light into the Planning Area in the form of streetlights, lighting within parking lots, illuminated signs, residential/other outdoor security lighting, and vehicular lights that may affect the nighttime sky. Additionally, new sources of light from Glare may also arise from the use of reflective materials on building exteriors or from certain industrial process or agricultural operations, such as solar farms or fishponds. Although all new development pursuant to the Beaumont 2040 Plan and Revised Zoning Map would incrementally contribute to light pollution throughout the Planning Area, all future development within the City limits would be subject to the provisions of Chapter 8.50, Outdoor Lighting of the BMC. Chapter 8.50 sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City. New development on properties within the City's SOI that propose annexation to the City will also be subject to the provisions and requirements of the City's Outdoor Lighting Ordinance. Development within the City's SOI that does not include annexation to

the City, will be subject to the County's process and regulations, including the applicable provisions of County Ordinance No. 655. County Ordinance No. 655 requires the use of low-pressure sodium exterior lights, and appropriate directional installation and shielding for outdoor light fixtures to reduce potential light pollution impacts on Mt Palomar Observatory activities.

Through compliance and implementation of its Beaumont 2040 Plan goals and and project-specific design review for development proposals, and through compliance with exitsing ordinances regulating lighting discussed above, the cumulative effects of impacts to scenic vistas, scenic resources, visual character or creating new sources of light and glare would not be considered cumulatively considerable.

7.1.3 Agricultural and Forestry Resources

The cumulative setting for impacts to agricultural and forestry resources is Riverside County. As discussed in Section 5.2, there are no forests, forest land, or timberland within the Planning Area. Therefore, impacts to forestry resources resulting from the proposed Project are not cumulatively considerable.

Cumulatively Riverside County has seen a decline in the amount of Farmland over the past few decades as open land becomes converted to development. The overall loss of soils that support state-designated Farmland is a recognized cumulative impact Countywide (County GPA 960). The Beaumont 2040 Plan and policies do not require the preservation of designated Farmland, and since the revised Zoning Ordinance/Zoning Map does not include zones exclusively for agriculture, implementation of the proposed Project could convert up to 46 acres of Farmland, which is considered to be potentially significant. Impacts regarding the conversion of Farmland will be reduced to less than significant through the protection of Farmland via an agricultural easement, cancellation of a Notice (or Notices of Non-Renewal) or placement of a new Williamson Act contract on property at another location in California as required by mitigation measure **MM AG-1**. Through compliance with mitigation measure **MM AG-1**, impacts regarding the conversion of Farmland to non-agricultural use are not cumulatively considerable

7.1.4 Air Quality

As outlined in Section 5.3, the South Coast Air Quality Management District (SCAQMD) considers the thresholds for project-specific impacts and cumulative impacts to be the same. Consequently, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Therefore, the analysis of project impacts also constitutes the cumulative analysis. As demonstrated in the impact analysis in Section 5.3 of the PEIR, after incorporation of mitigation measures, the Beaumont 2040 Plan would result in potentially significant impacts relating to air quality and toxic air contaminants (TACs). Mitigation measure **MM AQ 1** would contribute to reduced criteria air pollutant emissions and TACs associated with buildout of the Beaumont 2040 Plan. However, no further mitigation measures are available that would reduce impacts to below applicable SCAQMD significance thresholds due to the magnitude and associated emissions generated by the Beaumont 2040 Plan. Therefore, air quality impacts remain significant and unavoidable and would therefore be cumulatively considerable.

7.1.5 Biological Resources

The cumulative setting for biological resources related to the Project is the Planning Area along with the larger setting of the other cities and County areas of the "Pass Area" of Riverside County. Growth pressure not just from the Project, but including other surrounding cities and the County areas will contribute to potential sprawl and conversion of open lands into developed areas.

The Project does not change land use designations from open space to development; rather the General Plan merely intensifies land uses in areas already considered for development. The Land Use Plan (**Figure 3-4**) depicts large areas of existing Conservaiton lands that will remain as such. General Plan policies and implementation measures have been proposed to include buffers, avoidance and protection of natural drainages and open space which will all contribute to the lessening of cumulative effects of development.

As discussed in Section 5.4, the City is a Permittee to the MSHCP. The MSHCP was prepared to provide for the Take and mitigation of the 146 species covered under the MSHCP pursuant to the FESA, which includes most of the species listed in Section 5.4 of this EIR. Addtionally the intent of the MSHCP is to compile a Reserve of open space/conservation lands that would never be developed so that habitats support sensitive and protected species, along with just preserving open space for communities is achieved.

The implementation of the MSHCP for future implementing projects consistent with the Beaumont 2040 Plan at a project-specific level would minimize direct, indirect, and cumulative biological impacts. The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis. Project compliance with the provisions of the MSHCP fully mitigate impacts to Covered Species and habitats. An impact is not considered cumulatively considerable if a project is required to implement or fund its fair share of mitigation mesures designed to alleviate a cumulative impact (CEQA Guidelines Section 15130 (a)(3). Therefore, compliance with the MSHCP, as well as the polcies and mitigation mesures idenfified in Section 5.4 as well as other state and federal regulations governing biological resources, will result in less than cumulatively considerable impacts.

7.1.6 Cultural Resources

The cumulative setting for cultural resources related to the Project is the Planning Area along with the larger setting of the other cities and County areas of the “Pass Area” of Riverside County. These areas have similar cultural/historic characteristics. The cumulative impacts of development impacting known or unknown cultural resources during development is consistent area wide and is not unique to the City of Beaumont. Additionally, as part of the City’s typical entitlement review process, a project applicant may be required to provide a cultural resources assessment and, mitigate project-specific impacts. Therefore, compliance with existing regulations and processes and implementation with applicable Beaumont 2040 Plan goals, policies, and implementation measures and the proposed certificate of appropriateness process will reduce impacts within the City. State laws regulating the finding of human remains would also prevent a cumulative impact of loss of resources from human remains discovered during ground disturbing activies. Because of these measures, impacts are not considered cumulatively considerable.

7.1.7 Geology/Soils

The cumulative context for geology/soils, including paleontology, is more localized and site specific, and is not typically considered a cumulative issue. Inividual projects not only in the City of Beaumont, but in other nearby cities and the County all have to comply with the same level of design and study considerations to ensure structures are safe from a geotechnical standpoint. For instance, development within the City limits or properties and developments annexed into the City would be required to comply with the building design standards of the CBC Chapter 33 for construction of new buildings and/or structures related to seismicity and specific engineering design and construction measures would be implemented to anticipate and avoid potential impacts from seismic activity. Additionally, goals, policies and implementation in the Beaumont 2040 Plan will also ensure that adverse effects caused by seismic

and geologic hazards are minimized by limiting the densities and intensity of uses in this area. Thus, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts related to earthquake faults and seismic safety, landslide, lateral spread, subsidence, liquefaction, or collapse.

With implementation of the Beaumont 2040 Plan, soil erosion and/or the loss of topsoil would be likely to occur when soil is exposed during construction activities. Wind and water are the two main methods of erosion, and human activities that remove vegetation or otherwise disturb soil are the biggest influence to erosion potential. The degree to which erosion and topsoil loss occurs is limited by measures specifically incorporated during construction to reduce wind-blown dust and/or stormwater erosion, often called “best management practices” (BMPs) or erosion control plans.

The City and County are co-permittees to the Riverside County MS4 Permit issued by the Santa Ana River RWQCB. This permit places stormwater pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities within the Planning Area. As such, developments under County land use control and developments under the City’s land use control would require submittal of a SWPPP and a WQMP for review and approval by County/City staff prior to issuing building permits. The SWPPP describes the erosion and sediment control BMPs to be used during the construction phase and the WQMP describes the post-construction treatment methods for the expected pollutants of concern. Although implementation of the Beaumont 2040 Plan and revised Zoning Map will introduce development that will have the potential to cause erosion and loss of topsoil, compliance with the NPDES will reduce impacts.

Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins thus, portions of the Planning Area may be subject to expansive soils. Although expansive soils are now routinely alleviated by following the CBC, problems related to past inadequate grading or site preparation practices constantly appear (Beaumont 2040 Plan, p. 9-11.) All development in the Planning Area is required to be compliant with the CBC Code in Title 24, as related to the construction of structures and facilities on expansive soils. Prior to any construction in areas on expansive soils, a geotechnical assessment of the site is required by a certified geologist. This report must make recommendations as to the stability of the site and the requirements for grading, site preparation, and building foundations.

The CBC approaches the issue of building on expansive soils in a project-by-project way. Geotechnical investigations by a licensed geotechnical professional are required with each project proposed in order to determine whether expansive soils exist and if so, whether the project is geotechnically feasible and what design considerations will be needed to construct. As a condition of approval, prior to the issuance of any grading permit, the City requires grading plans to satisfactorily address the geotechnical investigation’s recommendations. With implementation of the Beaumont 2040 Plan and revisions to the Zoning Map, new structures within the Planning Area may be proposed on expansive soils; however, the degree of risk to life or property from the effects of expansive soils is considered **less than significant** with through compliance with existing regulations and goals, policies, and implementation contained in the Beaumont 2040 Plan; no mitigation is necessary.

The City currently estimates 161 parcels are served by individual septic tank systems for wastewater disposal directly into the ground. Because of varying soil characteristics and depths to groundwater throughout the Planning Area, some areas may have moderate to severe limitations on the use of septic tanks or alternative wastewater disposal systems. To the extent the Beaumont 2040 Plan accommodates development in such areas, there is the potential for effects to soils that cannot adequately support the

use of septic tanks or alternative wastewater disposal systems. All septic-using development within the Planning Area has to comply with the provisions of the CBC (CCR Title 24, Part 2), Chapters 18, which address soils and foundations; and Chapters 16 and 17, which address structural design, structural test and inspections. The provisions of Chapter 18 apply to all building and foundation systems. All construction, including that of septic tanks is required to have an appropriate geotechnical investigated conducted pursuant to CBC standards. Such investigation includes an assessment as to whether or not the site's soils are suitable for onsite wastewater disposal system. Pursuant to CBC, no development utilizing onsite septic disposal shall be approved unless the geotechnical study for the site determines that onsite soil conditions are suitable for septic disposal. Developments proposing septic systems must also comply with the RWQCB Basin Plan and the Riverside County Department of Environmental Health's Technical Guidance Manual. The City allows for certain types of subdivisions (Schedule B, C, and D Subdivisions) (BMC 16.40.060(D) and 16.40.070(D)) the opportunity to prove soil conditions are appropriate for on-site septic tanks if the site cannot connect to the City's sewer system.

If connection to the City sewer system is not possible, City and State regulations establish criteria that must be met to determine feasibility of using an on-site septic tank system. Therefore, where sewers are not available for the disposal of wastewater within the Planning Area, there are methods in place to ensure adequate support of septic systems. Compliance with existing regulations and Beaumont 2040 Plan goals, policies, and implementation, will be required for future development under the General Plan. It is also assumed that these same regulations are being applied to other cities and the County as individual development projects are proposed.

A variety of ground-disturbing activities such as mass grading, excavation, trenching, and auguring are expected to occur during future project developments under the Beaumont 2040 Plan which have the potential to damage or destroy paleontological resources. These same activities would be expected region-wide as well.

Paleontological resources are protected under Federal, State, regional, and local regulations as described in Section 5.6.2 – Related Regulations that would prevent adverse impacts to paleontological resources with implementation of the Beaumont 2040 Plan. Specifically, Beaumont 2040 Plan policy 8.11.4 requires development to avoid paleontological resources, whenever possible. If complete avoidance is not possible Policy 8.11.4 requires development to minimize and fully mitigate impacts to paleontological resources. Since future development project will be subject to subsequent CEQA review, and since other area development has the same level of protective measures they must also adhere to from state and federal regulations, this would not create a cumulative considerable impact.

Therefore, compliance with local, state and federal regulations, impacts to geology/soils including paleontology would not be considered cumulative considerable.

7.1.8 Greenhouse Gas Emissions

As discussed in Section 5.7.2, GHG emissions are inherently a cumulative impact. While the analysis outlined in Section 5.7 is focused on the Beaumont 2040 Plan, and is specific to the Project, it is also considered cumulative because it is only as a contribution to a cumulative effect that the Project-specific GHG emissions have environmental consequences. Therefore, the GHG analysis includes the analysis of both the project and cumulative impacts. As outlined in Section 5.7, the estimated GHG emissions per service population in 2030 and 2040 are higher than the identified thresholds of significance. MM GHG 1 would ensure that the City is tracking and monitoring the City's GHG emissions in order to achieve long-term GHG reductions consistent with statewide goal. However, at this time, there is no plan that

incorporates the Beaumont 2040 Plan that achieves long-term GHG reduction goals. Therefore, the GHG impacts are cumulatively considerable.

7.1.9 Hazards

The cumulative setting for Hazards is typically an effect limited to a specific area and is not typically widespred into other areas of the Region; impacts from Hazards would be primarily related to future development within the City of Beaumont. As development increases thorugh the buildout of the General Plan, exposure to hazards can increase. This new development will result in increased transport, use, storage, and disposal of hazardous materials in the Planning Area as well as create an increase in the upset and/or accident conditions involving the release of hazardous materials into the environment. The public could also be exposed to hazardous materials if new development or redevelopment were to be located on a current or historical hazardous material site. Of particular concern are facilities with leaking underground storage tanks or other methods of storage that could accidentally leak or be released into the soil, groundwater, surface water, or air. The transport, storage, use, and disposal of hazardous materials and wastes is extensively regulated by federal, state, and local policies as discussed in Section 5.8.2 of this Draft PEIR, above, which provides a high level of protection to the public. Beaumont will continue to enforce disclosure laws that require users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport and to notify the appropriate city, county, state, and federal agencies in the event of a violation. By recognizing these hazards and ensuring that an educated public is able to work with City officials to minimize risks associated with hazardous materials, the City can maintain safe conditions throughout the Planning Area. Facilities developed consistent with the Beaumont 2040 Plan that will use hazardous materials will be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect public health.

The Riverside County Department of Environmental Health (DEH) is the CUPA for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, of which the Planning Area is a part. Riverside County DEH implements the hazardous materials business plans that include an inventory of hazardous materials used, handled, or stored at any business in the Planning Area. DEH is also responsible for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, aboveground storage tanks, and stationary sources handling regulated substances.

In addition, to the numerous federal, state, and local regulations, the Beaumont 2040 Plan incorporates policies and implementation actions to minimize the risk associated with the use and transport of hazardous materials in the Planning Area.

To address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants, Beaumont 2040 Plan Policy 9.11.2 requires an assessment of hazardous materials as part of environmental review. Individual developments may be required to prepare site-specific Phase I Environmental Assessments and supplemental environmental reviews, if applicable, to determine if there are any unknown site-specific sources of hazardous materials or wastes. In particular, site-specific assessments will be useful to identify potentially contaminated soils that may be encountered during grading and excavation or improperly or unrecorded abandoned wells. Additionally, these studies may identify asbestos containing materials, lead residue from paints, polychlorinated biphenyl (PCB) residue from transformers, and other hazardous materials which may be identified in existing buildings proposed for demolition or modification.

Compliance with and enforcement of existing laws and regulations concerning the upset and/or accidental release of hazardous materials into the environment, supported by Beaumont 2040 Plan Policies will prevent cumulatively considerable impacts from occuring.

Future land uses consistent with the Beaumont 2040 Plan could include commercial uses within one-quarter mile of existing and new schools. However, Beaumont 2040 Plan Policy 9.11.5 prohibits the placement of new facilities involved with the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses, which includes schools. Additionally, the California Department of Education establishes standards for school sites pursuant to Education Code Section 17251 and adopts school site regulations, which are contained in the California Code of Regulations, Title 5, commencing with Section 14001. The regulations define certain health and safety requirements for school site selection, including a potential school site's proximity to airports, high-voltage power transmission lines, railroads, and major roadways. Regulations regarding the placement of schools also restrict the presence of toxic and hazardous substances and hazardous facilities and hazardous air emissions within one-quarter mile of a proposed school site. Further, Education Code Section 17213 requires the written findings of the environmental impact report or negative declaration prepared for a proposed school site to include a statement verifying that the site is not currently or was not formerly a hazardous, acutely hazardous substance release, or solid waste disposal site or, if so, that the wastes have been removed.

The DTSC's School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning up proposed school sites. The division ensures that proposed school sites are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school. All proposed school sites that will receive state funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under the DTSC's oversight.

CEQA Guidelines Section 15186, School Facilities, requires that school projects, as well as projects proposed to be located near schools, examine potential health impacts resulting from exposure to hazardous materials, wastes, and substances. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential hazardous materials handling and emissions could occur in proximity to existing schools.

There would not be any cumulative impacts associated with known contaminanted sites in the City, as these have both been recitcified with regulators, as discussed in Section 5.8. Additionally, there are no airports in or near the City to cause cumulative impacts and the evacuation routes from the General Plan will assit the overall region with access to emergency routes that could affect neighboring communities as well as the City of Beaumont. Lastly, compliance with General Plan policies along with other local, state and federal requirements related to future development and wildland fire risk will reduce any cumulative impacts.

No cumulatively considerable impacts related to Hazards has been identified related to the implementation of the Project.

7.1.10 Hydrology/Water Quality

Hydrology and Water Quality cumulative setting is related to the watershed that the City is located within. Watersheds do not follow jurisdictional boundaries, so the inherent discussion of impacts to hydrology

and water quality are already on a cumulative level. Implementation of the General Plan and Zoning updates have the potential to cause violations of water quality standards, decrase groundwater, alter drainage patterns to affect runoff which could cause erosion, flooding, or exceed planned facilities, put development at risk from tsunami or seiches, or conflict with the groundwater management plan. However, as detailed in Section 5.9 of this Draft PEIR, there are numerous local, state and federal regulations that affect all projects and jurisdictions to prevent hydrology and water quality impacts from development. Addtionally, there are numerous General Plan policies outlined in Section 5.9 which are aimed at reducing potential impacts to hydrology and water quality. With adherence to all the existing regulations as well as the General Plan policies proposed, impacts associated with hydrology and water quality are not considered cumulatively considerable.

7.1.11 Land Use and Planning

The cumulative setting for land use and planning in the Planning Area and the adjacent unincorporated County areas, the City of San Jacinto, and the City of Banning. Cumulative land use impacts would result if implementation of the Beaumont 2040 Plan would divide an established community or if growth resulting from the Beaumont 2040 Plan would conflict with land use plans and/or policies, or state planning initiatives.

The Beaumont 2040 Plan would replace the City's 2007 General Plan. The revised Zoning Ordinance and Zoning Map will modify certain regulations governing land use and development in the City. The Beaumont 2040 Plan does not propose to modify or revised any of the 17 existing specific plans within the Planning Area (see **Figure 5.10-2**) and as such will not conflict with those local plans.

Regarding regional plans, as discussed in Section 5.4 – Biological Resources, the Beaumont 2040 Plan is consistent with the MSHCP. As discussed in Section 6, the Beaumont 2040 Plan is consistent with the 2016 SCAG RTP/SCS. Because the Beaumont 2040 Plan would be consistent with and/or supplement adopted plans and regulations governing land use and development in the region, it would not make a considerable contribution to cumulative impacts.

The Beaumont 2040 Plan is also consistent with state planning initiatives, such as SB 1000, SB 743 and the Complete Streets Act. Although implementation of the Beaumont 2040 Plan would result in vehicle miles traveled (VMT) per service population that is 25 percent higher than the threshold of significance established by the City, the Planning Area will result in lower VMT per service population than most areas within Riverside County. Additionally, Beaumont 2040 Plan Mobility Element would implement the Complete Streets Act by providing a comprehensive multi-modal system with enhanced connectivity, safety, and comfort for all modes of transportation. As the Beaumont 2040 Plan is consistent with state planning initiatives, the proposed Project's impacts to land use and planning would not be cumulatively considerable.

7.1.12 Mineral Resources

The cumulative setting for mineral resources is within the Planning Area since mineral resources are site specific. The City has no known or identified mineral resources of regional or statewide importance. The Planning Area does not contain any "locally important mineral resource recovery sites." Although the current Zoning Ordinance has a Mineral Resources Overlay Zone (Section 17.03.160, neither the City's 2007 General Plan, existing Zoning Map, or any specific plan within the Planning Area identifies a locally-important mineral resource recovery site. Development pursuant to the Beaumont 2040 Plan, Revised Zoning Ordinance, and Revised Zoning Map will not restrict access to mineral resources outside of the Planning Area. Therefore, the potential for adoption and implementation of the Beaumont 2040 Plan and

Revised Zoning Map to result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State and for this reason is not considered to be cumulatively considerable.

7.1.13 Noise

The study area for the assessment of cumulative noise impacts is the Planning Area and neighboring jurisdictions as shown on **Figure 5.12-3 – Future Noise Contours**. Noise impacts were assessed by determining whether implementation of the proposed Project (i.e. buildout of the Beaumont 2040 Plan per the Zoning Map and compliance with the revised Zoning Ordinance) would expose persons to noise levels that would conflict with thresholds established by the City or changes in traffic noise levels that would exceed the Federal Transit Administration (FTA) recommendations in **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure**.

Development of private and public works projects per the Beaumont 2040 Plan could result in a temporary cumulative noise impact from construction, if the simulatenous construction of multiple projects in close proximity to each other were to occur. However, through compliance with BMC Section 9.02.11(F) and Beaumont 2040 Plan Noise Element Implementation actions N2, N7, N8, and N9, cumulative noise impacts resulting from new construction would be less than significant.

Permanent cumulative noise impacts could result from traffic generated at buildout of the Beaumont 2040 Plan where roadway segments are adjacent to existing noise-sensitive land uses. Beaumont 2040 Plan Policies 10.1.2, 10.1.3, 10.1.4, 10.1.5, 10.1.8, 10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.5, 10.2.6, and 10.2.7 and Implementation actions N2, N3, N5, and N10 would ensure that noise impacts, including traffic noise, are considered as individual development projects and transportation improvements are proposed; and, if necessary, appropriate, site-specific noise attenuation techniques are incorporated into future development and transportation project designs. Future traffic noise may also be attenuated through the use of traffic calming measures (Policy 10.2.5), sound reducing paving materials (Policy 10.2.6), and the use of sound barriers. Noise impacts to sensitive receptors along I-10, SR-60, and SR-70 may be reduced by working with Caltrans and the Federal Highway Administration per Policy 10.2.1. Athough noise levels at existing sensitive receptors would be reduced to the degree feasible, the analysis n Section 5.12 indicates noise levels from future traffic could still exceed FTA recommendations on certain roadways and freeway segments within the Planning Area as shown in **Table 5.12-H –Comparison of Calculated existing (2018) and Future 2040 Noise Levels along Major Roadways and Railways**. Therefore, the proposed Project's noise impacts are cumulatively considerable.

7.1.14 Population/Housing

The geographic context for population/housing cumulative analysis is the Planning Area and the surrounding cities and County lands. Cumulative impacts in the context of population, housing, and employment are analyzed in terms of consistency with SCAG growth assumptions for the WRCOG subregion. Buildout of the Beaumont 2040 Plan would contribute to regional growth with respect to population, housing, and employment. SCAG projects the WRCOG Subregion's housing will reach 1,054,300 dwelling units by 2040, with a resultant population of approximately 3,183,700 persons. This would represent a growth rate of approximately 29.5 percent over the WRCOG Subregion's 2012 population estimate of 2,245,100 persons. At buildout (2040), the Beaumont 2040 Plan would result in a population of approximately 131,949 persons, which would comprise approximately 5.9 percent of the WRCOG Subregion's forecast population (2,245,100 persons). Implementation of the Beaumont 2040 Plan would not significantly alter the subregional or regional growth rates projected by SCAG, as concluded above. The City's growth levels would remain generally consistent with SCAG's forecast for

2040. Further, proposed policies and implementation actions are designed to best manage and accommodate the City's growth. The physical environmental effects of the city's growth on the region are evaluated in the technical resource chapters of this Draft PEIR.

Thus, implementation of the Beaumont 2040 Plan would adequately meet the housing needs of the anticipated population growth within the City update's so contribution to the potential for cumulative inducement of population growth would not be cumulatively considerable.

Additionally, the City's jobs to housing ratio at buildout of the Beaumont 2040 Plan would be improved over existing conditions; refer to Section 5.13 – Population/Housing. Further, the Beaumont 2040 Plan would not displace people or housing within the Planning Area so the regional effects of the forecast growth would not result in a considerable contribution. Therefore, implementation of the Beaumont 2040 Plan would not result in cumulatively considerable population, housing, and employment impacts.

7.1.15 Public Services

Buildout per the Beaumont 2040 Plan would increase the demand for fire protection, police protection, schools, and library facilities due to additional population and new non-residential development. Each of these services are discussed separately

Fire Protection

Fire protection services in the City are provided under contract with the Riverside County Fire Department (RCFD) and CAL FIRE, who also serves the SOI area. Even though RCFD and CAL FIRE are regional service providers, because the City contracts for these services the cumulative setting for fire protection is the City. As discussed in Section 5.14 – Public Services, buildout of the Beaumont 2040 Plan would result in the need for an additional 26 fire stations to serve the Planning Area. Implementation of Beaumont 2040 Plan Goals 3.2, 5.8, 9.3, 9.5, 9.6; Policies 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 7.1.3, 9.3.1, 9.3.2, 9.3.4, 9.5.1, 9.5.2, 9.5.3, 9.5.4, 9.5.6, 9.5.7, 9.5.8, 9.5.9, 9.6.1, 9.6.2, 9.6.4; and Implementation LUCD13, S12, S13, S14, S15, S16, combined with subsequent project-level CEQA of future facilities, along with compliance with the California Fire Code, would ensure that cumulative environmental impacts associated with the continued provision of fire protection services would be less than cumulatively considerable**.**

Police Protection

Since Beaumont operates its own police department, the cumulative setting for police protection is the City. As discussed in Section 5.14 – Public Services, at buildout of the Beaumont 2040 Plan approximately 131 sworn officers would be needed to serve the Planning Area. Additional equipment, facilities, and personnel would also be required to meet the City's performance objectives for law enforcement services. Implementation of Beaumont 2040 Plan Goals 3.2, 4.3, 5.8, 7.1, 9.1, and 11.11; Policies 3.2.3, 3.9.4, 4.3.1, 4.3.2, 5.8.1, 5.8.3, 5.8.4, 5.8.5, 7.1.3, 9.1.1, 9.1.2, 9.1.3, 9.1.4; and Implementation actions LUCD6, S1, S2, S3, and S5, combined with subsequent project-level CEQA review and payment of DIFs for future projects and facilities, would ensure that cumulative environmental impacts associated with the continued provision of police services would be less than cumulatively considerable.

Schools

The cumulative setting for schools is the Beaumont Unified School District (BUSD). As discussed in Section 5.14, implementation of the Beaumont 2040 Plan update as well as development throughout the BUS is expected to result in population growth that would increase student enrollment in BUSD. The BUSD's 2019 School Facility Needs Analysis identifies that BUSD can expect an additional 29,285

residential units through calendar year 2040 and BUSD will need to construct at least one elementary school, one middle school and one high school to accommodate anticipated development over the next 20 years. Current state law indicates that the environmental impact of new development on school facilities is considered fully mitigated through the payment of required development impact fees. All new development proposed and approved, including any future development allowed by the Beaumont 2040 Plan, would be required to pay applicable development impact fees. Additionally, Beaumont 2040 Plan Policy 7.10.1, will bring the City and BUSD together to anticipate and adjust for fluctuating school enrollment and potential impacts on existing schools. Therefore, cumulative impacts on school facilities are considered less than cumulatively considerable.

Libraries

As discussed in Section 5.14, the Beaumont Library is owned and operated by the Beaumont Library District. Thus, the cumulative setting for library services is the boundaries of the BLD, which includes. The City, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County. The population increase and new development and redevelopment anticipated with implementation of the Beaumont 2040 Plan and new development within other areas of the BLD, will place additional demands on library facilities and services. The BLD is funded by property taxes, contributions from individuals, and foundations. As the population of the City of Beaumont continues to grow, the BLD services will continue to be impacted until adequate facilities are provided. However, the development proposed by the Beaumont 2040 Plan will result in the development of vacant properties and the redevelopment underutilized land, which in turn will increase property tax revenue to the BLD. Further, future discretionary development projects are required to conduct project-level CEQA analysis and identify appropriate mitigation measures, as feasible. Therefore, cumulative impacts on library facilities are considered less than cumulatively considerable.

7.1.16 Recreation

The cumulative setting for recreational impacts is typically limited to the jurisdiction since its up to provide parks to it's community. However, if a community does not provide for adequate recreational uses, residents may us recreational facilities in neighboring communities which could lead to accelerated deterioration of said facilities. Based on the anticipated Beaumont 2040 Plan buildout population of 131,940, which results in an increase of approximately 82,699 persons,[1] a total of 415 new acres of parkland[2] will be is needed to comply with the City's park standard of five acres per 1,000 persons. Based on the number of open space and park acres shown in **Table 5.15-B,** the adoption of the Revised Zoning Ordinance making parks a permitted use in all of City's residential zoning districts. and compliance with Chapter 3.34 of the Beaumont Municipal Code and applicable Beaumont 2040 Plan goals, policies and implementation, impacts regarding maintaining acceptable service ratios and performance standards for park and recreation facilities will not result in cumulatively considerable imapcts related to recreation.

7.1.17 Transportation/Traffic

The transportation analysis in this PEIR addresses cumulative impacts to the regional transportation system. The Riverside Traffic Analysis Model (RIVTAM) was used to develop forecasts for the Beaumont 2040 Plan (TIA, p. 18). The RIVTAM model already assumes a level of growth for other nearby

[1] Buildout population determined based on 40,848 residential units in the Planning Area multiplied by 3.23 persons per dwelling unit equals 131,940 persons, minus the existing population of 49,241 equals a population increase of 82,699 persons.

[2] 82.699 persons multiplied by 5 acres of parkland per 1,000 persons equals 415 acres.

jurisdictions based on all reasonably foreseeable and probable future projects in the region and population/employment projections. In sum, all scenarios studied in the Traffic Impact Analysis (TIA) for this PEIR are considered cumulative by nature because anticipated land use forecasts for other areas are already included in the traffic model.

As outlined in Section 5.16, regional population and employment growth is anticipated to result in vehicle miles traveled (VMT) that would exceed the City's adopted threshold of significance of a three percent increase over existing conditions. This represents a significant cumulative impact. While the Beaumont 2040 Plan includes various policies to reduce vehicle miles traveled and promote multi-modal transportation system, the California Air Pollution Control Officers Association (CAPCOA) identifies the maximum achievable VMT reduction with transportation demand management (TDM) measures to be 10 percent in a suburban setting. Given that the Beaumont 2040 Plan buildout is estimated to generate VMT per service population that is approximately 25 percent higher than the threshold of significance, TDM measures would likely not reduce VMT per service population to a level below the City's threshold of significance. Therefore, the Beaumont 2040 Plan would result in a cumulatively considerable contribution to this significant impact.

7.1.18 Tribal Cultural Resources

The cumulative setting for Tribal Cultural Resources is considered to the be areas of each individual Tribe and their recognized area of ancestorial territories. As outlined in Section 5.17, of the 41 Tribes that were sent tribal consultiaton letters under AB52, only the Agua Caliente Band of Cahuilla Indians and the San Manuel Band of Mission Indians requested consultation with the City. The City consulted with these tribes and the tribal concerns raised during the consultation process are addressed in the Beaumont 2040 Plan Open Space and Conservation Element. No cumulatively considerable impacts resulted from these consultations.

7.1.19 Utilities

The cumulative setting for utilities depends on the service being considered; some of these services are affecting not just the City of Beaumont. As regional growth occurs, along with the growth from the implementation of the General Plan, demand will increase for water, wastewater, electrical, natural gas, telecommunications and solid waste services. Service providers for each of these utilities will need to monitor their level of service and funding sources in order to provide the service for the anticipated growth. The proposed Beaumont 2040 Plan and revised Zoning Map/Zoning Code do not include specific development applications; therefore, the environmental effect of future construction, relocation, or expansion of utilities and service systems is unknown. Because this is a first-tier, program EIR, CEQA analysis of specific facilities may be properly deferred until plans for such facilities are developed. Since detailed plans are not developed, mitigation for any such facilities would be speculative at the programmatic level of analysis. Nevertheless, the proposed Project includes policies and programs that will minimize the environmental effects of the development of such facilities, as described herein. Addtionally, the City will comply with existing local and state regulations governing solid waste generation and reduction measures. Through implementation of existing regulations listed in Section 5.18.2 and the proposed Beaumont 2040Plan policies listed in Section 5.18.3, the cumulative impacts associated with providing utilities to support the implementation of the Project is not cumulatively considerable**.**

7.1.20 Energy

Energy use can also be considered a cumuatlive impact as everyone that uses energy to live, work and transport themselves, regardless of which community is an energy consumer. When evaluating the

cumulative impact of a project like a Genreal Plan, the overall increase and planned growth envisioned in the General Plan will create the need for more energy resources not only in the City, but region wide as well. As outlined in Section 5.19, potential impacts related to energy consumption from future development under the Beaumont 2040 Plan were evaluated. Construction that could occur with future development under the Beaumont 2040 Plan would result in a temporary increase in fuel consumption. However, it is anticipated that fuel would not typically be consumed in a wasteful manner during construction of individual projects under the Beaumont 2040 Plan, as it is in the interest of construction contractors to meet project schedules and minimize costs in addition to advances in technology and fuel economy. Through the policies and programs of the Beaumont 2040 Plan and required regulatory compliance (including, but not limited to energy efficiency, renewable energy requirements, and fuel economy increases), electricity, natural gas, and transportation-related energy consumption in the City would be reduced to the extent feasible. Therefore, the potential for cumulative impacts related to energy would not be cumulatively considerable.

7.1.21 Wildfire

The cumulative setting for wildfire risk is region wide. A fire that breaks out in a nearby community can easily spread to another community. Therefore wildfire risk is inherently a cumulative impact. As discussed in Section 5.20, the City of Beaumont does contain state-designated zones of eleveated risk from wildfire given the open spaces areas located within the City and its Sphere of Influence. Proximity to the San Bernardino and San Jacinto Mountians also puts the city at risk. As outlined in Section 5.20.2 there are numerous regulations in place to require jurisidictions to evaluate their risks and plan for them. Additionally, as outlined in Section 5.20.3 there are numerous Beaumont 2040 Plan policies that address wildlfire risk and attempt to ensure future development is sensitive to this risk. Therefore based on compliance with existing regulations and the proposed Beaumont 2010 Plan policies, implementation of the proposed Project would not create a cumulatively considerable impact related to wildfire.

7.2 Significant and Unavoidable Adverse Impacts

This topic is intended to address any significant impacts that cannot be mitigated to below a level of significance (State CEQA Guidelines, Section 15126.2). As discussed in detail throughout Section 5 and Section 6 of this Draft PEIR, implementation of the Beaumont 2040 Plan would not result in any Project-specific or cumulatively significant unavoidable adverse impacts related to aesthetics, agriculture and firestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildifre.

Significant, unavoidable adverse impacts were identified for air quality (Section 5.1), greenhouse gas emissions (Section 5.7), noise (Section 5.12), and transportation (Section 5.17). These impacts are described and discussed in further detail in each of their respective sections. Despite these unavoidable effects, a comprehensive update to the City's General Plan is still proposed because the adopted General Plan is based on outdated information. Additional reasons for supporting a comprehensive update to the City's General Plan, including project objectives, are provided in Section 3.0 – Project Description. The following is a summary of the significant and unavoidable impacts that would result from the proposed Project.

- Air Quality: Exposure of sensitive receptors to substantial pollutant concentrations and result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment (project-specific and cumulative)

- Greenhouse Gas Emissions: Greenhouse gas emissions that exceed established thresholds (project-specific and cumulative).

- Noise: Generation of traffic noise that would exceed the Federal Transit Administration (RTA) significane thresholds (project-specific and cumulative impact)

- Transportation: VMT that exceeds the Citys established threshold of significance (project-specific and cumulative).

All other significant impacts identified in Section 5.0 – Environmental Analysis, of this Draft PEIR can be reduced to below a level of significance with implementation of Beaumont 2040 Plan goals, policies, implementation actions, compliance with existing regulations, and/or mitigation measures identied in this Draft PEIR.

7.3 Growth Inducing Impacts

According to State *CEQA Guidelines* Section 15126.2(d), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria:

- a project would remove obstacles to population growth;
- increases in the population may tax existing community service facilities, causing significant environmental effects; or
- a project would encourage and facilitate other activities that could significantly affect the environment.

The Project is intended to plan for future development and increase growth for the City; that is the intent of a General Plan. The Land Use Plan (**Figure 3-4**) outlines the future development patterns for the next 20 years. A major change from the previous 2007 General Plan is the density of residential development which is now being proposed to be increased by the Project. Responding to new state mandates to create additional housing units throughout California requires local jurisidictions to look at their existing land uses and plan for ways to increase densities or create additional residential land uses from previously non-residential land uses. All the while, jurisdicitions also need to consider tax revenue and create enough space for tax-generating businesses such as commercial, industrial and manufacturing.

Based on the General Plan, the City will increase its population to 131,949, which is an 18.9% increase above the previous General Plan projections. The development scenario outlined on **Figure 3-4 – Land Use Plan** will create 40,844 dwelling units and 33,075,597 square feet of non-residential land uses over the projected 20-year planning horizon of the General Plan in the Planning Area. These units and square footage represent a 13.1 percent increase in households and a 22.2 percent increase in employment from previous projections in 2007 General Plan. The oveall growth rate for the 20 year planning horizon is 0.9 percent per year.

The Pass Area cities and County areas are also experience similar growth patterns and pressure to develop new housing units. The growth inducement experienced by the city of Beaumont is not unique or significantly higher than other areas.

7.4 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(d) requires a discussion of any significant irreversible environmental changes that would occur as a result of the project. Specifically, Section 1512.6(d) states:

> *Uses of nonrenewable resources during the intial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal of nonuse thereafter unlikely. Primary impact, and particularly, secondary impacts…generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Development that would occur consistent with the General Plan will result in consumption of non-renewable energy resources which will have an irreversible effect on such resources. Focusing development on areas that are already developed in the city by increasing densities, will limit the amount of resources used for such development, but it is also reasonable to assume that currently vacant parcels would be converted to development and reverting back to less urban or open space is highly unlikely.

Resources expected to be used as a result of the Project include lumber, sand, gravel, concerete, asphalt, steel, copper, lead, other metals, petrochemicals and water. The long term commitment to the need for these resources, including increased energy will result in the degradation of air quality, water quality and biological systems.

7.5 References

County GPA 960 — County of Riverside, *General Plan Amendment No.960 EIR No.521 CAP (February 2015)*. (Accessed https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015 accessed August 30, 2020.)

8.0 ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires projects to evaluate a reasonable range of alternatives to a project which will limit or reduce the significant impacts of a project. Specifically, Section 15126.6 (a) says that "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives".

The following discussion considers alternatives to implementation of the Project. The discussion examines the potential environmental impacts resulting from each alternative. Through comparisons of these alternatives to the Project, the relative advantage(s) of each can be weighed and analyzed.

8.1 Project Objectives

As stated in Section 3.4 of this Draft PEIR, the Project objectives include:[1]

- Create a vibrant downtown.
- Pursue an infill strategy.
- Improve retail corridors.
- Expand housing choices.
- Protect the City's historic resources.
- Expand and enhance employment opportunities.
- Improve fiscal performance of City.
- Improve infrastructure and keep pace with development.
- Improve health outcomes.
- Create a diverse and extensive open space network.
- Enhance opportunities for tourism.
- Ensure high level of public safety.

8.2 Significant Impacts from Project

Based on the analysis contained in Section 5.0 of this document, the following areas will have significant impacts that are unavoidable related to the implementation of the City's General Plan Update:

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation

8.3 Alternatives Rejected from Consideration

Alternatives that were considered but that were rejected need to also be considered in an EIR (Section 15126.6(c)).

[1] Refer to Section 3.4 for an fuller discussion of the Project Objectives.

8.3.1 Alternate Location

The CEQA Guidelines Section 15126.6(f)(2) requires that an alternate location to the project that will lessen or avoid significant impacts of a project. Since the project is the consideration of a General Plan, which is not inherently linked to a specific project location, and rather constitutes a policy document laying out land use implications within the project, an alternative location to the Project was considered but rejected for infeasibility.

8.3.2 General Plan Land Use Scenarios

In 2017, the City began working with their community of stakeholders to create the land use plan for the General Plan. Compilation of stakeholder input resulted in three land use "scenario's" which were presented at a City of Beaumont City Council hearing on December 19, 2017. The three scenarios presented were as follows:

- Scenario 5.1 –Retail Intensive- included 3.3 million square feet of retail, 400,000 square feet of office space and 625,000 sf of industrial. Under this Scenario, 13,000 dwelling units could be built.
- Scenario 5.2 – Office Intensive - included 2.0 million sf of retail, 1.6 million sf of office, 1.9 million sf of industrial and 11,000 dwelling units.
- Scenario 5.3 – Balance of Jobs – included 2.5 million sf of retail, 500,000 sf of office, 1.3 million sf of industrial and 14,000 dwelling units.

The City evaluated these three scenarios at a high level. These alternatives were abandoned and instead a "Preferred Alternative" was presented to the City Council on February 6, 2018 which resulted in the proposed Project land use plan. None of these three alternatives/scenarios were explicitly chosen as the proposed Project.

8.4 Description of Alternatives

CEQA says that an EIR must evaluate a reasonable range of alternatives. Section 15126.6(c) says, the "range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The following Project Alternatives were considered as ways to lessen potential significant impacts listed above in section 8.2.

8.4.1 Alternative 1 – No Project/Existing 2007 General Plan

CEQA mandates that an EIR analyses the No Project Alternative. Specifically, Section 15126.6(e)(3)(A) says, "when the project is a revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future." Therefore, for this analysis, the No Project Alternative will be the continued land uses and implementation of the City of Beaumont's March 2007 General Plan, see **Figure 8-1 Existing 2007 General Plan Land Use**.

Evaluation of Alternative 1- No Project/Existing 2007 General Plan

Under Alternative 1 the existing 2007 General Plan guides the future development of the City. The land uses in the 2007 General Plan are not much different than is being proposed by the Project, but there

would be less industrial land uses and less higher density residential units under the existing 2007 General Plan compared to the proposed Project as shown on **Figure 8-1**.

Table 8-A – Comparison of Alternative 1 to Proposed Project Land Uses

2007 General Plan Land Use Designation	Alternative 1 -No Project/Existing 2007 General Plan [1] (acres)	Proposed General Plan Land Use Desgination[2]	Proposed Project[3] (acres)
		Rural Residential (1 DU per acre)	547
		Rural Residential (1 DU per 10 acres)	850
		Rural Residential (1 DU per 40 acres)	3,420
Rural Residential	10,946	Total Rural Residential	4,817
Single Family Residential	6,765	Single Family Residential	5,076
Multi-Family Residential	142	Traditional Neighborhood	574
		High Density Residential	323
Mixed Use	240	Downtown Mixed Use	386
6th Street Overlay	211	TOD Overlay	173
Community Commercial	471	Neighborhood Commercial	46
General Commercial	84	General Commercial	321
Industrial	1,254	Industrial	1,336
Public Facilities	234	Public Facilities	350
Recreation/Conservation	9,849	Open Space	10,253
Beaumont Avenue Overlay	80		
Urban Village Overlay	684	Urban Village	408
		Urban Village South	237
		Employment District	179

1 = Table 2-1, Distribution of Land Uses within the Beaumont Planning Area (2007 General Plan)
2= Table 3-2 Potential Development in the City and its Sphere of Influence (2020 Public Draft General Plan)
3 = does not include 2,088 acres of streets
DU – dwelling unit

8.4.2 Alternative 2 – Increased Recreation

Under this Alternative, there would be a new Land Use Designation for "Recreation" which would include: "Low-impact development, including camping and ATV uses. Caretaker residential units. Residential uses that meet the Rural Residential 40 designation are permitted". The area where this Recreational land use designation would occur is depicted below on **Figure 8-2 – Alternative 2-Increased Recreation**, which is in the very western edge of the Planning Area and south of SR 60. Under Alternative 2, there would be approximately 547 acres of a Recreation designation, which would replace approximately 547 acres of Rural Residential as proposed by the Project. The area affected by this Land Use designation change is within the County of Riverside and located within the City's Sphere of Influence. The underlying County of Riverside Land Use Designation is Rural Residential. Under this Alternative, the County Land Use Designation would be inconsistent with the City's proposed Project Land Use Designation of Recreation.

Evaluation of Alternative 2

Alternative 2 has one main distinct difference from the proposed Project; it keeps approximately 547 acres at the western edge of the Planning Area that is within the County of Riverside jurisdiction and in the City's Sphere of Influence, and makes it Recreation. This use would allow for the construction/operation of recreational focused land uses such as an off-road vehicle park, campsites and other active recreational uses. Under this Alternative, there would be a reduction in the amount of Rural Residential land uses from what is in the proposed Project.

Remainder of page intentionally left blank

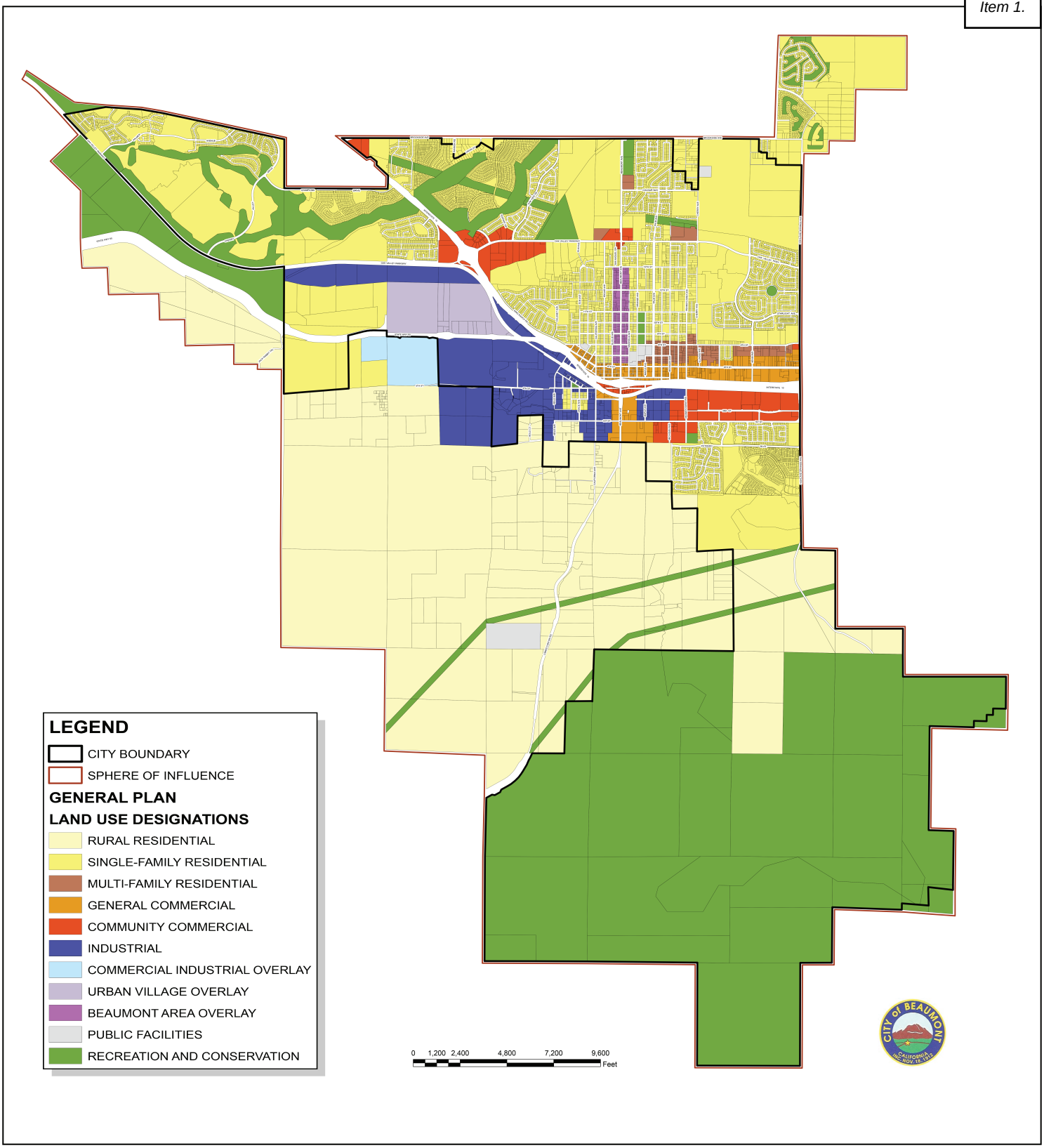


Figure 8-1 - Existing 2007 General Plan

City of Beaumont General Plan Update

Page intentionally left blank

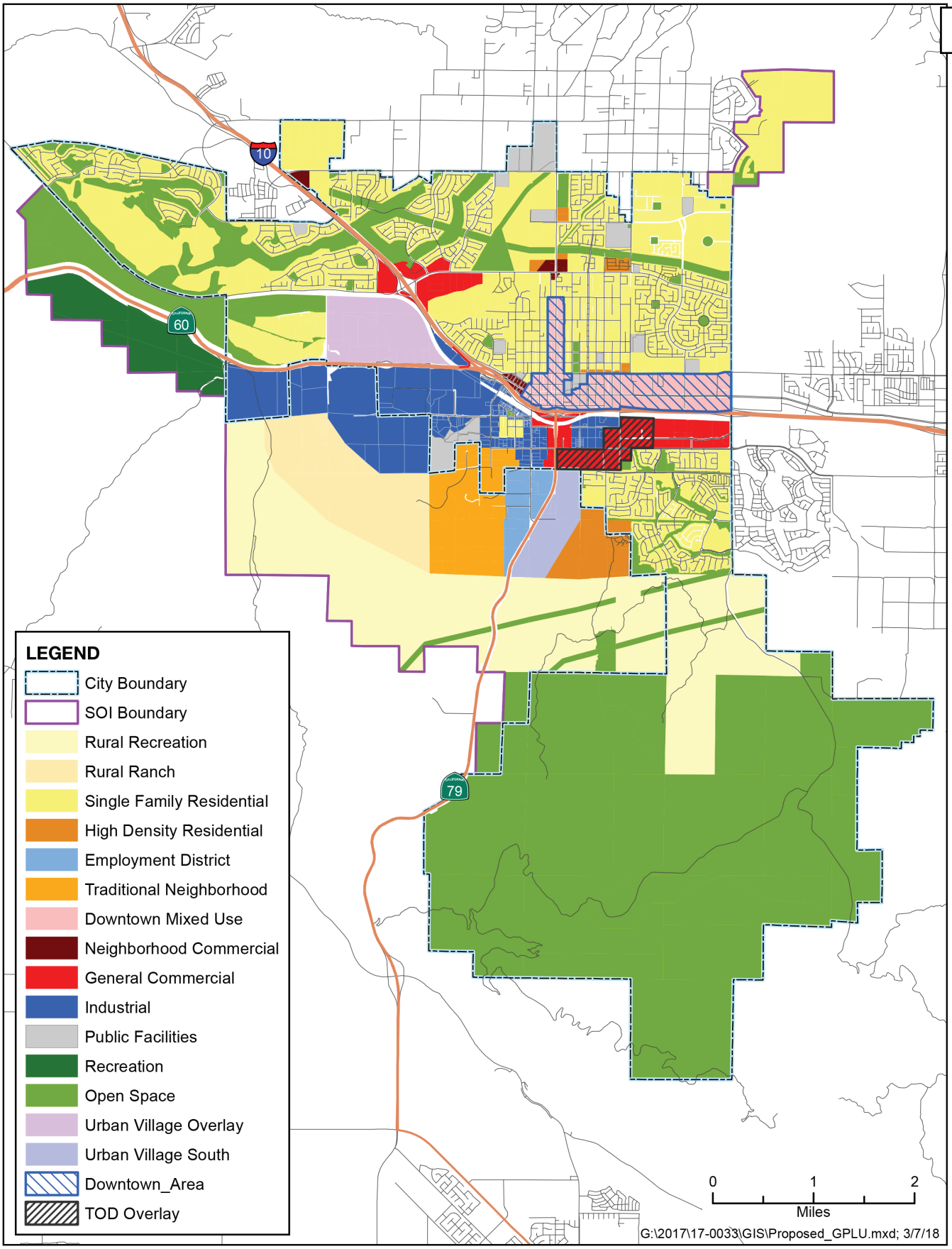


Figure 8-2 - Alternative 2 - Increased Recreation

City of Beaumont General Plan Update

Page intentionally left blank

8.5 Comparison of Alternatives

Table 8-B – Comparison of Alternatives Matrix, below, compares the potential environmental impacts of each alternative and ranks each alternative as **less**, **same**, or **greater** in comparison to the significance determinations that the proposed Project would have with respect to each issue area.

Table 8-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Air Quality – Significant and Unavoidable	The Project would violate air quality standards or contribute substantially to an existing or projected air quality violation; would 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors); and potentially expose sensitive receptors to substantial pollutant concentrations;	**Greater** – Although potentially less development than the Project, under the Existing General Plan, there would still be land use to generate air quality impacts related to increased traffic and the potential for TACs to be generated from non-residential projects in proximity to residential projects. Additionally, vehicle miles traveled (VMT) per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project which increases air emissions. Therefore, impacts would be greater than the Project.	**Slightly Greater** – Air quality impacts would be slightly less than that of the proposed Project due to the change in land use and associated reductions in daily vehicle trips from Rural Residential to Recreation. However, the Recreational uses under this Alternative would also create vehicle trips that would generate air quality emissions from people traveling to use the area and from the off road vehicles that would be using the site. The off road vehicles that could use the Recreational areas could potentially have worse air quality impacts than regular vehicles associated with a residential land use because they typically have less air quality emission prevention technologies and pollute more emissions than regular cars. Under this Alternative, the impacts associated from future uses and TAC exposure would most likely be the same as those encountered by the Project. Under this Alternative, impacts are significant and unavoidable.
Greenhouse Gas (GHG) Emissions-Significant and Unavoidable	The Project would generate GHG emissions, either directly or indirectly, that significant impact on the environment; because GHG standards will be exceeded	**Greater** –GHG emissions would increase but under the 2007 General Plan there would be less intensity and units than proposed by the Project, thereby resulting in	**Same** – This Alternative would result in about the same GHG emissions since it would eliminate about 550 acres of Rural residential land uses, however, with this area being

Table 8-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
	by future growth.	less GHG emissions from new residential and nonresidential uses. However, VMT per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project, which would result in increased GHG emissions in comparison to the Project. Therefore, impacts would be greater than the Project.	designated for Recreation, it would generate trips from both inside the City and from other communities. Therefore, the overall GHG emissions most likely would not be much different from the proposed Project. Under this Alternative, impacts remain significant and unavoidable.
Noise – Significant and Unavoidable	The Project would contribute to permanent increased noise levels from roadways due to increased traffic and exceed threshold for noise levels resulting in significant and unavoidable impacts after mitigation.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Under the current 2007 General Plan, these noise levels would be expected to result in the same conditions. Impacts would remain significant and unavoidable.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Even with changing the approximately 550 acres from Rural Residential to Recreation under this Alternative, these noise levels would be expected to result in the same conditions as the Project and would remain significant and unavoidable.
Transportation – Significant and Unavoidable	The Project would generate 29.7 VMT per service population in the Planning Area. There are no feasible mitigations available to mitigate impacts to less than significant levels. Therefore Project-related Impacts would be significant and unavoidable.	**Greater –** The TIA prepared for the PEIR included a VMT per service population calculation for the 2007 General Plan (see **Table 5.16-B**) and determined that the 2007 General Plan would generate 52.1 VMT per service population in the Planning Area. This is more than the Beaumont 2040 Plan, which would generate 29.7 VMT per service population in the Planning Area. Impacts would be greater and significant and unavoidable.	**Same**– This Alternative would reduce residential units in the Planning Area, hence reducing service population. The recreational uses proposed under this alternative would decrease the daily trips in this traffic analysis zone; however, because there are a number of off-road vehicle (ORV) parks that operate within unincorporated Riverside County, it is assumed that this Alternative would not substantially change VMT within the WRCOG area (see **Table 5.16-D**). Therefore, the VMT impacts would be expected to result in similar conditions as the Project and

Table 8-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
			remain significant and unavoidable.
Environmentally Superior to Proposed Project?	***Not applicable***	**No –**Alternative 1 would have the same impacts as the Project related to noise. It would create more VMT and the resulting increases in air quality and GHG impacts than the proposed Project because the current 2007 General Plan does not include policies related to non-vehicular transportation priorities and has less dense land uses in the areas near commercial and office land uses. For this reason, the increase in VMT, this Alternative would not be environmentally superior to the Project.	**No –** Alternative 2 would not be considered Environmentally Superior to the Project because it will result in the same GHG, noise and transportation impacts as the Project. The reason why it is not environmentally superior is that it does slightly increase air quality impacts from the Project because it would introduce active recreational activities such as off-road vehicles which typically have less air quality emission prevention technologies and pollute more emissions than regular cars. .
Meets Project Objectives?	**Yes**	**No** – This Alternative would not meet the project objectives as it is an outdated vision for the City on the types of development patterns and goals for the future planning.	**Yes** – Changing the approximately 500-acre area from Rural Residential still result in most of the objectives for the rest of the General Plan to be met. This Alternative would solidly meet the Objective of providing a diverse network of open space.

8.6 Environmentally Superior Alternative

As stated above in **Table 8-B**, neither of the Alternatives would be considered environmentally superior to the Project. Alternative 1, the Existing 2007 General Plan/No Project Alternative would have the same and somewhat more impacts because it does not include the density concentrations near commercial/office land uses, nor the alternative transportation method policies that the Project has. Under the Existing 2007 General Plan, VMT and the associated air quality and GHG emissions would be higher. Additionally, none of the Project Objectives are met by Alternative 1.

Although Alternative 2 would meet almost all of the Project Objectives, the land use change of making approximately 550 acres Recreation instead of Rural Residential, would decrease the daily trips in this traffic analysis zone; however, there would be still be trips generated for recreational purposes . The

alternative would also increase active recreation uses such as off-road vehicles that could also create air quality emissions that would be worse than regular passenger cars.

The proposed Project is thus the Environmentally Superior Alternative in that it results in the lowest level of significant and unavoidable impacts and best achieves the Project Objectives relative to the other Alternatives considered.

Remainder of page intentionally left blank

9.0 References

9.1 Printed References

The following documents were referred to as general information sources during preparation of this Draft PEIR. They are available for public review at the locations identified after each listing. They are referenced in the Draft PEIR by the acronyms shown on the left side of the page

Section 1.0 Executive Summary

SCAQMD Rulebook — South Coast Air Quality Management District, *South Coast AQMD Rule Book*, 2020. (Available at http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book, accessed August 2020.)

Section 2.0 Introduction

No references were used.

Section 3.0 Project Description

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

Section 4.0 Enviromental Setting

No references were used.

Section 5.0 Environmental Impact Analysis

No references were used.

Section 5.1 Aesthetics

BMC — City of Beaumont, *Beaumont Municipal Code, Title 8 – Health and Safety. Chapter 8.50 – Outdoor Lighting*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT8HESA_CH8.50OULI. Accessed April 17, 2020.)

Caltrans(a) — California Department of Transportation (Caltrans), *List of Officially Designated County Scenic Highways (PDF*). (Available at hhttps://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 17, 2020.)

Caltrans(b) — California Department of Transportation (Caltrans), *Scenic Highway System Lists, List of Eligible and Officially Designated State Scenic Highways (XLSX*). (Available at hhttps://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 17, 2020.)

Caltrans(c) — Caltrans, Landscape Architecture Program, Division of Design, *Scenic Highway Guidelines,* October 2008. (Available at https://dot.ca.gov/-/media/dot-media/programs/design/documents/scenic-hwy-guidelines-04-12-2012.pdf. Accessed April 17, 2020.)

County of Riverside — County of Riverside. *Ordinance No. 655 – An Ordinance of the County of Riverside Regulating Light Pollution,* June 7, 1988. (Available at. http://www.rivcocob.org/ords/600/655.htm, accessed January 2, 2018).

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

Section 5.2 Agriculture and Forestry Resources

BMC — City of Beaumont, *Beaumont Municipal Code Title 17, Zoning*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 30, 2020.)

CCC 3482.5 — State of California, *California Civil Code Section 3482.5.* (Available at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=CIV&sectionNum=3482.5, accessed August 29, 2020.)

ECR — City of Beaumont, City of Beaumont General Plan Update Existing Conditions Report. 2016 (Included as Appendix B.)

FMMP — California Department of Conservation, Farmland Mapping and Monitoring Program. (Available at https://www.conservation.ca.gov/dlrp/fmmp, accessed September 1, 2020.)

RCGP 2015 — County of Riverside, *2015 Riverside County General Plan,* December 82018. (Available at https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015, accessed August 30, 2020.)

RCGP EIR 521 — Riverside County General Plan Environmental Impact Report No. 521, public review draft, Agriculture and Forestry Resources, Section 4.5, Feb 2015. (Available at https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015/Draft-Environmental-Impact-Report-No-521, accessed August 30, 2020.)

UWMP — Beaumont Cherry Valley Water District. *2015 Urban Water Management Plan.* January 2017. (Available at https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf Accessed December 27, 2017.)

Williamson Act — California Department of Conservation, Division of Land Resource Protection, Conservation Program. *Riverside County Williamson Act Map FY 2015/2016.* (Available at www.conservation.ca.gov/dlrp/fmm, accessed July 5, 2019).

Section 5.3 Air Quality

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020, (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

BMC — City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 6, 2020.)

CARB 2005 — California Air Resources Board, *Air Quality and Land Use Handbook: A Community Perspective*, April 2005. (Available at https://ww3.arb.ca.gov/ch/handbook.pdf, accessed August 25, 2020.)

CAPP 2019 — California Air Resource Board. *Community Air Protection Program*, 2020. (Available at https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program, accessed January 22, 2020.)

EPA 2020 — U.S. Environmental Protection Agency, *Criteria Air Pollutants, Webpage.* (Available at https://www.epa.gov/criteria-air-pollutants, accessed August 25, 2020.)

SCAG 2016 — Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, adopted April 7, 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 5, 2020.)

SCAQMD 1970 — South Coast Air Quality Management District. *Rules and Compliance*, 1970. (Available at http://www.aqmd.gov/home/rules-compliance, accessed January 30, 2020.)

SCAQMD 1993 — South Coast Air Quality Management District, *CEQA Air Quality Handbook,* 1993. (Available at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook, accessed January 15, 2020.)

SCAQMD 2003 — South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. (Available at http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf, accessed January 15, 2020.)

SCAQMD 2003a — South Coast Air Quality Management District, *2003 Air Quality Management Plan*, August 1, 2003. (Available at http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp, accessed August 2020.)

SCAQMD 2005 — South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning,* May 2005. (Available at http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf, accessed August 23, 2020.)

SCAQMD 2015 — South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae*, April 13, 2015. (Available at https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf, accessed August 14, 2020.)

SCAQMD 2016 — South Coast Air Quality Management District, *Air Quality Management Plan (AQMP)*, March 2017. (Available at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15, accessed January 15, 2020.)

SCAQMD MATES IV — SCAQMD, *MATES-IV Carcinogenic Risk Map*, available at https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f; accessed August 6, 2020.

SCAQMD Rulebook — South Coast Air Quality Management District, *South Coast AQMD Rule Book*, 2020. (Available at http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book, accessed August 2020.)

Section 5.4 Biological Resources

County of Riverside — *Western Riverside County Multiple Species Habitat Conservation Plan.* (Available at http://rctlma.org/Portals/0/mshcp/volume1/index.html, accessed February 7, 2018.)

Development Related Fee Schedule — City of Beaumont, Development Related Fee Schedule July 2020. (Accessed at https://www.beaumontca.gov/DocumentCenter/View/2313/Development-Fee-Schedule-Planning-Public-Works-Building--Fire?bidId=Accessed August 30, 2020)

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

Section 5.5 Cultural Resources

Æ(a) — Applied Earthworks, *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*. February 2018. (Included as Appendix D.1.)

County of Riverside — County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.9, Cultural and Paleontological Resources. (Available at https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/04-09_CulturalAndPaleoResrcs.pdf, accessed September 6, 2020.)

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

Environmental Processing Application — City of Beaumont, *Application for Environmental Review and Processing*. (Available at https://www.beaumontca.gov/DocumentCenter/View/243/Environmental-Processing-Application, accessed April 13, 2020.)

NAHC — California Native American Heritage Commission Web site (Available at http://nahc.ca.gov/, accessed September 4, 2020.)

Section 5.6 Geology and Soils

Æ(a) Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California. September 2017. (Appendix D.1)

Æ(b) Paleontological Resource Assessment for the City of Beaumont General Plan Update Project, City of Beaumont, Riverside County, California. April 7, 2017. (Appendix D.2)

Applied Planning, Inc., 2006 Revised Draft Environmental Impact Report City of Beaumont General Plan Update. December 2006. (Available at the City of Beaumont Planning Division.)

Beaumont 2006 GP EIR City of Beaumont, Revised Draft Environmental Impact Report City of Beaumont General Plan Update. December 2006. (Available at City of Beaumont Planning Department, 550 E. 6th Street, Beaumont, CA 92223

CGS, 2002 California Department of Conservation, California Geological Survey. Special Report 186, Landslides in the Highway 60 Corridor, San Timoteo Badlands, Riverside County, California. 2002. (Available at https://www.conservation.ca.gov/cgs/Documents/Landslides/Caltrans/SR_186/CT60riv.pdf Accessed August 31, 2020.)

County of Riverside County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.9, Cultural and Paleontological Resources. (Available at https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/04-09_CulturalAndPaleoResrcs.pdf, accessed August 31, 2020.)

DOC California Department of Conservation Web site, Fault Activity Map of California (2010). (Available at http://maps.conservation.ca.gov/cgs/fam/, accessed December 28,2017.)

ECR City of Beaumont, City of Beaumont General Plan Update Existing Conditions Report. 2016 (Included as Appendix B.)

SCAMP Southern California Areal Mapping Project Web site, San Andreas Fault System in the Inland Empire and Salton Trough. Last Update September 3, 2004. (Available at https://geomaps.wr.usgs.gov/archive/scamp/html/scg_flt_ieZ.html, accessed December 28, 2017).

Special Publication 42 California Department of Conservation, California Geological Survey. Special Publication 42, Fault-Rupture Hazard Zones in California. Interim Revision 2007. (Available at https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Publications/SP_042.pdf Accessed August 31,2020.)

UCERF3 Field, E.H., and 2014 Working Group on California Earthquake Probabilities, 2015, UCERF3: A new earthquake forecast for California's complex fault system: U.S. Geological Survey 2015–3009, 6 p., (Available at https://dx.doi.org/10.3133/fs20153009 and http://www.wgcep.org/UCERF3, accessed Decemeber 7, 2017).

USGS Rewis, D.L., Christensen, A.H., Matti, J.C., Hevesi, J.A., Nishikawa, Tracy, and Martin, Peter, 2006, Geology, ground-water hydrology, geochemistry, and ground-water simulation of the Beaumont and Banning storage units, San Gorgonio Pass area, Riverside County, California: U.S. Geological Survey Scientific Investigations Report 2006–5026, 173 p. (Available at https://pubs.usgs.gov/sir/2006/5026/pdf/sir_2006-5026.pdf, accessed December 28, 2017.)

Section 5.7 Greenhouse Gas Emissions

Beaumont 2040 Plan *Beaumont General Plan, Public Draft August 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)*

CalRecycle 2020 *California Department of Resources Recycling and Recovery, California's 75 Percent Initiative, webpage. (Available at https://www.calrecycle.ca.gov/75Percent/, accessed August 20, 2020.)*

CARB 2017 *California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017. (Available at https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf, accessed August 2020.)*

CBSC 2019 *California Building Standards Commission, 2019 California Green Building Standards Code, July 2019. (Available at https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen, accessed August 19, 2020.)*

CEC 2019 *California Energy Commission, 2019 Building Energy Efficiency Standards Frequently Asked Questions, March 2018. (Available at https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed August 19, 2020.)*

NHTSA 2018 *National Highway Traffic Safety Administration, The Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks. August 23, 2018. (Available at https://www.regulations.gov/document?D=EPA-HQ-OAR-2018-0283-0756, accessed August 2020.)*

NHTSA 2020 *National Highway Traffic Safety Administration, The Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule for Model Years 2021–2026 Passenger Cars and Light Trucks, March 31, 2020. (Available at https://www.nhtsa.gov/corporate-average-fuel-economy/safe, accessed August 2020.)*

OAG 2015 *State of California Department of Justice, Office of the Attorney General, Climate change Impacts in California, webpage. (Available at https://oag.ca.gov/environment/impact, accessed August 2020.)*

R+A *Raimi and Associates, General Plan Update EIR GHG Analysis Findings, August 27, 2020. (Included as Appendix E.)*

SB 2015 *City of Beaumont, Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, October 2015. (Available at https://www.beaumontca.gov/DocumentCenter/View/27815/Beaumont-Climate-Action-Plan?bidId=, accessed August 2020.)*

SB 1 2006 *Legislative Counsel of California, California Senate Bill 1, August 2006. (Available at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB1, accessed August 19, 2020.)*

SB 100 2018 *Legislative Counsel of California, California Senate Bill 100, September 2018. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100, accessed August 20, 2020.)*

SCAG 2016 *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 7, 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 19, 2020.)*

SCAG 2020 *Southern California Association of Governments, Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, adopted May 7, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed August 19, 2020.)*

SCAQMD 2008a *South Coast Air Quality Management District, Board Letter - Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 5, 2008. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2, access August 20, 2020.)*

SCAQMD 2008b *South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2, accessed August 20, 2020.)*

SCAQMD 2010 *South Coast Air Quality Management District, Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15, September 28, 2010. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2, accessed August 20, 2020.)*

Section 5.8 Hazards and Hazardous Materials

ALUC Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan, Volume 1 Policy Document, Banning Municipal Airport,* October 14, 2004. (Available at http://www.rcaluc.org/Portals/13/06-%20Vol.%201%20Ba, accessed August 21, 2020.)

BMC City of Beaumont, *Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances. Accessed August 20, 2020.)

CAL FIRE California Department of Forestry and Fire Protection, Office of the State Fire Marshal, *California's Fire Hazard Severity Zones*. (Available at https://www.sccgov.org/sites/dpd/DocsForms/Documents/Fire_Hazard_Zone_Fact_Sheet.pdf, accessed August 21, 2020

Cortese List California Department of Toxic Substances Control, *Hazardous Waste and Substances Site List (Cortese).* (Available at https://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2CFUDS&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=county, accessed August 21, 2020.)

DTSC California Department of Toxic Substances Control, *Hazardous Waste Tracking System, Search for a Transporter Profile.* (Available at https://hwts.dtsc.ca.gov/reports/transporter, accessed August 21, 2020.)

EPA United States Environmental Protection Agency, *Superfund, Search Superfund Site Information.* (Available at https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm, accessed August 21, 2020.)

Geotracker — California State Water Resources Control Board, *Geotracker, Riverside County Sites.* (Available at https://geotracker.waterboards.ca.gov/search?cmd=search&hidept=True&status=&reporttitle=Riverside+County&county=Riverside&excludenc=True, accessed August 21, 2020.)

Lockheed 1 — State of California, Department of Toxic Substances Control *Envirostor Report for Lockheed Propulsion-Beaumont No.1.* (Available at https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=33370039, accessed August 24, 2020.)

Lockheed 2 — State of California, Department of Toxic Substances Control, *Envirostor Report for Lockheed Propulsion-Beaumont No. 2 (33370038).* (Available at https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=33370038, accessed August 24, 2020.)

NPMS — National Pipeline Mapping System, *Public Map Viewer*. (Available at https://pvnpms.phmsa.dot.gov/PublicViewer/, accessed August 21, 2020.)

PHMSA — United States Department of Transportation, *Pipeline and Hazardous Materials Safety Administration* website. (Available at https://www.phmsa.dot.gov/, accessed August 21, 2020.)

RCIT — Riverside County Information Technology, *Map My County – Riverside County*, https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public accessed July 16, 2019.

Riverside County HMP — County of Riverside Emergency Management Department, *County of Riverside Multi-Jurisdictional Local Hazar Mitigation Plan,* July 2018. (Available at https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf, accessed August 20, 2020.)

Section 5.9 Hydrology

303(d) List — Santa Ana Regional Water Quality Control Board, *Approval of Recommendations for the Federal Clean Water Act Section 3030(d) List, Resolution No. R8-2017-0013.* Adopted by Santa Ana RWQCB on April 28, 2017. Approved by SWRCB on October 3, 2017 and pending approval by USEPA. (Available at https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2017/R8-2017-0013.pdf, accessed July 12, 2019).

BBW — Beaumont Basin Watermaster, *2018 Consolidated Annual Report and Engineering Report,* Draft, February 2019. (Available at http://documents.yvwd.dst.ca.us/bbwm/documents/2017finalAnnualReport180300.pdf, accessed July 12, 2019).

BCVWD — Beaumont Cherry Valley Water District, *Potable Water System Master Plan*, adopted January 13, 2016. (Available at https://bcvwd.org/wp-content/uploads/2017/08/2016-Potable-Water-System-Master-Plan.pdf, accessed April 20, 2020.)

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020. (Available at [https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft]`

BMC — City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=COORBECA01. Accessed April 22, 2020.)

Caltrans MS4 — State Water Resources Control Board, *Caltrans MS4 Permit, Order WQ 2017-0026-EXEC, NPDES No. CAS000003 (unofficial draft).* (Available at https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/caltrans/conformed_order_2012-0011-dwq_unofficial_draft.pdf, accessed July 12, 2019).

CGP — State Water Resources Control Board. *Order No. 2009-0009-DWQ, NPDES No. CAS000002, National Pollutant Discharge Elimination System General Permit (and Waste Discharge Requirements) for Storm Water Discharges Associated with Construction and Land Disturbance Activities*. Adopted September 2, 2009. (Available at http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml, accessed March 5, 2019).

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

EPA — U.S. Environmental Protection Agency, *Protecting Water Quality from Urban Runoff*, EPA 841-F-03-003. (Available at https://www3.epa.gov/npdes/pubs/nps_urban-facts_final.pdf, accessed July 12, 2019).

FEMA — Federal Emergency Management Agency, (Federal Emergency Management Agency, (Available at https://www.fema.gov/floodplain-management, accessed July 12, 2019.)

IGP — State Water Resources Control Board, *Industrial General Permit, Order No. 2014-0057-DWQ, NPDES No. CAS000001, effective July 1, 2015.* (Available at https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/industrial/2014indgenpermit/wqo2014_0057_dwq_revmar2015.pdf, accessed July 12, 2019).

LID 2012 — Riverside County Flood Control and Water Conservation District. *Design Handbook for Low Impact Development Best Management Practices*. September 2011. (Available at http://www.floodcontrol.co.riverside.ca.us/NPDES/LIDBMP.aspx, accessed March 5, 2019).

MDP — Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area, Zone Five,* July 1983. (Available at http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%205/Reports/BeaumontMDP_report.pdf, accessed July 11, 2019).

MS4 State of California, Regional Water Quality Control Board, Santa Ana Region. *Order No. R8-2010-0033, NPDES No. CAS 618033, National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the Count of Riverside, and the Incorporated Cities of Riverside County within the Santa Ana Region, Area-Wide Urban Runoff Management Program*. Adopted January 29, 2010. (Available at http://waterboards.ca.gov/santaana/water_issues/programs/stormwater/index.shtml, accessed March 5, 2019).

RBF RBF Consulting. *Hydromodification Susceptibility Documentation Report and Mapping: Santa Ana Region*, prepared for Riverside County Flood Control and Water Conservation District. January 2012. (Available at https://www.waterboards.ca.gov/santaana/water_issues/programs/stormwater/docs/rcpermit/wap/Appendix_A-SAR_Hydromodification_Mapping-Final_with_maps.pdf, accessed March 5, 2019)

RWQCB(a) California Regional Water Quality Control Board, Santa Ana Region. *Water Quality Control Plan Santa Ana River Basin*. January 24, 1995, updated February 2016 to include approved amendments. (Available at www.swrcb.ca.gov/rwqcb8/water_issues/programs/basin_plan/index.shtml, accessed March 5, 2019)

UMWP Beaumont-Cherry Valley Water District, *2015 Urban Water Management Plan*, January 2017. (Available at http://www.bcvwd.org/pdf/BCVWD_UWMP2015.pdf, accessed July 12, 2019.)

WQMP Guidance 2012 Riverside County Flood Control and Water Conservation District. *Water Quality Management Plan: A Guidance Document for the Santa Ana Region of Riverside County*. Approved October 22, 2012. (Available at http://rcflood.org/NPDES/SantaAnaWS.aspx, accessed March 5, 2019).

Section 5.10 Land Use and Planning

BMC City of Beaumont, *Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 31, 2020.)

DOF State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark,* May 2019. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed September 10, 2019.)

ECR City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

Section 5.11 Mineral Resources

BMC — City of Beaumont, *Beaumont Municipal Code, Section 17.03.160 Mineral Resources Overlay Zones. (Available at* https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.40PEST_ARTIGEPR_15.40.030DE, accessed April 16, 2020.)

Section 5.12 Noise

Amtrak 2018 — Amtrak. 2018. *Company Profile (FY 2017).* March 2018.

Banning 2007 — City of Banning, *Banning Municipal Airport, Airport Master Plan Update Final Report,* 2007. (Available at http://banning.ca.us/DocumentCenter/View/470/Airport_MP?bidId=, accessed June 2019.)

Beaumont 2007 — City of Beaumont, *City of Beaumont General Plan.* March 2007. (Available at https://www.beaumontca.gov/121/General-Plan, accessed June 2019.)

Caltrans 2017a — California Department of Transportation (Caltrans), 2017. Traffic Census Program. *Traffic Volumes: Annual Average Daily Traffic (AADT).* U.S. Department of Transportation, Federal Highway Administration. (Available at http://www.dot.ca.gov/trafficops/census/, accessed June 2019.)

Caltrans 2017b — California Department of Transportation (Caltrans), 2017. Traffic Census Program. *Truck Traffic: Annual Average Daily Truck Traffic.* U.S. Department of Transportation, Federal Highway Administration. (Available at http://www.dot.ca.gov/trafficops/census/, accessed June 2019.

Caltrans TeNS — California Department of Transportation, Division of Environmental Analysis, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. (Available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed May 9, 2020.)

California Governor's Office of Planning and Research (OPR) 2017 — California Governor's Office of Planning and Research (OPR). 2017. *State of California General Plan Guidelines.* July 2017. (Available at http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf, accessed June 2019.)

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016. (Included as Appendix B.)

FHWA 2006 — Federal Highway Administration (FHWA). 2006. *Construction Noise Handbook*. FHWA-HEP-06-015. August 2006.

Federal Railroad Administration 2018a — Federal Railroad Administration Office of Safety Analysis, *US DOT Crossing Inventory Form for Union Pacific Railroad Company [UP] in and near Beaumont,* October 2018. (Available at https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/XingLocResults.aspx?state=06&countycity=0290%2c&railroad=UP&reportinglevel=INDIVIDUAL&radionm=City&street=&xingtype=3&xingstatus=1&xingpos=1, accessed August 2018.)

Federal Railroad Administration 2018b — Federal Railroad Administration Office of Safety Analysis, *US DOT Crossing Inventory Form for Union Pacific Railroad Company [UP] in and near Beaumont,* October 2018. (Available at https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/XingLocResults.aspx?state=06&countycity=0290%2c&railroad=UP&reportinglevel=INDIVIDUAL&radionm=City&street=&xingtype=3&xingstatus=1&xingpos=1, accessed October 2018.)

Fehr & Peers — Fehr & Peers, *Final Transportation Impact Analysis. Beaumont General Plan Update and Downtown Area Plan*, July 2020. (Included

FTA — Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06, May 2006. (Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf, accessed October 2018.)

HUD 2019 — U.S. Department of Housing and Urban Development (HUD), *DNL Calculator*. (Available at https://www.hudexchange.info/environmental-review/dnl-calculator/, accessed June 2019.)

Section 5.13 Popoulation and Housing

GP 2007 DEIR — City of Beaumont, *2007 General Plan Update Draft Environmental Impact Report, SCH# 2004061001*, certified March 2007. (Available at the City of Beaumont

GP — City of Beaumont, Draft General Plan Update, dated August 21, 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft, accessed August 27, 2020).

DOF — State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020, with 2010 Benchmark*. May 2020. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/, accessed August 27, 2020.)

HE — City of Beaumont, *2013-2021 Housing Element*. Adopted December 17, 2013. (Available at https://www.beaumontca.gov/DocumentCenter/View/68/Housing-Element?bidId=, accessed August 27, 2020.)

RTP/SCS Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy*, adopted April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 26, 2020.)

SCAG-A Southern California Association of Governments, *Profile of the City of Beaumont Local Profiles Report 2019*, May 2019. (Available at http://www.scag.ca.gov/Documents/Beaumont.pdf , accessed August 27, 2020.)

SCAG-B Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, dated April 11, 2016. (Available at http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed August 27, 2020.)

SCAG-C Southern California Association of Governments, 5th Cycle *Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 - 10/1/2021,* September 4, 2012. (Available at http://rtpscs.scag.ca.gov/Documents/rhna/5thCyclePFinalRHNAplan.pdf, accessed August 26, 2020.)

SCAG-D Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at http://www.scag.ca.gov/DataAndTools/Pages/SMDL.aspx, accessed August 27, 2020.)

Section 5.14 Public Services

BLD Beaumont Library District, *Bookmobile* (Available at https://bld.lib.ca.us/188/Bookmobile, accessed September 10, 2019)

BPD Divisions Beaumont Police Department, *Divisions Website*. (Available at http://beaumontpd.org/divisions/, accessed July 23, 2020.)

BUSD-B Beaumont Unified School District. *School Facility Needs Analysis*, March 21, 2019, (Available at https://4.files.edl.io/59a5/04/16/19/215221-efedeba3-e413-4f44-b6c8-0f69e608d86b.pdf, accessed September 10, 2019 (BUSD-B)

CALFIRE California Department of Forestry and Fire Protection (Available at https://www.fire.ca.gov/, accessed September 11, 2019)

CBC 2016 California Building Standards Code (Available at https://www.dgs.ca.gov/BSC, accessed September 11, 2019)

CGC California Government Code (Available at https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=GOV, accessed September 11, 2019)

DOF State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020, with 2010 Benchmark*. May 2020. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/, accessed August 27, 2020.)

ECR — City of Beaumont General Plan Update *Existing Conditions Report*. 2016. (Available at City of Beaumont)

FBI — Federal Bureau of Investigations-Criminal Justice Information Services Division, *Crime in the United States 2017*. Available at https://ucr.fbi.gov/crime-in-the-u.s/2017/crime-in-the-u.s.-2017/tables/table-8/table-8-state-cuts/california.xls, accessed July 18, 2019.

MSR — City of Beaumont, *Final Municipal Service Review* (Available at https://lafco.org/wp-content/uploads/documents/archives/City%20of%20Beaumont%20MSR%20-%20Final%20July%2027%202017.pdf, accessed July 23, 2020.)

Personal Communication — City of Beaumont Chief of Police, Sean Thuilliez, February 27, 2017 (email communication).

City of Beaumont Chief of Police, Sean Thuilliez, April 26, 2017 (email communication).

RCFD — Riverside County Fire Department, Fire Stations Website. (Available at http://www.rvcfire.org/stationsandfunctions/firestations/pages/default.aspx, accessed July 23, 2020.)

RCGP EIR — County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.17 (Available at http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63, accessed February 4, 2018.)

Section 5.15 Recreation

BMC — City of Beaumont, *Beaumont Municipal Code, Various Titles*. (Available at https://library.municode.com/ca/beaumont, accessed April 17, 2020.)

AB 1191 — State of California, *Assembly Bill No. 1191*, September 8, 2015. (Available at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1191, accessed April 30, 2020.)

RCC 16.20.020 — County of Riverside, Riverside County Code, Section 16.20.020 (Available at https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT16SU_CH16.20DE_16.20.020PAREFEDE, accessed April 27, 2020.)

Section 5.16 Transportation

AB 32 — California State Legislature. *Assembly Bill No. 32,* September 2006. (Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed August 12, 2019.)

AB 1358 — California State Legislature. *Assembly Bill No. 1358*, September 30, 2008. (Available at http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf, accessed August 12, 2019.)

BMC City of Beaumont. *City of Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed September 19, 2019.)

Beaumont 2040 Plan *Beaumont General Plan*, Public Draft August 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

CARB 2017 California Air Resources Board. *California's 2017 Climate Change Scoping Plan,* November 2017. (Available at https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed August 12, 2019.)

CBT City of Beaumont. *Transit*. (Available at https://www.beaumontca.gov/index.aspx?NID=90, accessed August 8, 2019.)

CDOT California Department of Transportation. *State Transportation Improvement Program (STIP).* (Available at https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program, accessed August 12, 2019.)

CGOPR California's Office of Planning and Research. *Current CEQA Guidelines Update*. (Available at http://www.opr.ca.gov/ceqa/updates/guidelines/, accessed August 12, 2019.)

ECR City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

SB 32 California State Legislature. *Senate Bill No. 32*, September 30, 2008. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32, accessed August 12, 2019).

SB 375 California State Legislature. *Senate Bill No. 375*, September 2016. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375, accessed August 12, 2019.)

SB 743 California State Legislature. *Senate Bill No. 743*, September 27, 2013. (Available at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743, accessed August 12, 2019).

SCAG 2016 Southern California Association of Governments. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 12, 2019).

SCAG 2020 Southern California Association of Governments, *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted May 7, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed August 19, 2020.)

TIA Fehr & Peers, *Final Transportation Impact Analysis, Beaumont General Plan Update and Beaumont Downtown Area Plan*, July 2020. (Included as Appendix G.1.)

TIA Memo Fehr & Peers, *City of Beaumont General Plan Update Roadway Network Assessment Memorandum*, July 23, 2020. (Included as Appendix G.2.)

VMT City of Beaumont, *SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis Staff Report*, June 16, 2020. (Available at https://mccmeetingspublic.blob.core.usgovcloudapi.net/beaumntca-meet-f1da32f813d04b548d03815d09f7fef6/ITEM-Attachment-004-92c35ec0a7a44ac195e79254290997ac.pdf, accessed August 2020.

Section 5.17 Tribal Cultural Resources

OPR 2017 State of California Governor's Office of Planning and Research, *AB 52 and Tribal Cultural Resources in CEQA*, June 2017. (Available at https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf, accessed August 24, 2020.)

OPR 2005 State of California Governor's Office of Planning and Research, *Tribal Consultation Guidelines Supplement to General Plan Guidelines,* November 14, 2005. (Available at http://nahc.ca.gov/wp-content/uploads/2019/04/SB-18-Tribal-Consultation-Guidelines.pdf, accessed August 24, 2020.)

Section 5.18 Utilities

MSSP Engineering Ventures and Urban Logic Consultants. *Master Sanitary Sewer Plan for the City of Beaumont, California.* January 22, 1996. (Available at the City of Beaumont).

CIWMP CalRecycle Electronic Annual Report, *Annual Report Summary: Riverside-Unincorporated (2017)*, submitted July 31, 2018. (Available at https://www.rcwaste.org/Portals/0/Files/Planning/CIWMP/2017%20Annual%20Report.pdf, accessed July 12, 2019).

CalRecycle(a) CalRecycle, Local Government Information Center (LoGIC), *Jurisdiction Disposal by Facility, Disposal during 2018 for Beaumont.* (Available at https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed July 12, 2019).

CalRecycle(b) CalRecycle, Local Government Information Center (LoGIC), *Multi-year Countywide Origin Summary for the County of Riverside.* (Available at https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Origin/CountywideSummary, accessed July 12, 2019).

CalRecycle(c) CalRecycle, *Solid Waste Information System (SWIS) Facility Detail for County of Riverside* (Available at https://www2.calrecycle.ca.gov/swfacilities/Directory/, accessed July 12, 2019).

CalRecycle(d) CalRecycle, *Jurisdiction per capita disposal rate trends, post-2006* (Available at https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports, accessed September 10, 2019).

CEC California Energy Commission, *Power Source Disclosure, 2017 Power Content Label for Southern California Edison.* July 2018 version. (Available at https://ww2.energy.ca.gov/pcl/labels/2017_labels/SCE_2017_PCL.pdf, accessed July 22, 2019.)

MDP Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area Zone Five.* July 1983. (Available at http://www.floodcontrol.co.riverside.ca.us/MDPMapReports.aspx, accessed July 3, 2018).

RC GP EIR, 2015 Riverside County General Plan Environmental Impact Report No. 521, public review draft, Agriculture and Forestry Resources, Section 4.5, Feb 2015.

SCE(a) Southern California Edison, *Southern California Edison's Service Area.* Updated 4/25/2019. (Available at www.sce.com, accessed July 12, 2019).

SCE(b) Southern California Edison, *Southern California Edison Facts.* Updated 1/17/2019. (Available at www.sce.com, accessed July 12, 2019).

SCG(a) Southern California Gas Company, *Company Profile*. (Available at https://www3.socalgas.com/about-us/company-profile, accessed July 12, 2019).

SCG(b) Southern California Gas Company, *Pipeline Integrity Web site* (Available at https://www3.socalgas.com/stay-safe/pipeline-and-storage-safety/pipeline-integrity, accessed July 22, 2019.)

UWMP Beaumont Cherry Valley Water District, *2015 Urban Water Management Plan*. January 2017. (Available at https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf, accessed July 3, 2018.

WMP Beaumont Cherry Valley Water District, *Potable Water System Master Plan.* January 13, 2016. (Available at https://bcvwd.org/wp-content/uploads/2017/08/2016-Potable-Water-System-Master-Plan.pdf, accessed July 3, 2018).

Webb — Albert A. Webb Associates, *Feasibility Study for WWTP Expansion and Salt Mitigation.* December 2016. (Available http://beaumontca.gov/DocumentCenter/View/29097, accessed July 3, 2018.)

Webb(a) — Albert A. Webb Associates, *Beaumont Wastewater Treatment Plant Upgrade/Expansion and Brine Pipeline Project, SCH No. 2018011029 Final Initial Study/Mitigated Negative Declaration*. Adopted March 20, 2018 (Available at http://beaumontca.gov/DocumentCenter/View/30692, accessed July 5, 2018).

Section 5.19 Energy

BMC — City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 6, 2020.)

CalRecycle 2020 — California Department of Resources Recycling and Recovery, *California's 75 Percent Initiative*, webpage. (Available at https://www.calrecycle.ca.gov/75Percent/, accessed August 20, 2020.)

CARB 2017 — California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017. (Available at https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf, accessed August 2020.)

CBSC 2019 — California Building Standards Commission, *2019 California Green Building Standards Code*, July 2019. (Available at https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen, accessed August 19, 2020.)

CDTFA — California Department of Tax and Fee Administration, *Taxable Gasoline and Diesel Gallons 10 Year Report*. (Available at https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed August 2020.)

CEC 2007 — California Energy Commission, *State Alternative Fuels Plan,* December 2007. (Available at http://www.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF, accessed August 2020.)

CEC 2018a — California Energy Commission, Energy Consumption Data Management System. *California Energy Consumption Database, Electricity Consumption by Entity*. (Available at http://www.ecdms.energy.ca.gov/elecbyutil.aspx , accessed September 5, 2019.)

CEC 2018b — California Energy Commission, *Energy Consumption Data Management System*, *California Energy Consumption Database, Natural Gas Consumption by Entity.* (Available at http://www.ecdms.energy.ca.gov/gasbyutil.aspx, accessed September 5, 2019).

CEC 2019	California Energy Commission, *2019 Building Energy Efficiency Standards Frequently Asked Questions*, March 2018. (Available at https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed August 19, 2020.)
CDMV 2018	California Department of Motor Vehicles, *Statistics for Publication January through December 2018*, March 2018. (Available at https://www.dmv.ca.gov/portal/wcm/connect/5aa16cd3-39a5-402f-9453-0d353706cc9a/official.pdf?MOD=AJPERES, accessed July 11, 2019.)
CGEU 2018	California Gas and Electric Utilities. *2018 California Gas Report*. (Available at https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf , accessed July 10, 2019.)
CPUC D.17.09.025	California Public Utilities Commission, *Decision 17.09.025, Decision Adopting Energy Efficiency Goals for 2018-2030,* September 28, 2017. (Available at https://docs.wixstatic.com/ugd/849f65_aaa3bb284dba46609fe699fc1798ba20.pdf, accessed July 11, 2019).
CPUC 2018	California Public Utilities Commission, *California Renewables Portfolio Standard Annual Report, November 2018.* (Available at http://cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/Utilities_and_Industries/Energy_-_Electricity_and_Natural_Gas/Renewables%20Portfolio%20Standard%20Annual%20Report%202018.pdf, accessed July 10, 2019.)
CPUC NGC	California Public Utilities Commission, *Natural Gas and California*. (Available at http://www.cpuc.ca.gov/General.aspx?id=4802, accessed July 10, 2019.)
EAP 2011	City of Beaumont Energy Commission, *City of Beaumont Energy Action Plan*. 2010-2012 (Available at, http://beaumontca.gov/DocumentCenter/View/27816, accessed July 10, 2019.)
EPCA	Government Publishing Office, *Energy Policy and Conservation Act, Public Law 94-163, As Amended Through 115-270, Enacted October 23, 2018*, November 5, 2018 (Available at https://www.govinfo.gov/content/pkg/COMPS-845/pdf/COMPS-845.pdf , accessed July 11, 2019).
R+A 2020	Raimi and Associates, B*eaumont General Plan Update – GHG Analysis Data Spreadsheets*, August 29, 2020. (Available at the City of Beaumont.)
SB 2015	City of Beaumont, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, October 2015. (Available at https://www.beaumontca.gov/DocumentCenter/View/27815/Beaumont-Climate-Action-Plan?bidId=, accessed August 2020.)

SB 100 2018 — Legislative Counsel of California, *California Senate Bill 100*, September 2018. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100, accessed August 20, 2020.)

SCE 2019a — Southern California Edison, *About Us – Who We Are*. (Available at https://www.sce.com/wps/portal/home/about-us/who-we-are/, accessed July 10, 2019.)

SCE 2019b — Southern California Edison, *Projects in Progress: West of Devers Projec*t. (Available at https://www.sce.com/about-us/reliability/upgrading-transmission/west-of-devers July 10, 2019.)

TEFA 2017 — California Energy Commission, *Final 2017 Integrated Energy Policy Report*, February 2018. (Available at https://www.energy.ca.gov/2017_energypolicy/, accessed July 11, 2019.)

USDOE — United States Department of Energy, *Energy Sources, Fossil*. (Available at https://www.energy.gov/science-innovation/energy-sources/fossil, accessed July 11, 2019.)

USEIA CT7 — United States Energy Information Administration, *Table CT7: Transportation Sector Energy Consumption Estimates, 1960-2016, California*. (Available at https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_use/tra/use_tra_CA.html&sid=CA, accessed July 11, 2019.)

Section 5.20 Wildfire

CalFire 2009 — California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *Very High Fire Hazard Severity Zones in LRA, As Recommended by CALFIRE – Beaumont*, December 21, 2009. (Available at https://osfm.fire.ca.gov/media/5907/beaumont.pdf, accessed July 11, 2019).

CalFire 2007 — California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *Fire Hazard Severity Zones in SRA – Western Riverside County,* November 7, 2007. (Available at https://frap.fire.ca.gov/media/6243/fhszs_map60.pdf, accessed July 11, 2019).

CalFire 2013 — California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *State Responsibility Area and Facilities*, updated 2013. (Available at https://frap.fire.ca.gov/media/2136/facilities_sra_map.pdf, accessed July 11, 2019).

CalFire 2019 — California Department of Forestry and Fire Protection. *Community Wildfire Prevention & Mitigation Report*, February 22, 2019. (Available at https://fire.ca.gov/media/5584/45-day-report-final.pdf, accessed July 12, 2019).

CalFire 2020 — California Department of Forestry and Fire Protection. Fire Hazard Safety Zone Viewer. https://egis.fire.ca.gov/FHSZ/ (accessed April 27, 2020).

CalFire About — California Department of Forestry and Fire Protection. *About Us*. (Available at https://www.fire.ca.gov/about-us/, accessed July 12, 2019).

CalFire CFP	California Department of Forestry and Fire Protection. *California Fire Plan Overview*. (Available at https://www.fire.ca.gov/media/4934/fireplan.pdf, accessed July 12, 2019).
CBMC 15.20	City of Beaumont Municipal Code. Title 15, Chapter 15.20 – Fire Code. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.20FICO, accessed July 12, 2019).
CCR 24	California Code of Regulations, Tile 24, Part 9. *2016 California Fire Code, Part 9 – Includes September 2017 Errata*. (Available at https://codes.iccsafe.org/content/document/1004?site_type=public, accessed July 12, 2019.)
CGC 51182	California Government Code. *Title 5, Division 1, Part 1, Chapter 6.8. Very High Fire Hazard Severity Zones, Section 51182*. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=51182, accessed July 12, 2019).
CGC 66474.02	California Government Code. *Title 7, Division 2, Chapter 4, Article 1. General, Section 66474.02*. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=66474.02, accessed July 12, 2019).
CGOES 2017	California Governor's Office of Emergency Services. *State of California Emergency Plan*, October 1, 2017. (Available at https://www.caloes.ca.gov/PlanningPreparednessSite/Documents/California_State_Emergency_Plan_2017.pdf, accessed July 12, 2019)
CGOES 2018	California Governor's Office of Emergency Services. *Introduction to the California State Hazard Mitigation Plan*, last updated April 11, 2018. (Available at https://www.caloes.ca.gov/HazardMitigationSite/Documents/001-General%20CA%20SHMP%20one-pager_4-11-18.pdf, accessed July 12, 2019)
CGOES CEP	California Governor's Office of Emergency Services. *State of California Emergency Plan (NEW)*. (Available at https://www.caloes.ca.gov/cal-oes-divisions/planning-preparedness/state-of-california-emergency-plan-emergency-support-functions, accessed July 12, 2019)
CGOES HMP	California Governor's Office of Emergency Services. *2018 California State Hazard Mitigation Plan*. (Available at https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation/hazard-mitigation-planning/state-hazard-mitigation-plan, accessed July 12, 2019)
CHDS 2007	Center for Homeland Defense and Security, Homeland Security Digital Library. *Wildland Fire Management: The National Fire Plan*, 2007. (Available at https://www.hsdl.org/?abstract&did=480165, accessed July 12, 2019).
CNRA 2018	California Natural Resources Agency. *Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines, OAL Notice File No. Z-2018-0116-12*, November 2018. (Available at http://resources.ca.gov/ceqa/docs/2018_CEQA_Final_Statement_of%20Reasons_111218.pdf, accessed July 11, 2019).

CPRC 4290 California Public Resources Code. Division 4, Part 2, Chapter 2. Hazardous Fire Areas, Section 4290. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=4290.&lawCode=PRC, access July 12, 2019).

CPUC 95 California Public Utilities Commission. *General Order No. 95*, May 2018. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M217/K418/217418779.pdf, accessed July 12, 2019).

CPUC 165 California Public Utilities Commission. *General Order Number 165*, December 2017. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M209/K552/209552704.pdf, accessed July 12, 2019).

CPUC 166 California Public Utilities Commission. *General Order No. 166*, last revised December 14, 2017. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M209/K451/209451792.pdf, accessed July 12, 2019).

CREMD 2018 County of Riverside Emergency Management Department. *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan*, July 2018. (Available at https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf, accessed April 27, 2020).

FAR 2014 Forests and Rangelands. *The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy,* April 2014. (Available at https://www.forestsandrangelands.gov/documents/strategy/strategy/CSPhaseIIINationalStrategyApr2014.pdf, accessed July 12, 2019).

FAR NFP Forests and Rangelands. *Previous Wildland Fire Management Initiatives*. (Available at https://www.forestsandrangelands.gov/resources/overview/, accessed July 12, 2019).

FEMA 2018 Federal Emergency Management Agency. *Be Prepared for a Wildfire*, May 2018. (Available at https://www.fema.gov/media-library-data/1527866703522-0c3242fc628e2979e6fd98e35d338cc2/Wildfire_May2018.pdf, accessed July 11, 2019).

FEMA DMA Federal Emergency Management Agency. *Disaster Mitigation Act of 2000*, last updated September 26, 2013. (Available at https://www.fema.gov/media-library/assets/documents/4596, accessed July 11, 2019).

FEMA 2015 Federal Emergency Management Agency, Federal Insurance and Mitigation Administration. *Federal Insurance and Mitigation Administration (FIMA) Policy – State Mitigation Plan Review Guide (Guide) (FP 302-094-2),* March 6, 2015. (Available at https://www.caloes.ca.gov/HazardMitigationSite/Documents/State_Mitigation_Plan_Review_Guide_Policy_FP_3020942.pdf, accessed July 12, 2019).

GP EIR 2006 Applied Planning, Inc. City of Beaumont. *Revised Draft Environmental Impact Report, City of Beaumont General Plan Update*, December 2006. (Available at the City of Beaumont).

NPS 2017 National Park Service. *Wildland Fire – Learning in Depth, Wildland Fire Behavior*, last updated February 16, 2017. (Available at https://www.nps.gov/articles/wildland-fire-behavior.htm, accessed July 11, 2019).

NWCG National Wildfire Coordinating Group. *Glossary – Local Responsibility Area*. (Available at https://www.nwcg.gov/term/glossary/local-responsibility-area, accessed July 11, 2019).

ORD 659 County of Riverside. *Ordinance No. 659 (As Amended Through 659.13)*. (Available at https://www.rivcocob.org/wp-content/uploads/2009/10/659.13.pdf, accessed July 12, 2019).

ORD 787 County of Riverside. *Ordinance No. 787 (As Amended Through 787.8)*. (Available at https://www.rivcocob.org/ords/700/787.pdf, accessed July 12, 2019).

RCCO 4.60 Riverside County Code of Ordinances. *Chapter 4.60, Development Impact Fee*. (Available at https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT4REFI_CH4.60DEIMFE, accessed July 12, 2019.)

Section 6.0 Consistency with Other Regional Plans

No references were used.

Section 7.0 Other CEQA Topics

No references were used.

Section 8.0 Alternatives to the Proposed Project

No references were used.

9.2 Persons Consulted

Fehr & Peers

Jason Pack, Principal

Jessica Johnson, Transportation Planner

Lisa Wise Consulting

Lisa Wise, President

Jennifer Daugherty, Project Manager

Rincon Consultants

Greg Martin, AICP, Senior Planner/Project Manager

Joe Power, Senior Vice President

Vanessa Villanueva, Associate Environmental Planner

Jon Montgomery, GIS Analyst

Lynette Leighton, Associate Environmental Planner

Sally Schiffman, Senior Planner

Savanna Vrevich, Environmental Scientist

9.3 Document Preparation Staff

Raimi + Associates

Simran Malhotra, Principal/Project Manager

Monica Guerra, Deputy Project Manager

Eric Yurkovich, Associate Principal

Melissa Stark, Intermediate Planner

Sami Taylor, Intermediate Planner

Albert A. Webb Associates, Planning and Environmental Services Department

Stephanie Standerfer,Vice President

Cheryl DeGano, Principal Environmental Analyst/Project Manager

Melissa Perez,Senior Environmental Analyst

Eliza Laws, Senior Environemental Analyst

Autumn DeWoody, Senior Environmental Analyst

Monica Tobias, Associate Environmental Analyst

Noemia Avila, Assistant Environmental Analyst

Nanette Patrini, GIS Analyst

City of Beaumont, Community Development

Christina Taylor – Community Development Director

Carole Kendrick – Senior Planner

NOTICE OF PREPARATION
DRAFT ENVIRONMENTAL IMPACT REPORT

CEQA LEAD AGENCY: Rebecca Deming
Community Development Director
City of Beaumont
550 East 6th Street
Beaumont CA, 92223

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF BEAUMONT GENERAL PLAN UPDATE (BEAUMONT 2040 PLAN)

AGENCIES: The City of Beaumont is publishing this Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the City of Beaumont General Plan Update (Beaumont 2040 Plan, proposed Project) in accordance with the requirements of the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15082, the City of Beaumont (City) has determined that an EIR is the appropriate environmental document for the Project.

The NOP is being circulated to obtain the views of you or your agency or organization as to the scope and content of the environmental information that is germane to your agency or organization's statutory responsibilities or interests in connection with the proposed Project. If applicable, an agency may need to use the EIR prepared by the City when considering issuance of a permit or other approval for the Project. Information gathered during the NOP comment period will be used to shape and focus future analysis of environmental impacts.

ORGANIZATIONS AND INTERESTED PARTIES: The City of Beaumont requests your comments regarding the proposed scope and content of the environmental information to be included in the EIR.

PROJECT TITLE: Beaumont General Plan Update (Beaumont 2040 Plan)

NOP COMMENT PERIOD:

Pursuant to CEQA Guidelines Section 15082(b), the City invites you to submit written comments describing your specific environmental concerns, and if representing a public agency, please identify your specific areas of statutory responsibility if applicable. Please send your NOP response or responses to Rebecca Deming at the address shown above. We will need the name, address, and contact information in your correspondence. If you have any questions, please contact Rebecca Deming at (951) 572-3229 or via email at rdeming@ci.beaumont.ca.us.

A copy of the NOP is available for public review at the Lead Agency, and an electronic copy of the NOP will be made available on the City's website: www.Beaumont-Ca.gov. Interested individuals and organizations are also invited to submit written comments on the scope of the EIR. Written comments are desired at the earliest possible date, but due to the time limits mandated by State law, your response must be sent no later than 30 days after receipt of this notice. The NOP public comment period begins March 9, 2018 and ends on April 9, 2018.

SCOPING MEETING: The City will hold a Public Scoping Meeting on Tuesday, March 13, 2018 at 6:00 PM at the Beaumont Civic Center at 550 East 6th Street Beaumont, CA 92223. The Public Scoping Meeting will include a brief presentation introducing the Project and the CEQA process. The General Plan Update land use plan that will be presented at the Scoping Meeting is available on the City's website: www.Beaumont-Ca.gov. The balance of the meeting will be for the purpose of receiving comments from the public and agencies concerning topics to be analyzed in the EIR.

PROJECT LOCATION AND SETTING

The City and City's sphere of influence (SOI) (collectively referred to as the "Planning Area") is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The Planning Area encompasses approximately 41.51 square miles (26,566 acres). Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (Figure 1, Regional Map).

The Planning Area includes land within the existing City of Beaumont limits (approximately 19,381 acres) and within the City's SOI which includes unincorporated areas outside the current City limits (approximately,7,185 acres) (Figure 2, Project Vicinity). In preparing the Beaumont 2040 Plan and planning for the future of the City, it will be important to closely coordinate with neighboring jurisdictions and regional agencies in order to plan for sustainable community growth. Land uses within the City's Planning Area may include a combination of undeveloped, developing and developed properties. At this time, the City is not seeking annexation of land within the SOI into its current jurisdiction. However, new development within the SOI is being contemplated as a part of the Beaumont 2040 Plan.

PROJECT DESCRIPTION

The Beaumont 2040 Plan (the proposed Project) is a comprehensive update of the City's General Plan, and provides a vision for the future of Beaumont over the next 20 to 30 years.

The General Plan functions as a guide to the type of community that Beaumont citizens desire, and provides the means by which that desired future can be achieved. The General Plan addresses a range of immediate, mid-, and long-term issues with which the community is concerned. The General Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes resource limitations and the fragility of the community's natural environment. Under State law, the General Plan must serve as the foundation upon which all land use decisions are to be based, and must also be comprehensive, internally consistent, and have a long-term perspective. State law further mandates that the General Plan:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to future growth and development;
- Provide a basis for local government decision-making, including decisions on development approvals and exactions;

- Provide citizens the opportunity to participate in the planning and decision-making process of their communities; and
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

According to State law, General Plans are required to cover nine topics: land use, circulation, housing, conservation, open space, noise, air quality, safety and environmental justice. Jurisdictions may include any other topic that is relevant to planning its future. The City has an adopted Housing Element (2013-2021) that is not a part of this Update process. The updated City of Beaumont General Plan will include the rest of the required topics plus economic development, community/urban design, infrastructure and community facilities, resource management, sustainability, and governance.

Beaumont is a community that values its small-town feel, community heritage, and natural setting. The City is committed to encouraging economically sustainable, balanced growth that respects its long history, while meeting infrastructure needs and protecting the environment. Beaumont's community pride and rural mountain setting sets the city apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation. Beaumont 2040's vision for the future focuses on the following guiding values and priorities:

- **Transparent, honest government:** The citizens of Beaumont desire and value a customer-oriented government that adapts to digital technology, improves effectiveness, embraces innovation, and encourages everyone to participate in City government. Local leaders and public employees are accountable to the citizens.
- **Responsible, measured growth:** Beaumont values a good balance of homes, jobs, and retail with access to local urban amenities. Beaumont promotes expanded and enhanced opportunities for employment in the City, while ensuring that population growth does not outpace existing infrastructure capacity.
- **Fiscal responsibility:** Beaumont encourages fiscal transparency, responsible growth and effective management of fiscal revenues. Beaumont promotes policies that create a strong environment for job creation, build a strong tax base, and improve the fiscal performance of City.
- **Small-town atmosphere:** Beaumont values its small-town atmosphere with distinct neighborhoods, historic downtown and connection to the natural environment. Beaumont is an inviting place to live and visit, and a desirable place for families. The citizens have a sense of pride and belonging in their City and close ties with their neighbors. Downtown Beaumont is a vibrant, diverse, active and walkable place in the heart of the City with civic, commercial, entertainment and residential opportunities for all residents in with high-quality streetscape design, community gathering spaces, and buildings that support pedestrian comfort and safety.
- **Quality of life provided by efficient infrastructure:** Beaumont has vibrant neighborhoods that provide retail, entertainment and recreational opportunities within close proximity. Beaumont encourages policies that create a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets. New pedestrian and bicycle connections and programs will make it easier, more comfortable, and safer for residents, workers, and visitors to meet their daily needs and access regional destinations, and adjacent communities. Beaumont supports the improvement of infrastructure systems that keep pace with development.

- **Health and safety:** Beaumont endorses access to a healthy lifestyle for people of all ages by developing a complete city with a wide range of open space and recreation opportunities and walkable environments that are clean, safe, and kid friendly. Beaumont fosters safe neighborhoods through good community and environmental design policies that promote a mix of uses and active streets.
- **Beautiful environment of the Pass Area:** The citizens of Beaumont value the natural environment of the City and its surroundings. Beaumont promotes policies that encourage access to these resources for all citizens, enhances opportunities for tourism, and stewards these natural resources and habitat areas. A diverse and extensive open space network with parks and trails within the City and to the surrounding Pass Area enhances access for residents and visitors alike.

The Beaumont 2040 Plan identifies major strategies and physical improvements for the City over the next 20 to 30 years. These strategies include revitalizing Sixth Street into a "downtown" for the City, transforming Beaumont Avenue and Sixth Street into mixed use corridors, diversifying housing choices in the City with new affordable and market-rate single family homes and multi-family housing, expanding the jobs base, including development of an employment district and mixed uses along SR-79 in the southern portion of the City. Strategies will also support neighborhood enhancement, connectivity, and sustainable development practices on lands located immediately to the southwest of the City. Transit-oriented development is also contemplated in the area around the potential location of a Metrolink transit station at Pennsylvania Avenue and First Street. To achieve this direction, the City will also need to ensure balanced growth and preservation of the community's history and identity, open space, and development of a multimodal transportation system.

The following actions will also be taken by the City of Beaumont in connection with the General Plan Update and are also considered part of the Project to be analyzed in the forthcoming EIR:

- Adoption and implementation of the General Plan Update (Beaumont 2040 Plan);
- Adoption and implementation of the revised Zoning Code and Zoning Map;
- Adoption and implementation of the Downtown Specific Plan; and
- Adoption and implementation of the Hillside Development Ordinance.

Probable Environmental Effects and EIR Focus

The forthcoming EIR will evaluate potential impacts of the proposed Project on aspects of the physical environment addressed under CEQA. The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed Project. This information is provided in order to solicit specific feedback or information which your entity requests to be included in the EIR analysis:

Aesthetics: The EIR will address the potential effects on scenic vistas, scenic corridors, visual character, and light and glare.

Agricultural Resources & Forestry Resources: The EIR will address the potential effects on farmland, forest land, and timberland and the loss of land zoned for agricultural use.

Air Quality: An Air Quality Analysis is being prepared for use in the EIR that will describe existing air quality conditions and will evaluate the potential air quality impacts of the General Plan Update consistent with South Coast Air Quality Management District methodology. The EIR will discuss the measures included in the General Plan Update to minimize impacts of criteria air pollutant emissions.

Biological Resources: A Biological Resources Report is being prepared for use in the EIR that will describe the existing biological conditions within the Planning Area, identify the potential impacts of the General Plan Update on vegetation and wildlife, including special status species, and evaluate the likelihood of any significant impacts, including consistency with the Western Riverside County Multiple Species Habitat Conservation Plan.

Cultural and Paleontological Resources: A Cultural Resources Report is being prepared for use in the EIR that will address potential impacts to historic structures, archaeological resources, and paleontological resources.

Geology and Soils: The EIR will assess soil and geologic conditions in the Planning Area and address seismic hazards, including the potential for liquefaction, ground-shaking, and soil erosion.

Greenhouse Gas Emissions: A Greenhouse Gas Emissions (GHG) Analysis is being prepared for use in the EIR that will examine the potential impacts of implementing the General Plan Update relative to GHG emissions and global climate change. The EIR will discuss the measures included in the General Plan Update to minimize impacts of GHG emissions.

Hazards and Hazardous Materials: The EIR will include a description of the potential hazards in the Planning Area and the health and safety effects based on implementation of the General Plan Update.

Hydrology and Water Quality: The EIR will discuss the drainage conditions throughout the Planning Area and the potential for flooding. Water quality impacts and conformance with the Santa Ana and Colorado Regional Water Quality Control Board requirements will be addressed.

Land Use and Planning: The EIR will identify the land uses in the Planning Area and evaluate potential land use constraints created by existing conditions. The compatibility of the General Plan Update with existing and proposed land uses in the Planning Area and consistency with the City policies and plans will be evaluated.

Mineral Resources: The EIR will discuss impacts to mineral resources from implementation of the General Plan Update.

Noise: The EIR will discuss noise impacts from implementation of the General Plan Update, including impacts from area noise sources (e.g., railroads, airports, I-10, SR-60, and SR-79 freeways, etc.). A noise analysis will identify existing settings and noise level scenarios associated with implementation of the General Plan Update. The EIR will address potential noise impacts associated with implementation of the General Plan Update on residential land uses and other sensitive receptor land uses. Conformance to the City's noise guidelines will be analyzed.

Population and Housing: The EIR will evaluate the potential for the proposed land uses of the General Plan Update to result in population or housing growth, and will also discuss the potential displacement of housing and people as development occurs.

Public Services: The EIR will identify existing police, fire, schools, parks, and other public services and facilities serving the City, and will quantify the increase in service demands resulting from implementation of the General Plan Update. The availability and adequacy of existing services will be generally analyzed.

Recreation: The EIR will discuss the potential to result in the increase in the use of existing recreational facilities that may result in an accelerated physical deterioration of such facilities.

Transportation and Traffic: The traffic analysis prepared for the General Plan Update and EIR will describe the existing roadway conditions, circulation patterns, and other elements of the transportation system in the Planning Area, including the local streets and intersections and

regional facilities (I-10, SR-60, SR-79 freeways). A transportation modeling analysis is being prepared in order to evaluate full build-out of the General Plan Update on the overall transportation network. The General Plan Update's compliance with adopted policies, plans, and programs supporting alternative modes of transportation will also be discussed.

Tribal Cultural Resources: The EIR will discuss the consultation efforts by the Lead Agency and any Native American Tribes as part of the Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) process and include discussions of potential impacts to tribal cultural resources.

Utilities and Service Systems: The EIR will discuss the ability of existing infrastructure in the City, such as sanitary sewer, storm drains, water supply, and solid waste, to serve full buildout of the General Plan Update. The EIR will also discuss the availability of the existing water supply to provide for full buildout of the General Plan Buildout.

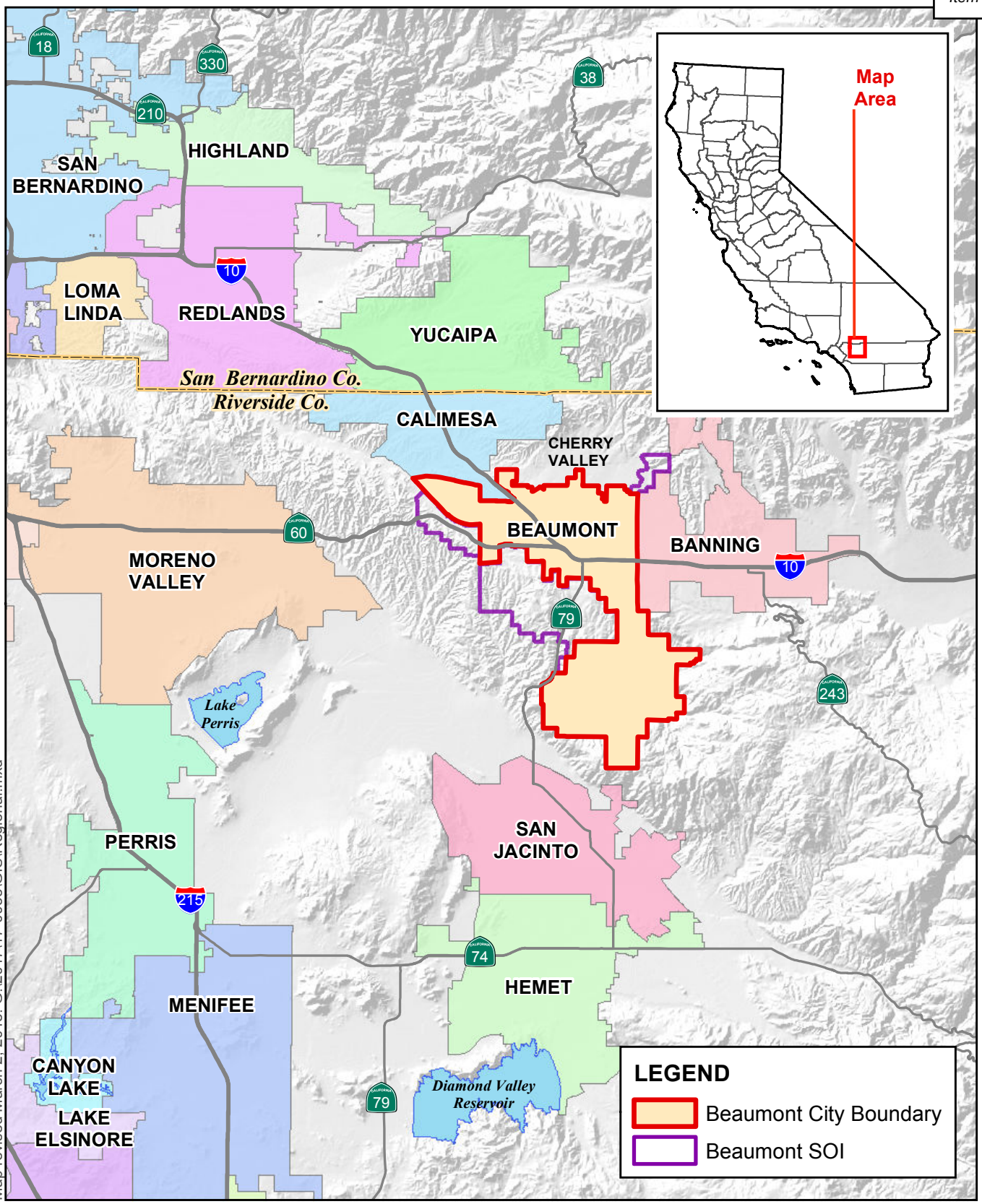
Project Alternatives: Identification of potential alternatives to the General Plan Update will be addressed including the "No Project" alternative.

The EIR will identify the degree to which each alternative might reduce one or more of the impacts associated with implementation of the General Plan Update, whether or not the alternative could result in other or increased impacts, the viability of the alternative, and the degree to which the alternative is consistent with the City's goals and objectives.

Cumulative Impact Analysis: The EIR will include a discussion of the potentially significant cumulative impacts of the General Plan Update when considered with other past, present, and reasonably foreseeable future projects in the area.

Other Required Sections: The EIR will also include other information typically required for an EIR. These other sections include the following: 1) Introduction; 2) Project Description; 3) Effects Found Not to be Significant; 4) Environmental Impact Analysis; 5) Growth-Inducing Impacts; 6) Significant Unavoidable Environmental Effects; 7) Significant Irreversible Changes; 8) Consistency with Regional Plans; 9) Discussion and Analysis of Energy Conservation based on Appendix F of the CEQA Guidelines; 10) Mitigation Measures; 11) References; and 12) List of Preparers.

Relevant technical reports will be provided as EIR appendices. The environmental analysis for the proposed Project will be completed through the preparation of technical studies and through support of existing reports and studies on the environmental conditions of the Project area.



Map revised March 2, 2018. G:\2017\17-0033\GIS\Regional.mxd

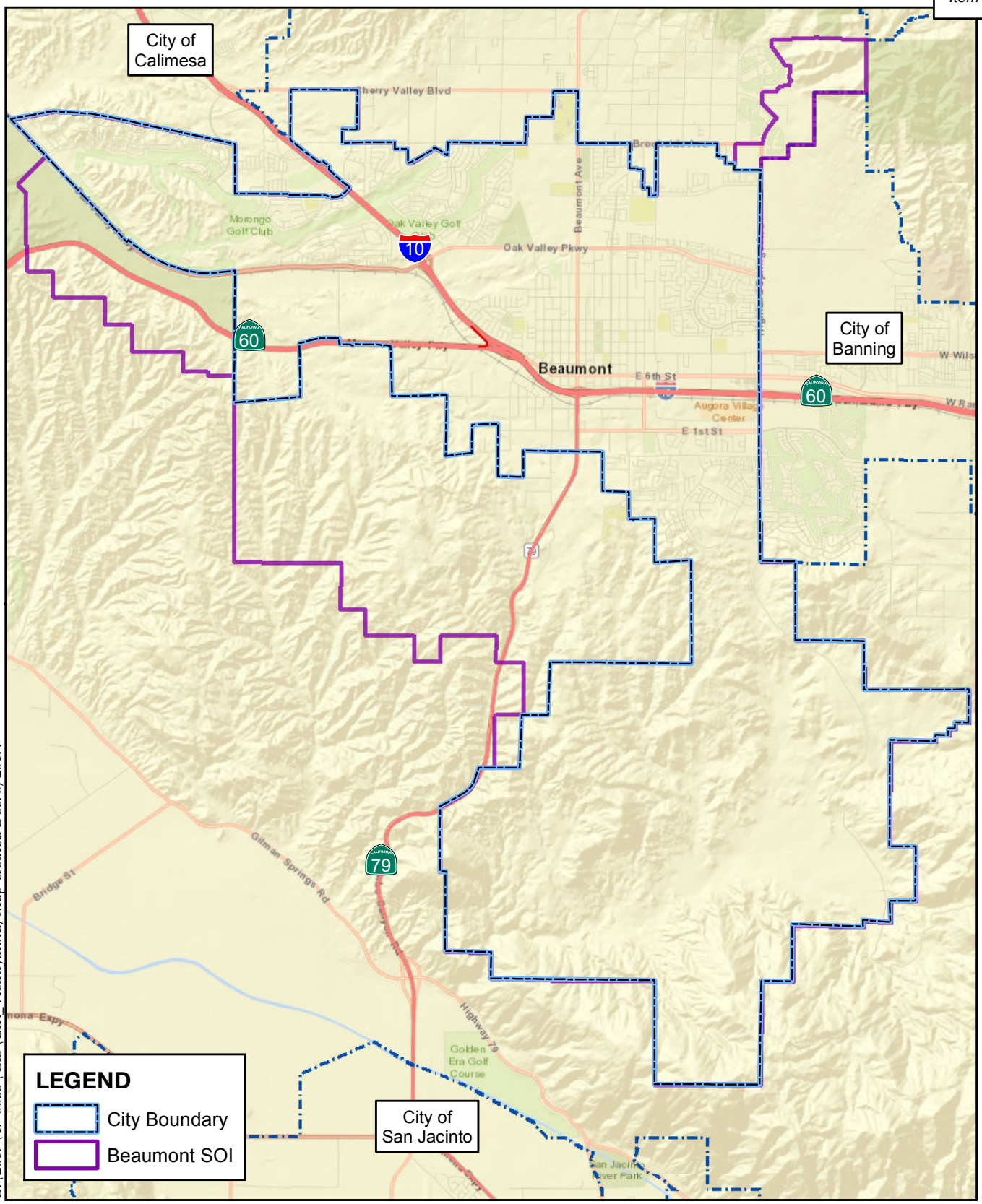
Sources: City of Beaumont, 2018;
Riverside Co. GIS, 2018.

0 2 4 6 Miles

Figure 1 - Regional Map

Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES



G:\2017\17-0033\GIS\EIR_Vicinity.mxd; Map created Dec. 8, 2017.

Sources: City of Beaumont, 2018;
Riverside Co. GIS, 2018.

0 1 2 3 Miles

Figure 2 - Vicinity Map

Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

NOP Comment Letters

STATE OF CALIFORNIA Edmund G. Brown Jr., Govern
NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

March 14, 2018

Rebecca Deming
City of Beaumont
550 East Sixth Street
Beaumont, CA 92223

Sent via e-mail: rdeming@ci.beaumont.ca.us

RE: SCH# 2018031022; Beaumont General Plan Update (Beaumont 2040 Plan) Project, City of Beaumont; Riverside County, California

Dear Ms. Deming:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   - **a.** A brief description of the project.
   - **b.** The lead agency contact information.
   - **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
   - **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
   - **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   - **a.** Alternatives to the project.
   - **b.** Recommended mitigation measures.
   - **c.** Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   - **a.** Type of environmental review necessary.
   - **b.** Significance of the tribal cultural resources.
   - **c.** Significance of the project's impacts on tribal cultural resources.
   - **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   - **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
   - **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
       i. Planning and construction to avoid the resources and protect the cultural and natural context.
       ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
       i. Protecting the cultural character and integrity of the resource.
       ii. Protecting the traditional use of the resource.
       iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    - **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    - **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    - **a.** If part or all of the APE has been previously surveyed for cultural resources.
    - **b.** If any known cultural resources have been already been recorded on or adjacent to the APE.
    - **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
    - **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    - **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

cc: State Clearinghouse

From: Fossum, Larry (TRBL) [mailto:lfossum@aguacaliente.net]
Sent: Thursday, March 15, 2018 10:35 AM
To: Rebecca Deming
Subject: City of Beaumont Notice of Preparation of a Draft EIR, Beaumont 2040 Plan

Dear Rebecca:

A records check of the Agua Caliente Band of Cahuilla Indians Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to other tribes in the area. This letter shall conclude our consultation efforts.

Cordially,

Larry Fossum
On behalf of
Patricia Garcia-Plotkin
Director of Historic Preservation

The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer

Click here to report this email as spam.

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 722)
464 WEST 4th STREET, 6th Floor
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
TTY (909) 383-6300
www.dot.ca.gov/dist8

RECEIVED
MAR 26 2018
CITY OF BEAUMONT

Make Conservation
A California Way of.

March 22, 2018

City of Beaumont
Rebecca Deming
550 East Sixth Street
Beaumont, CA 92223

Beaumont General Plan Update (Beaumont 2040 Update) SCH# 2018031022

Ms. Deming,

Thank you for the opportunity to review and comment on the Beaumont General Plan Update (Beaumont 2040 Plan) draft Environmental Impact Report. The General Plan addresses a range of immediate; both mid and long term issues that affect the community. The update is for several elements of the General Plan: Land Use, Conservation/Open Space, Public Health, Safety and Circulation and a number of other issues. We have completed the review of the initial study of the environmental review for the City's General Plan and we request consideration of the following comments.

The Department of Transportation (Department) is a responsible agency on this project and we have the following comments:

- Link streets systems that are designed to balance auto, pedestrian and bicycle movement. Street systems should be linked for continuous travel and designed for all modes of transportation. Consider amending circulation Element to allow for Class IV Separated bike lanes wherever possible on Arterials, Collectors and Couplets.
- Encourage mixed-use development near transit services.
- Connect open space, parks and trails into a connective system.
- Plan for mixed-density, mixed-income housing, senior citizen housing, and student housing.
- Promote choices for transportation modes.
- Consider increasing allowable residential density in Downtown Mixed-Use (DMX) up to 40 du/ac.
- Address the provision of SB 1000 planning for Healthy Communities.
- Consider increasing allowable residential density in Urban Village (UV) up to 40 du/ac.
- Provisions for noise mitigation measures along railroad tracks in residential areas. https://transplanning.onramp.dot.ca.gov/smart-mobility-framework https://transplanning.onramp.dot.ca.gov/ctp-2040

Multimodal transportation networks that allow people to walk or bicycle as a viable transportation can promote an active lifestyle as opposed to driving. These active transportation modes increases, physical activity rates. Reducing the amount that people drive by increasing the opportunity for walking, bicycling and transit also reduces vehicle emissions

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call me at (909) 383-4557.

Sincerely,

MARK ROBERTS, AICP
Office Chief
Intergovernmental Review, Community and Regional Planning

RIVERSIDE COUNTY
DEPARTMENT OF
WASTE RESOURCES
Hans W. Kernkamp, General Manager-Chief Engineer

March 26, 2018

Ms. Rebecca Deming
Community Development Director
City of Beaumont
550 East 6th Street
Beaumont CA, 92223

RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Beaumont General Plan Update

Dear Ms. Deming:

The Riverside County Department of Waste Resources (RCDWR) has reviewed the NOP addressing a DEIR for the City of Beaumont (City) General Plan Update (Project). The RCDWR offers the following comments for your consideration while preparing the Project's DEIR.

1. Build-out of the Project may have the potential to increase the amount of waste that could adversely affect solid waste facilities. To assess waste impacts, the DEIR should include the projected maximum amount of waste generated from build-out of the Project, using appropriate waste generation factors for the proposed General Plan land uses.

   Note- CalRecycle's website may be helpful to determine the Project's waste generation: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

2. The following information can be useful in the analysis of the solid waste impacts:

   a) Solid waste generated within the Project area is collected by Waste Management Inc. (WMI), with the bulk of recyclable waste and green waste delivered to the Moreno Valley Solid Waste Recycling and Transfer Facility (MVTS) for processing. The MVTS is located at 17700 Indian Street in Moreno Valley. It is permitted for a 2,500-tpd operation.

   b) While the Lamb Canyon Landfill is the closest landfill to Project site, the City's waste hauler could also use the Badlands Landfill and the El Sobrante Landfill for disposal of the City's residual waste. Descriptions of the local landfills are provided below:

      Lamb Canyon Landfill

      The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of Highway 74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 580.5 acres encompass the current landfill permit area. Of the 580.5-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000

tpd of MSW for disposal and has an estimated total disposal capacity of approximately 20.7 million tons. As of January 1, 2018 (beginning of day), the landfill has a total remaining capacity of approximately 9.9 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029. From January 2017 to December 2017, the Lamb Canyon Landfill accepted a daily average of 1,878 tons with a period total of approximately 576,439 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site.

Badlands Landfill

The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd of MSW for disposal and has an estimated total capacity of approximately 20.5 million tons. As of January 1, 2018 (beginning of day), the landfill had a total remaining disposal capacity of approximately 6.9 million tons. The current landfill remaining disposal capacity estimated to last, at a minimum, until approximately 2022. From January 2017 to December 2017, the Badlands Landfill accepted a daily average of 2,758 tons with a period total of approximately 846,769 tons. Landfill expansion potential exists at the Badlands Landfill site.

El Sobrante Landfill

The El Sobrante Landfill is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc., and encompasses 1,322 acres, of which 645 acres are permitted for landfill operation. The El Sobrante Landfill has a total disposal capacity of approximately 209.9 million cubic yards and can receive up to 70,000 tons per week (tpw) of refuse. USA Waste must allot at least 28,000 tpw for County refuse. The landfill's permit allows a maximum of 16,054 tons per day (tpd) of waste to be accepted into the landfill, due to the limits on vehicle trips. If needed, 5,000 tpd must be reserved for County waste, leaving the maximum commitment of Non-County waste at 11,054 tpd. As of January 1, 2017, the landfill had a remaining in-County disposal capacity of approximately 56.4 million tons. In 2016, the El Sobrante Landfill accepted a total of 852,987 tons of waste generated within Riverside County. The daily average for in-County waste was 2,760 tons during 2016. The landfill is expected to reach capacity in approximately 2060.

3. Note that the closed Beaumont Landfill is located within the City, north of 4th St., between Distribution Way and Nicholas Rd. While the landfill is inactive, RCDWR actively monitors the landfill's environmental control systems, as well as performs site inspections. In addition, the Lamb Canyon landfill, a regional disposal facility, is adjacent to the southwestern portion of the City's sphere of influence (SOI). Please consider land-use incompatibility issues and development constraints when preparing the General Plan update.

4. Additionally, you may wish to consider incorporating the following measures to help reduce the Project's anticipated solid waste impacts and enhance the City's efforts to comply with the State's mandate of 50% solid waste diversion from landfilling:

- The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

- Consider xeriscaping and the use of drought tolerant low maintenance vegetation in all landscaped areas of the project.

- Hazardous materials are not accepted at the Riverside County landfills. Any hazardous wastes, including paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Health, Environmental Protection and Oversight Division, at 1.888.722.4234.

- AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

  - Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.

  - Subscribe to a recycling service with waste hauler.

  - Provide recycling service to tenants (if commercial or multi-family complex).

  - Demonstrate compliance with requirements of California Code of Regulations Title 14.

    For more information, please visit:
    http://www.rcwaste.org/business/recycling/mcr

- AB 1826 requires businesses that generate 8 cubic yards or more of organic waste per week to arrange for organic waste recycling services. The threshold amount of organic waste generated requiring compliance by businesses is reduced in subsequent years. Businesses subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

  - Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.

  - Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Thank you for allowing us the opportunity to comment on the NOP. We would appreciate a copy of the Draft EIS/EIR on CD for review and comment when available. Please continue to include the RCDWR in future transmittals. Please call me at (951) 486-3200 if you have any questions regarding the above comments.

Sincerely,

Jose Merlan
Urban/Regional Planner III

PD# 222216

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: April 4, 2018
rdeming@ci.beaumount.ca.us
Rebecca Deming, Community Development Director
City of Beaumont
550 East 6th Street
Beaumont, CA 92223

Notice of Preparation of a Draft Environmental Impact Report for the City of Beaumont General Plan Update (Beaumont 2040 Plan)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files)[1]. Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

On March 3, 2017, the SCAQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board of Directors on March

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

23rd. The 2016 AQMP[2] is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[3] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

The SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

When specific development is reasonably foreseeable as result of the goals, policies, guidelines, and features in the Proposed Project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the Draft EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the Draft EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, emissions from the overlap

[2] South Coast Air Quality Management District. March 3, 2017. *2016 Air Quality Management Plan*. Available at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

[3] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

construction and operational activities should be combined and compared those emissions to SCAQMD's regional air quality *operational* thresholds to determine the level of significance.

In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the Proposed Project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, the Implementation Handbook for controlling construction-related emissions, and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAG's MMRP for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy available here: http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. For more information on permits, please visit the SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
RVC180309-05
Control Number

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Transportation Department

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and Development

April 5, 2018

Rebecca Deming
Community Development Director
City of Beaumont
550 East 6th Street
Beaumont, CA, 92223

RE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF BEAUMONT GENERAL PLAN UPDATE (BEAUMONT 2040)

Dear Ms. Deming:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the City of Beaumont General Plan update (Beaumont 2040).

The Riverside County Transportation Department (County) requests the City to coordinate changes to its Circulation Element with County Transportation and Planning Departments to address inter-jurisdictional roadway connections and classification transitions. If found, the County requests to meet with the City to coordinate and resolve any inconsistencies between the County's and City's proposed Circulation Element prior to the approval of the Beaumont General Plan Update.

Thank you again for the opportunity to review the NOP. We look forward to receiving the Draft EIR for the project. Please contact me at (951) 955-2016 with questions or comments.

Sincerely,

for

Russell Williams
Development Review Manager

RUW:KKT/TT

cc: Juan C. Perez, Director of Transportation and Land Management

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

Patricia Romo, Director of Transportation
Richard Lantis, Deputy Director of Transportation

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

MORONGO BAND OF MISSION INDIANS
TRIBAL HISTORIC PRESERVATION OFFICE
12700 PUMARRA RD BANNING, CA 92220
OFFICE 951-755-5025 FAX 951-572-6004

April 6, 2018

TO: **Rebecca Deming**
Community Development Director
City of Beaumont

FROM: **Ray Huaute**
Tribal Historic Preservation Officer
Morongo Band of Mission Indians

RE: Notice of Preparation Draft Environmental Impact Report, City of Beaumont General Plan Update (Beaumont 2040 Plan)

Dear Ms. Deming,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the City of Beaumont General Plan Update. The following addresses the scope of the EIR and specific environmental concerns as requested in the NOP. As the NOP notes, it is important for the City to coordinate with neighboring jurisdictions to plan for sustainable community growth.

Scope of the EIR
The NOP states that the City is preparing a Cultural Resources Report for use in the EIR to address potential impacts on archaeological and other historic resources. The proposed scope and methods of the report should be made available to Morongo in advance to comment on to better help avoid or minimize specific and cumulative impacts to tribal cultural resources. The report, for example, should include sensitivity zones of cultural resources developed in coordination with interested tribal governments. The report also should include data on the loss of cultural resources within the Planning Area from initial adoption of the current General Plan to the present time.
The NOP also states that the EIR will discuss the city's consultation efforts with tribal governments under Assembly Bill 52 (AB 52) and Senate Bill (SB 18) and include discussion of possible impacts to tribal cultural resources. The City should make clear that potential zoning changes resulting in the granting of conditional use permits or other land-use decisions stemming from the General Plan Update still must be addressed separately under the AB 52 government-to-government consultation process. SB 18 for plan updates and amendments and AB 52 for specific projects have different requirements.

Specific Environmental Concerns
The NOP notes that the City is not seeking to annex land within the Sphere of Influence (SOI) into its boundaries at this time. The SOI is part of the Planning Area of the General Plan update, and new development within areas of the SOI is being contemplated according to the NOP. Specifically, these include areas with recorded and unrecorded tribal cultural resources. For example, zoning changes to allow larger-scale developments could have impacts on sensitive areas along Highways 60 and 79.
The Cultural Resources Report and eventual EIR must identity these impacts in these areas, as well as the rest of the Planning Area, to provide a basis for local government decision-making and address ways

to avoid or limit potential harm to tribal cultural resources. These documents also should address visual and other impacts on cultural resources outside of rezoned areas if new development has potential to harm the significance and integrity of these resources outside the rezoned areas.

Respectfully,

Raymond Huaute
Cultural Resource Specialist
Morongo Band of Mission Indians
Email: rhuaute@morongo-nsn.gov
Phone: (951) 755-5025

April 9, 2018

To: Rebecca Deming
Community Development Director
City of Beaumont 550 East 6th Street Beaumont CA, 92223

From: Ron Roy

35161 Hogan Dr.

Beaumont, Ca. 92223

Re: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF BEAUMONT GENERAL PLAN UPDATE (BEAUMONT 2040 PLAN)

Dear Ms. Deming:

Please note my comments below are based, in part, on the cities:

March 6, 2018:

CITY OF BEAUMONT GENERAL PLAN UPDATE
Land Use Designations Map

I oppose the above stated General Plan (GPU) for the following reasons:

BUILDING HEIGHTS:

To protect existing open spaces and rural designations requires concentrating development to historic and existing centers such as

Beaumont Ave North of I10, 6th Street (W&E), Historic Railroad District, and 2nd Street Marketplace area (including nearby centers such as Albertsons neighborhood shopping

Ron Roy: Beaumont GPU 2050 Plan Comment Letter

center[former Kmart], Walmart, Home Depot, Kohl's), and existing developments in the area bounded by I10 North, Highland Springs2 Rd. East, First Street South, and Beaumont Ave. West. One way to do this is to allow for multi-story building heights.

Beaumont should draw from the experiences of other cities. For Palm Springs, Newport Beach, and other Southern California Cities allows up to 6 stories (sometimes more) while still protecting their views. Planning is done in consideration of the surrounding Mountain or

Coastal Views. Beaumont has similar view considerations with the Pass Area mountain vistas and views of the Palomar Mountains in San Diego Counties and Santiago Peak in Orange County. If the buildings are set back properly from the main thoroughfares and major streets referenced above, the city should consider allowing for heights of at-least 6 stories as long asthe designs protect views and are vetted by the community.

UNNECESSARY AREAS:

Beaumont has numerous existing commercial/retail areas that are woefully underdeveloped. A goal of the General Plan should be to protect existing open spaces and rural designations and to concentrate development to historic and existing centers such as Beaumont Ave North of I10, 6th Street (W&E), Historic Railroad District, and 2nd Street Marketplace area (including nearby centers such as Albertsons neighborhood shopping center[former Kmart], Walmart, Home Depot, Kohl's), and existing developments in the area bounded by I10 North, Highland Springs Rd. East, First Street South, and Beaumont Ave. West.

One way to do this is to restrict commercial, urban village, industrial, mixed use, land use designations to the above existing and historical areas. The 21st century advent of online shopping already tests the viability and convenience of bricks-and-morter stores and centers. Adding additional commercial/industrial/retail areas unnecessarily disperses these uses and competes with existing areas, which will thwart and stunt build outs for the existing areas.

Ron Roy: Beaumont GPU 2050 Plan Comment Letter

Therefore the general plan should eliminate the following:

- Urban Village overlay: bounded by Oak Valley Parkway to the north, Potrero Blvd. to the west, SR60 to the South, and SR60/I10 interchange to the east.
- Urban Village overlay: bounded by Hwy79/Beaumont Ave to the West, future Potrero Blvd to the North. Seneca Springs housing to the
- East, and raw land near Beaumont's southern sphere of influence to the south.
- The sole roughly triangular shaped, "Employment District" in South Beaumont (south of I10) west of Hwy 79/Beaumont Ave. south of Westward Ave (approx)The indicated employment uses (for market-supported light industrial, research and development, creative office and maker space type uses, retail, service and other supportive uses) should be located in other Non-Residential Designations already in existence in the city.

CONCENTRATE DEVELOPMENT IN EXISTING NON RESIDENTIAL AND MIXED USE DESIGNATIONS

Proposed NC, GC, ED, DMX, UV, should be located in existing areas (primarily dark blue, red, and pink (DMX) areas designated in the March 6th 2018 GP map).

This creates a number of advantages. Many of the businesses located in areas such as industrially zoned, not only produce, assemble or wholesale products, but also are open to the public.

I fear these businesses will go-under because there's not enough foot traffic near their businesses (think of the small businesses around Historic Railroad District, or in the area roughly south of and abutting I10 between Hwy79(Beaumont Ave) and Pennsylvania Ave and First Street to the south). By locating commercial, office uses in these existing "dark blue", "dark red", "pink" areas will bring workers and consumers into these areas and, thereby more traffic and more sales. These smaller businesses do not have the regional/national brand that allow them to compete in the online-retail

Ron Roy: Beaumont GPU 2050 Plan Comment Letter

universe. So additional foot traffic, locally generated sales are critical to their survival.

Also need to revise industrial zone designations to require retail outlets for all warehouses (Example: Wolverine: should have at least 5000 sq.ft. of retail space at their warehouse).

This thoughtful concentration of uses creates a smaller carbon footprint, sustainable infrastructure, and is in keeping with governmental climate change, GHG goals and regulations.

TOD OVERLAY;

This overlay shows much promise, and should be considered as a critical new focal point for the community. Emphasis should be placed on design features that draw attention to regional/ national/ international travelers on Metrolink or Amtrak Trains and local and regional transit (RTA, Sunline, Pass Transit, etc). By also locating retail/non residential uses here could also bring more traffic and revenues to the nearby surrounding areas that about and/or are near I10.

However, the city has not gone far enough here. Beaumont needs to create and designate a transit center, transit hub and put it on the GP map. Beaumont should draw from the experiences and designs of recently completed transit centers such as the San Bernardino Transit Center, and the ARTIC transit center in Anaheim.

Here also the GPU needs to designate and include alternative energy refueling stations throughout the city. Perhaps a “alternative energy circulation map” could display a comprehensive look as to how this infrastructure would work throughout the city.

It appears that vacant land next to Pennsylvania Ave. (south of I10, north of First St) may be a good location for this designation. However, in addition to this site, Beaumont should consider a second transit center near the intersection of Oak Valley Parkway/Desert Lawn Dr. to support regional rail/ bus commuters.

Ron Roy: Beaumont GPU 2050 Plan Comment Letter

Beaumont also needs to come up with a design that facilitates access to Beaumonts “mixed village” area along 6th street.

PUBLIC TRANSIT/ACTIVE TRANSIT (BIKES, PEDESTRIAN, EQUESTRIAN)

The GPU update has failed to include a Circulation Element and corresponding maps, that indicate where public transit, and active transit can safely circulate throughout the city. These modes of transportation should be clearly indicated in a separate map. Grade 1 bike lanes (Per California DOT) should be the minimum standard. Also Beaumont needs to consider a separated “bikeway” system (that would function similar to car arterial roads), in which a separated paved road network throughout the city dedicated exclusively to bikes is developed. Beaumont should request SB1 funds for this purpose.

The GPU should add more public transit stops/facilities, bike lanes and “bikeway system” , trails in Master Planned Communities such as Oak

Valley Specific Plan that are currently underserved “transit deserts”. More public transit connections from MPCs to regional transit stops should be added (Ex: Beaumont Walmart).

GHG, CLIMATE CHANGE, AQMD REQUIREMENTS

The city of Beaumont has not indicated in sufficient detail how its proposed GPU will mitigate or ameliorate for GHG, Climate Change, or AQMD requirements.

ENDANGERED SPECIES:

An incredibly rare active Least Bells Vireo Nest (the only one within approximately100 square miles) has been confirmed in the Beaumont Sphere of Influence south of SR60. Beaumont’s GPU should designate and allow sufficient open space to protect this site from encroachment by development or other potentially catastrophic impacts. The GPU also needs to designate and protect the Stephens Kangaroo Rat, the Potrero Preserve and other protections under Riverside County’s MHSCP.

Ron Roy: Beaumont GPU 2050 Plan Comment Letter

WATERSHED/CREEKS

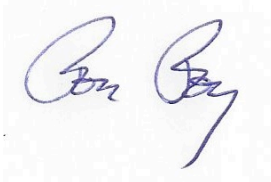
The GPU needs to include a map and designations that protect Beaumont Area watersheds and creeks.

BEAUMONTS MASTER PLAN OF TRAILS

The city’s Master Plan Of Trails should be included in the GPU as a separate map with appropriate designations.

Thank you for considering my objections and recommendations.

Sincerely



Ron Roy

Beaumont Resident.

State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director

April 9, 2018
Sent via email

Rebecca Deming
Community Development Director
City of Beaumont
550 East 6th Street
Beaumont, CA 92223
rdeming@ci.beaumont.ca.us

Subject: Notice of Preparation of a Draft Environmental Impact Report
City of Beaumont General Plan Update (Beaumont 2040 Plan)
State Clearinghouse No. 2018031022

Dear Ms. Deming:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Beaumont General Plan Update (project) [State Clearinghouse No.2018031022]. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

The project encompasses a comprehensive update to the City of Beaumont's (City) General Plan that provides a vision for the future of the City over the next 20 to 30 years. The General Plan identifies the land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to future growth and development.

COMMENTS AND RECOMMENDATIONS

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources); and administers the Natural

Community Conservation Planning Program (NCCP Program). The Department offers the comments and recommendations presented below to assist the City (the CEQA lead agency) in adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable the Department to adequately review and comment on the proposed project with respect to impacts on biological resources.

The Department recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable Department staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The Department recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. The Department recommends that floristic, alliance- and/or association based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. The Department's California Natural Diversity Database (CNDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDB@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed project. The Department recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data

   Please note that the Department's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. The Department recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within offsite areas with the potential to be effected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service, where necessary. Note that the Department generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if the project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see https://www.wildlife.ca.gov/Conservation/Plants);

5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

6. A full accounting of all mitigation/conservation lands within and adjacent to the project.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the project. To ensure that project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity, defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address project-related changes on drainage patterns and water quality within, upstream, and downstream of the project site, including: volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.

With respect to defensible space: please ensure that the DEIR fully describes and identifies the location, acreage, and composition of defensible space *within* all proposed development priority areas. Please ensure that any graphics and descriptions of defensible space associated with this project comply with Riverside County Fire/City of Beaumont Fire (or other applicable agency) regulations/ requirements. The City, through their planning processes, should be ensuring that defensible space is provided and accounted for *within proposed development areas*, and not transferred to adjacent open space or conservation lands, such as the Potrero Unit of the San Jacinto Wildlife Area. Please note that lands proposed to be managed for defensible space purposes will have lower conservation resource value as they require in-perpetuity vegetation management.

2. A discussion of potential indirect project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or conservation/mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

3. An evaluation of impacts to adjacent open space lands from both the construction of the project, long-term operational and maintenance needs, and long-term impacts from recreational activities.

4. A cumulative effects analysis developed as described under CEQA Guidelines § 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

Note that the DEIR must describe and analyze a range of reasonable alternatives to the project that are potentially feasible, would "feasibly attain most of the basic objectives of the project," and would avoid or substantially lessen any of the project's significant effects (CEQA Guidelines § 15126.6[a]).

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the

project. When proposing measures to avoid, minimize, or mitigate impacts, the Department recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the project area. The Department also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. The Department recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.

2. *Sensitive Plant Communities*: The Department considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.

3. *Mitigation*: The Department considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

   The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

   If sensitive species and/or their habitat may be impacted from the project, the Department recommends that the City include specific mitigation in the DEIR. CEQA Guidelines §15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center* v. *County* of *Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating

management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete *(Sundstrom* v. *County* of *Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry* v. *City* of *Murrieta (1995)* 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc.* v. *County* of *Orange* (2005) 131 Cal. App. 4th 777).

The Department recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, including cumulative impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the project. Furthermore, in order for mitigation measures to be effective, they must be specific, enforceable, and feasible actions that will improve environmental conditions.

4. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

   The Department recommends that local onsite propagules from the project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

   Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

5. *Nesting Birds and Migratory Bird Treaty Act:* Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds

and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) also afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

The Department recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the Department recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

6. *Moving out of Harm's Way:* The proposed project is anticipated to result in the clearing of natural habitats that support native species. To avoid direct mortality, the Department recommends that the lead agency condition the DEIR to require that a Department-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise by injured or killed, and individuals should be moved only as far a necessary to ensure their safety (i.e., the Department does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.

7. *Translocation of Species*: The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the California Endangered Species Act (CESA). The Department recommends that a CESA Incidental Take Permit (ITP) be obtained if the project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

The Department encourages early consultation, as significant modification to the proposed project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. Please note that the proposed avoidance, minimization, and mitigation measures must be sufficient for the Department to conclude that the project's impacts are fully mitigated and the measures, when taken in aggregate, must meet the full mitigation standard. Revisions to the California Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA ITP unless the Project CEQA document addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit.

Western Riverside County Multiple Species Habitat Conservation Plan

Within the Inland Deserts Region, the Department issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County MSHCP per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: http://rctlma.org/epd/WR-MSHCP.

The proposed project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement. The City of Beaumont is the Lead Agency and is signatory to the Implementing Agreement of the MSHCP. The project is located in The Pass and San Jacinto Valley Area Plans, and includes multiple MSHCP Criteria Cells. If

future proposed projects are located within MSHCP Criteria Cells, these projects will be subject to the Joint Project Review (JPR) process through Western Riverside County Regional Conservation Authority. In addition, projects may be subject to any or all of the following MSHCP policies and procedures: the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP section 6.1.2), Protection of Narrow Endemic Plant Species (MSHCP section 6.1.3), Additional Survey Needs and Procedures (MSHCP section 6.3.2), and the Guidelines Pertaining to the Urban/Wildlands Interface (MSHCP section 6.1.4).

The DEIR needs to address how the proposed project will affect the policies and procedures of the MSHCP. Therefore, all surveys required by the MSHCP policies and procedures listed above to determine consistency with the MSHCP should be conducted and results included in the DEIR so that the Department can adequately assess whether the project will impact the MSHCP.

Lake and Streambed Alteration Program

Fish and Game Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, the Department determines if the proposed project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your project that would eliminate or reduce harmful impacts to fish and wildlife resources.

The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to https://www.wildlife.ca.gov/Conservation/LSA/Forms.

Additional Comments and Recommendations

To ameliorate the water demands of this project, the Department recommends incorporation of water-wise concepts in project landscape design plans. In particular, the Department recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water agencies/districts, and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens. Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: http://saveourwater.com/

Further Coordination

The Department appreciates the opportunity to comment on the NOP of a DEIR for the City of Beaumont General Plan Update project (SCH No. 2018031022). The Department recommends that the City of Beaumont address the comments and concerns outlined in this letter in the forthcoming DEIR. If you have any questions pertaining to the comments provided in this letter, or wish to schedule a meeting and/or site visit, please contact James Sheridan, Environmental Scientist at (760) 200-9419 or at james.sheridan@wildlife.ca.gov.

Sincerely,

For Scott Wilson
Environmental Program Manager

Literature Cited

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

wittwer / parkin

April 9, 2018

Via Email

Rebecca Deming
Community Development Director
City of Beaumont
550 East 6th St.
Beaumont, CA 92223
rdeming@ci.beaumont.ca.us

Re: Beaumont General Plan Update (Beaumont 2040 Plan)

Dear Ms. Deming:

This law firm represents the Southwest Regional Council of Carpenters (Southwest Carpenters) and submits this letter on the above-referenced project on its behalf.

Southwest Carpenters represents 50,000 union carpenters in six states, including in Southern California, and has a strong interest in the environmental impacts of projects designed to increase development, such as the Beaumont General Plan Update (Project). The City of Beaumont (City) issued a Notice of Preparation signaling the City's intent to prepare a Draft Environmental Impact Report (DEIR) for the Project on March 9, 2018.

The Project will affect land uses permitted within the City (19,381 acres) and its sphere influence (7,185 acres), comprising 41.51 square miles. The Project includes the following actions:

- Adoption and implementation of the General Plan Update (Beaumont 2040 Plan);
- Adoption and implementation of the revised Zoning Code and Zoning Map;
- Adoption and implementation of the Downtown Specific Plan; and
- Adoption and implementation of the Hillside Development Ordinance.

Of particular note, the City's proposed Land Use Designations Map and Hillside Development Ordinance indicate that much of the City's future development will occur on currently undeveloped hillsides.

The comments presented herein should not be interpreted as being exhaustive by any means, but are preliminary concerns based on the Notice of Preparation. Southwest Carpenters look forward to reviewing the DEIR and its full discussion of environmental impacts, alternatives, and mitigation.

1. Agricultural Impacts

According to the California Department of Conservation Farmland Mapping and Monitoring Program, the City is almost entirely surrounded by Farmland of Local Importance. Farmland of Local Importance is defined as including "soils that would be classified as prime [farmland] and [farmland of statewide importance] but lack available irrigation water," "lands producing major crops for Riverside County but that are not listed as unique crops." and "lands identified by city or county ordinance as agricultural zones or contracts."

In the DEIR, please identify exactly which types of Farmland of Local Importance surround the City. Furthermore, the DEIR must describe impacts to this farmland and provide for all possible mitigation. It is noted that a majority of this farmland within the City's sphere of influence is slated for development by 2040, and it does not initially appear as though the City has proposed avoidance or any other form of mitigation for the loss of this farmland.

2. Air Quality

The City lies within the Southern California Air Basin. This air basin had been found in constant violation of 8-hour ozone (extreme) and PM 2.5 (moderate to serious). The Southern California Air Quality Management District (SCAQMD) has produced an Air Quality Management Plan (AQMP), designed to reduce criteria pollutant emissions to less hazardous, and then attainment, levels.

The General Plan update envisions economic and population growth that would develop almost all land within its sphere of influence by 2040. This development will place much of the proposed future residential uses further away from businesses and public services. This will result in greater commute distances and more vehicle miles traveled by future residents. The DEIR must evaluate the City's proposed development model for consistency (or inconsistency) with the AQMP. At first glance, the Project will only serve to exacerbate ongoing National Ambient Air Quality Standards for nonattainment criteria pollutants.

3. Biological Resources

The City plans to place over 7,000 acres of new development on currently undeveloped land. New development, consisting almost entirely of residential uses, will primarily occur within the mountainous habitat to the west of the City. This has the potential to limit habitat

connectivity through the construction hundreds to thousands of miles of exclusionary fencing and roads and increase predation of native wildlife by pets.

Mountainous land exists as one of the last vestiges of wildlife habitat and serves as crucial wildlife corridors. The loss and impairment of this habitat will make species dispersal and traversal more difficult, and, at times, impossible. Execution of the Project will have temporary and permanent direct, indirect, and cumulative effects on wildlife. The City should be prepared to fully discuss these wildlife impacts, as well as all proposed mitigation designed to counterbalance these impacts.

The City has noted at least portions of the Project fall within the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP). In the DEIR, the City should discuss whether its proposed mountainside development is consistent with the MSHCP. In addition, considering the size and scope of the Project, it is quite possible that some portions of the Project fall outside of the MSHCP. If this is the case, the City should disclose which areas of the Project are excluded from the MSHCP. The City should provide a separate analysis of these areas of the Project and provide separate mitigation for impacts to these areas.

4. Greenhouse Gas Impacts

The City is required to evaluate the potential of the Project to increase greenhouse gas emissions. Although it is possible the City plans to contain some of its growth as infill, City plans to expand and fully develop all land within its sphere of influence to accommodate population growth. Proposed development within the sphere of influence will include industrial, rural residential, rural ranch, urban village, high-density residential, and employment district.

Buildout of the Project will conflict with state, regional, and local greenhouse gas reduction goals. The City appears not to be focused on population densification within its city limits, and instead, seems determined to expand development into currently undeveloped areas. Buildout of the Project will likely greatly increase building-based greenhouse gas emissions, as well as vehicle-miles traveled. Indirectly and cumulatively, the Project is projected to increase demand for goods to be shipped to commercial centers or delivered to residents' homes. These additional trips, alone, would run counter to state and local greenhouse gas reduction goals.

The City developed a Climate Action Plan in 2014, which focused exclusively on regulating the "building energy sector," or energy consumption in buildings. The City set as its goal a roughly 20% reduction in greenhouse gas emissions from 2012 levels (88,310 metric tons of carbon dioxide-equivalent), or reducing these emissions to 63,583 $MTCO_2e$ by 2020. The 2014 Climate Action Plan only evaluated greenhouse gas emission reductions up to 2020.

As part of the DEIR, the City must describe the City's baseline greenhouse gas emissions. Although the Climate Action Plan only evaluated greenhouse gas emissions from buildings, the City is required to evaluate greenhouse gas emissions from all potential emission sources prior to Project implementation and at full buildout. Furthermore, because the City's Climate Action Plan only extends to 2020, this document will be of little use even for assessing building impacts and mitigation resulting from the implementation of the Project and cannot be relied upon in discussing impacts from any other sources, such as traffic and transportation. In addition, the Project DEIR should also provide an update on the City's progress in attaining the greenhouse gas reduction goals contained in its Climate Action Plan.

The City may wish to consider incorporating a more comprehensive Climate Action Plan in its General Plan as part of the Project. Failure to update the Climate Action Plan would mean the City would have no active Climate Action Plan for Project-related greenhouse gas impacts beyond 2020.

If the City does not adopt an updated Climate Action Plan as part of the Project, the City will be required to exercise extra care when analyzing greenhouse gas-related impacts and carefully disclose how the Project will impact statewide and local goals. The City will need to consider in its analysis:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions

Center for Biological Diversity v. *Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

5. Hazards and Hazardous Materials

Most of the expansion proposed within the City's sphere of influence will occur within a Very High Fire Hazard Severity Zone (VHFHSZ), as delineated by CAL FIRE. Buildout of the Project in mountainous areas within a VHFHSZ will have a high potential to increase the fire hazard risk within and surrounding the City.

In addition, the Project proposed additional industrial uses within the VHFHSZ. Industrial uses have a high chance of transporting and storing large volumes of hazardous substances and, thus, releasing these substances into the environment. These risks are heightened where, as here, industrial uses are proposed to be located within or near a VHFHSZ.

6. Parks and Recreation

While the southern portion of the City is designated as open space, the City currently has relatively few parks and outdoor recreational activities available. The City may consider adding parklands and recreational trails to open space and undeveloped lands both currently within the city limits, as well as within its greater sphere of influence. Devoting lands currently slated for development as open space and parks and adding recreational trails may also serve to mitigate some of the impacts from the Project.

7. Public Services

The Project sites large areas of residential uses in the mountains, away from the more densely populated and better serviced city center. Regardless of whether Project mitigation will involve the creation of additional fire, police, and medical staff and facilities, these residential uses will be more expensive, difficult, and time-consuming to serve and more susceptible to limitations on accessibility. The DEIR should disclose potential impacts to services in relation to the siting of thousands of acres of residential development on mountainsides.

8. Transportation and Traffic

The City touts its commitment to transit-oriented development, in line with the mandates of SB 375. However, it is doubtful that development occurring within the City's sphere of influence would be well suited for public transit options, as this development will be lower-density residential, likely accessed by multiple, winding roads. In the DEIR, please discuss where the City plans to focus the majority of its growth, and whether this growth will be located near high-volume transit centers.

9. Utilities

Providing utilities, including electricity, water, sewer, and garbage service, to the Project will be highly demanding, especially considering that much of the development will occur in mountainous terrain.

Water supply in western Riverside County is a constant cumulative-impact concern and is often downplayed or overlooked by cities in an effort to greenlight large volumes of

development, such as the Project. Western Riverside County naturally has scarce water resources, with new development often relying on ever-diminishing and compacting aquifers. The DEIR should provide a full, objective assessment of the Project's water supply, including an assessment of the Project's potential impacts on aquifer health and the potential for the Project to impair access to water during severe drought. The Project should provide heavy mitigation to reduce the Project's impacts on scarce water supplies.

It is unclear whether the City proposes provision of sewer service for hillside development. If the City plans to permit septic systems in these areas, the City must evaluate the potential for the Project to cause seepage of septic into surface and groundwater.

Conclusion

Southwest Carpenters thanks the City for providing an opportunity to comment on the Notice of Preparation. Moving forward, please send all future notices relating to this Project to Nicholas Whipps at nwhipps@wittwerparkin.com. Thank you for your consideration of these comments.

Very truly yours,
WITTWER PARKIN LLP

Nicholas Whipps

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

President
Margaret E. Finlay, Duarte

First Vice President
Alan D. Wapner, Ontario

Second Vice President
Bill Jahn, Big Bear Lake

Immediate Past President
Michele Martinez, Santa Ana

COMMITTEE CHAIRS

Executive/Administration
Margaret E. Finlay, Duarte

Community, Economic & Human Development
Rex Richardson, Long Beach

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Curt Hagman, San Bernardino County

April 9, 2018

Ms. Rebecca Deming, Community Development Director
City of Beaumont
550 East 6th Street
Beaumont, California 92223
Phone: (951) 572-3229
E-mail: rdeming@ci.beaumont.ca.us

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the City of Beaumont General Plan Update (Beaumont 2040 Plan) [SCAG NO. IGR9558]

Dear Ms. Deming,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the City of Beaumont General Plan Update (Beaumont 2040 Plan) to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the City of Beaumont General Plan Update (Beaumont 2040 Plan) in Riverside County. The proposed project includes a General Plan Update for the 2040 horizon year, as well as a revised Zoning Code and Zoning Map, the Downtown Specific Plan, and the Hillside Development Ordinance.

When available, please send environmental documentation to *SCAG's office in Los Angeles or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review. Please note our new headquarters in Downtown Los Angeles is at *900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017*.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF BEAUMONT GENERAL PLAN UPDATE (BEAUMONT 2040 PLAN) [SCAG NO. IGR95558]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving* ***regional economic development and competitiveness***	*Consistent: Statement as to why;* ***Not-Consistent: Statement as to why;*** *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Beaumont		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	51,600	78,800	80,600
Households	6,458,000	7,325,000	7,412,300	18,200	26,700	27,200
Employment	8,414,000	9,441,000	9,871,500	11,400	17,200	18,000

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

EXISTING CONDITIONS REPORT

City Of Beaumont | General Plan Update

Note: This Existing Conditions Report was prepared in 2016. All information presented in this document is based on best available data from the City in 2016 (unless noted otherwise in the source of a figure or table). Additionally, the Planning Area has changed since completion of the Existing Conditions Report in 2016. The updated General Plan should be consulted for the updated map of the Planning Area.

Contents

1. INTRODUCTION 1
OVERVIEW 1
HOW TO USE THIS EXISTING CONDITIONS REPORT 7
2. OUR COMMUNITY 9
OVERVIEW 9
KEY FINDINGS 9
ANALYSIS 9
3. OUR LOCAL MARKET 23
OVERVIEW 23
KEY FINDINGS 23
ANALYSIS 24
4. OUR CITY 32
OVERVIEW 33
KEY FINDINGS 33
ANALYSIS 33
5. HOW WE GET AROUND 64
OVERVIEW 65
KEY ISSUES 65
ANALYSIS 65
6. OUR COMMUNITY SERVICES 89
OVERVIEW 89
KEY FINDINGS 89
ANALYSIS 89
7. SAFETY 99
OVERVIEW 99
KEY FINDINGS 99
ANALYSIS 99
8. OUR NATURAL RESOURCES 121
OVERVIEW 121
KEY FINDINGS 121
ANALYSIS 121
REFERENCES 140
TECHNICAL APPENDIX A 1
TECHNICAL APPENDIX B 2

(THIS PAGE IS INTENTIONALLY LEFT BLANK)

1. INTRODUCTION

OVERVIEW

Beaumont is embarking on an exciting journey – the City is taking bold steps to make the General Plan a true, long-range plan that will chart the City's future into the middle of the 21st century. The Existing Conditions Report provides a high-level analysis for important topics such as land use, mobility, conservation, parks and recreation, infrastructure, community character, and quality of life. The report provides background information and documents significant conditions, trends, and key issues. It is intended to document the baseline conditions in the City of Beaumont, while also providing contextual comparisons with neighboring cities and Riverside County, where applicable. Data and information in the document were collected from a variety of sources, including statistical information collected from the U.S. Census, conversations with community leaders, and City staff.

As an initial step in the General Plan Update, this report is intended to stimulate discussion and generate ideas to further the future steps of the planning process. This chapter provides background information, including information about the General Plan, the purpose of the document, description of the planning area, and brief history of the City. This chapter also provides brief chapter summaries to help navigate the existing conditions report. The Existing Conditions Report is intended for use by a range of stakeholders, including City staff, decision-makers, property owners, residents, and community members of Beaumont.

WHAT IS A GENERAL PLAN?

A General Plan is a city policy document required by state law (Government Code Section 65300-65303.4) that provides a "long term, comprehensive, integrated, internally consistent and compatible statement" of goals and policies that reflect local conditions and community vision. The law requires that a General Plan address the following eight mandatory subject areas, or "elements:"

- **Land use.** The land use element identifies the location and intensity of land uses throughout the City.
- **Circulation.** This element plans for the transportation system including roadways, transit, bicycle and pedestrian facilities; it can also address sewer, gas, water, and other infrastructure conveyance systems.
- **Conservation.** This element guides the use and conservation of natural resources such as soils, wildlife, water, energy, and historic resources.
- **Environmental Justice.** This element identifies disadvantaged communities within the City and seeks to promote resident engagement in the process, mitigate unique or compounded health risks, and identify priority improvements and needs.
- **Housing.** The housing element seeks to accommodate housing needs for all incomes, groups with disabilities, and the homeless.
- **Noise.** This element seeks to limit the community's exposure to excessive noise.
- **Open space.** The open space element identifies parks and open space throughout the City.
- **Safety.** The safety element seeks to reduce the risk of death, injuries, property damage, and economic and social dislocation from natural and human-made hazards.

State law also allows for optional "elements" and for elements to be organized or combined at the City's discretion. For example, the City of Beaumont's 2007 General Plan includes an optional Implementation Element. The State requires cities to maintain a regularly updated General Plan to keep pace with changing conditions and community priorities.

PURPOSE OF THE GENERAL PLAN UPDATE

The purpose of the Beaumont General Plan is to serve as the primary legal document that identifies and guides long-term growth, development and decision-making in the City. The process is strongly anchored by residents' input and vision for the City, articulating specific steps to guide land use and planning focused on growth management, community character, circulation, quality of life, economic development, public health and sustainability over the next 20 to 30 years. As such, the Beaumont General Plan will serve to inform residents, developers, decision-makers, and other cities of the ground rules for development within the City.

PLANNING AREA – GENERAL PLAN

GEOGRAPHY AND LOCATION

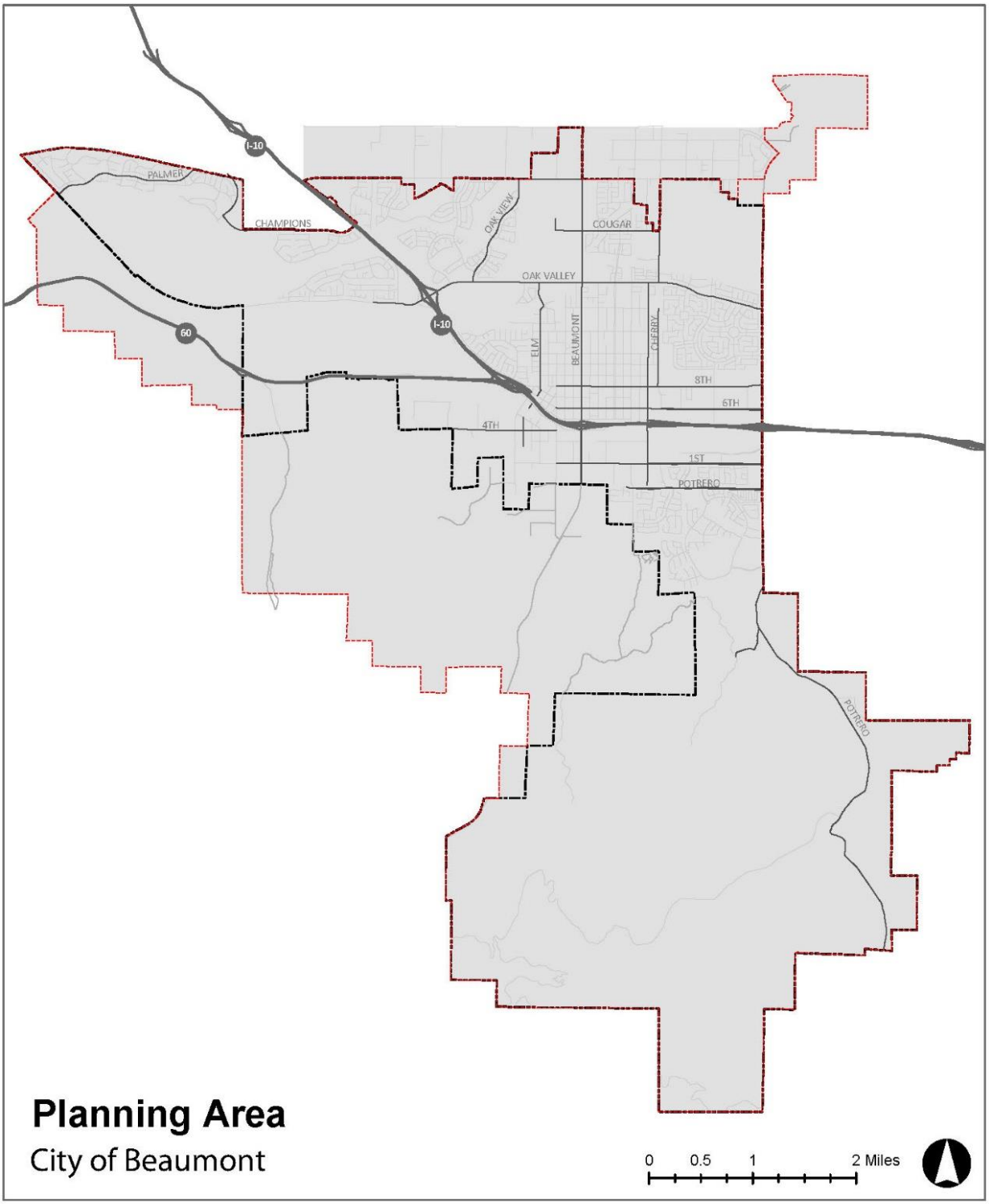
The Planning Area is located in the westernmost portion of Riverside County (County), and is bounded on the west by the City of Calimesa and unincorporated areas, on the north by unincorporated County areas (e.g., Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning. Major transportation routes through the Planning Area include Interstate 10, State Route 60, and State Route 79. According to the United States Census Bureau, the City has a total area of 30.9 square miles (80 square kilometers), of which 99.96% is land and 0.04% is water. The Planning Area has been heavily disturbed by human activity.

The Planning Area is at the peak of the San Gorgonio Pass between San Bernardino and Palm Springs, with an elevation range of approximately 2,500-3,000 feet above sea level (approximately 760 - 915 meters). The Planning Area has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April. The City's unique location provides its residents with beautiful rural views, while maintaining close proximity to urban amenities. Beaumont offers its residents a combination of small town charm and suburban lifestyle, alongside abundant recreational opportunities.

UNINCORPORATED COUNTY LAND

The Beaumont Planning Area includes land within the existing city limits and unincorporated areas outside the current city limits. In preparing the General Plan Update and planning for the future of the City, it will be important to closely coordinate with neighboring jurisdictions and regional agencies in order to plan for sustainable community growth. Land uses within the City's Planning Area may include a combination of undeveloped, developing and developed properties. The Sunny-Cal development was approved for incorporation. Aside from this project and its adjacent properties, there is no planned development in areas outside of the City limits nor is the City seeking annexation of parcels outside its current jurisdiction. However, this area has been included in the study area in order to provide additional context for the General Plan development.

FIGURE 1.1: PLANNING AREA BOUNDARY MAP



Legend

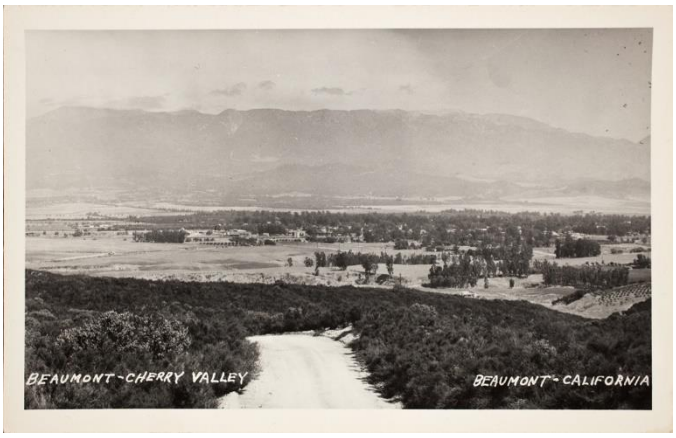
- City Boundary
- Sphere of Influence
- Planning Area
- Major Roads
- Highways
- Local Roads

Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

OUR CITY

HISTORY

Before the settlement of the white and European settlers, the San Gorgonio Pass was home to the Pass Cahuilla Indians. The Mountain Cahuilla lived in the San Jacinto mountains and the Desert Cahuilla lived in the Coachella Valley. The Cahuilla were hunters and gathered, but also planted crops. Before European contact, the Cahuilla population ranged from 3,600 to as high as 10,000 people. Due to European diseases, such as smallpox, the Cahuilla population was decimated during the 19th century.

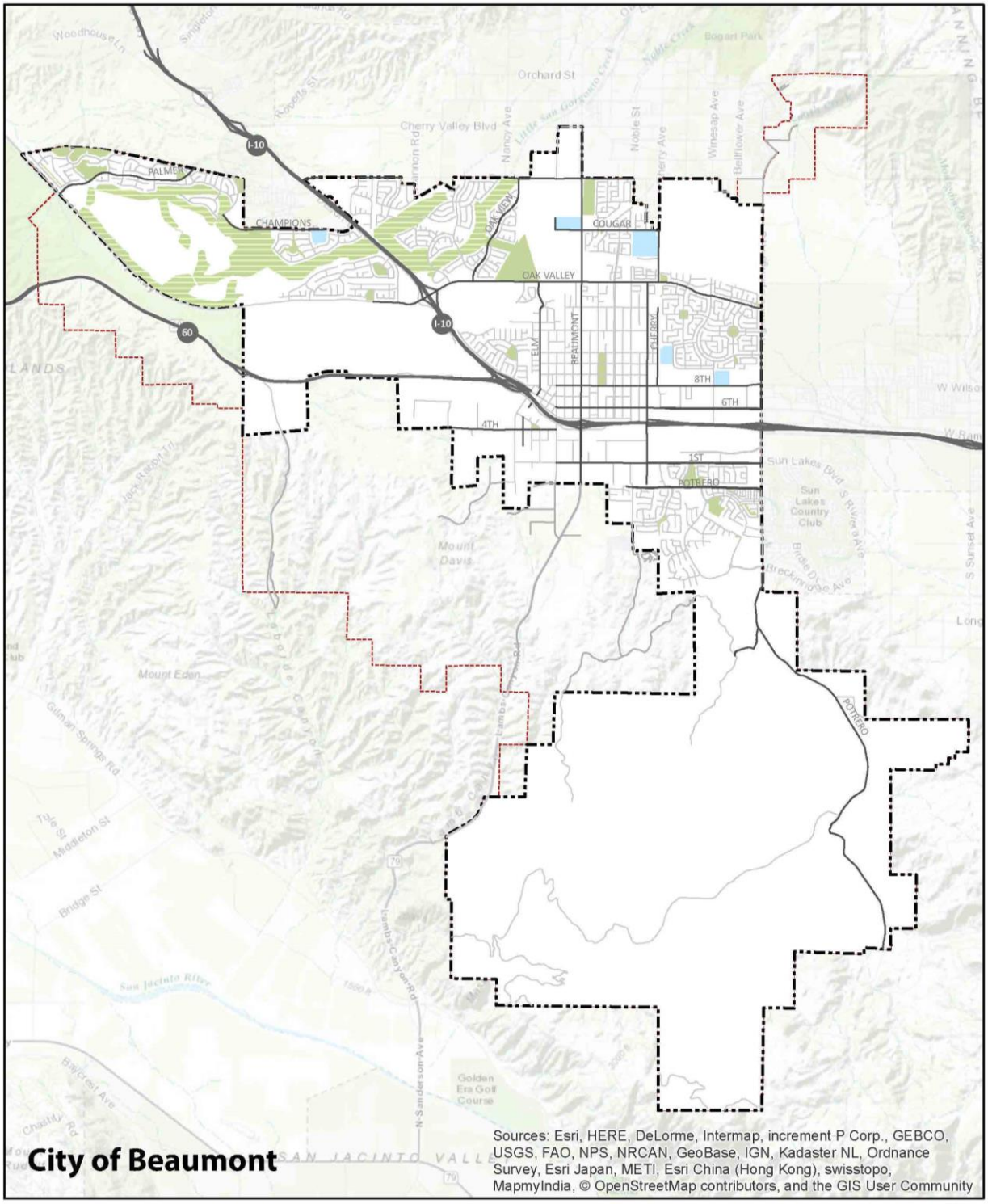


View of Mountains and Developing Town of Beaumont (n.d)
Source: Beaumont Library District

Located at a low point between California's southern mountain ranges, the San Gorgonio Pass first drew the attention of white settlers in the 1850s seeking railway connection to the Pacific Ocean. The Southern Pacific Railroad set tracks in the area that is now Beaumont in the 1860s. In the late 19th century, the area was sparsely populated with a railroad depot and telegraph office in 1875. The first stores were built in 1884, the first school in 1885, and three hotels were constructed by 1887. The town's chief industry during this time was grain agriculture. Population growth was slow and limited until the San Gorgonio Water Company, formed in 1907, developed a reservoir and laid 40 miles of piping to bring water and irrigation to the town. The new water system helped spur the development of new houses and fruit orchards in the north – the population doubled to over 1,100 by 1910.

The city was incorporated in 1912, deriving its name (French for beautiful mountain) from the surrounding picturesque mountains. It soon became well-known for its thriving apple orchards and flourished as a tourist destination. The town's close proximity to Los Angeles, idyllic setting, and affordable housing led to a population boom starting in 2000. A 2008 study by the Public Policy Institute of California noted that Beaumont and its surrounding communities have the highest population growth throughout the Riverside County region. This population explosion has concerned many local residents, who cite increasing student population in schools, rising demand on the water supply, and increasing traffic on the city's road network as key concerns.

FIGURE 1.2: CITY OF BEAUMONT MAP



STRUCTURE OF THE EXISTING CONDITIONS REPORT

CHAPTER 2: OUR COMMUNITY

This chapter provides an overview of the existing demographic and socio-economic characteristics of the City. It uses U.S. Census data, City and County data, and other sources to provide a big picture analysis of the current social context within the City. This chapter also includes information about environmental justice and health conditions in Beaumont, including levels of ozone, chronic disease, and physical activity.

CHAPTER 3: OUR LOCAL MARKET

This chapter summarizes existing trends and projections related to market and economic conditions in the City. It identified types of jobs and employers across the region. A detailed market and economic technical report is found in Technical Appendix A.

CHAPTER 4: OUR CITY

This chapter provides an overview of existing land use and development across the City, identifying twelve Planning Sub-Areas in the City and analyzing general land use patterns, including residential and non-residential uses. It also and provides a summary of development patterns and development opportunity areas in the City. Chapter 4 also include an overview of City structure that identifies the Neighborhood, Commercial, and Downtown cores.

CHAPTER 5: HOW WE GET AROUND

This chapter provides a summary of the existing circulation network and transportation facilities, such as roadways, sidewalks, trails, transit facilities, and bicycle facilities.

CHAPTER 6: OUR COMMUNITY SERVICES

This chapter provides an overview of park, library, and school facilities in the City. The section also discusses solid water, sewage, and waste collection and diversion.

CHAPTER 7: SAFETY

This chapter provides an overview of fire and police services in the City. The section also provides a summary of hazards, such as wildfires and earthquakes. In addition, this chapter summarizes measured noise levels in the City.

CHAPTER 8: OUR NATURAL RESOURCES

This chapter provides an inventory of the existing habitat and special-status species. It also includes an overview of the existing City policies related to biological assets, special status species, and habitat. Chapter 8 also summarizes existing policies and conditions related to air quality, including potential pollution sources.

HOW TO USE THIS EXISTING CONDITIONS REPORT

Each chapter of the Existing Conditions Report is organized with the following sections:

- **Key Findings.** The key findings serve as brief summaries of critical issues in the community and are derived from the analysis in the Existing Conditions Report.
- **Analysis.** Each chapter is divided into sub-sections covering topics pertinent to the General Plan Update. A summary of existing conditions is provided along with an analysis of its importance is presented.
- **Trends and Opportunities.** Each chapter outlines trends and opportunities that should also be considered as part of the General Plan update. These are intended to provide a picture of regional or national trends that will likely impact the City's landscape and urban form over the next 20 years, but may not be prevalent enough to show up as formative existing conditions today.

(THIS PAGE IS INTENTIONALLY LEFT BLANK)

2. OUR COMMUNITY

OVERVIEW

The pattern of a growing aging population in the United States is evident in Beaumont, but the City also has a high proportion of youth. These types of demographic transitions will continue to transform land use, population, and services in the City.

As part of the Our General Plan Update process, the Existing Conditions Report provides a snapshot of important demographic patterns and trends in the City. The snapshots summarize data from the 2000 Census, 2010 Census, 5 year estimates from the 2010 and 2015 American Community Survey, and demographics and growth forecasts from the Southern California Association of Government. This chapter includes information on household composition, population, race and ethnicity, housing, education, income, and health.

KEY FINDINGS

The following key findings summarize important takeaways for this Chapter:

- **Population Growth.** SCAG forecasts the population to be 80,600 by 2040, which is a percentage increase of over 118%.
- **Household Income.** The City's median household income has increased by over 118% since 2000. This increase in household income is nearly four times greater than Riverside County.
- **Age.** In terms of age, the City's population of retirees (individuals 60 to 64 years of age) has increased by over 82% since 2000, and its population of adolescents (individuals under 19 years of age) continues to make up nearly one third of the population.
- **Poverty.** Approximately 11.7% of the households earned incomes less than $25,000
- **Educational Attainment.** Generally, Beaumont residents are attaining higher education levels, and those with some college, but no degree has increased by 55%. The percentage of those with a graduate or professional degree has increased by 45%.

ANALYSIS

POPULATION AND HOUSEHOLD CHARACTERISTICS

Beaumont has long been known for its small-town feel, but the population has rapidly grown in the last few decades. The Southern California Association of Governments *2016 Demographics and Growth Forecast* estimates that Beaumont's population will nearly double to 80,600 by the year 2040. Similarly, the number of households is projected to steadily increase. The number of total households tripled in the period between 2000 and 2010. Households are projected to more than double from 11,801 in 2010 to 27,200 by the year 2040.

FIGURE 2.1: POPULATION

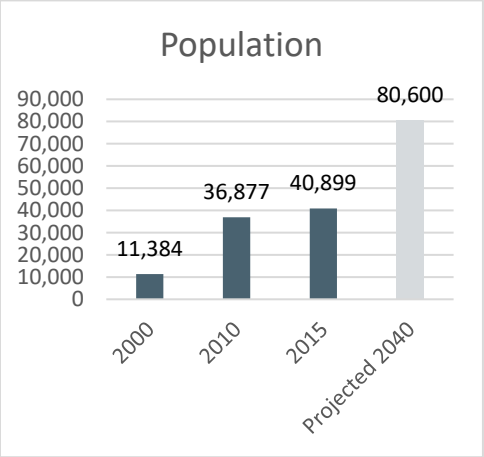


FIGURE 2.2: TOTAL HOUSEHOLDS

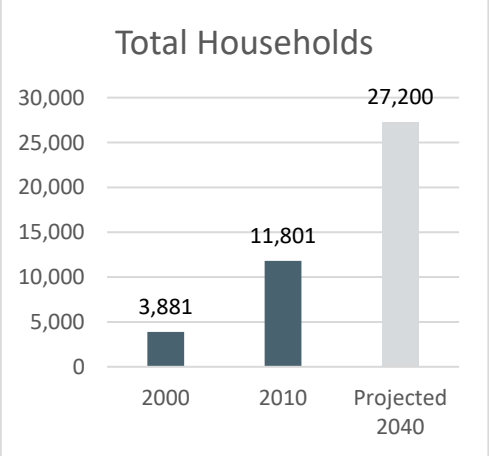
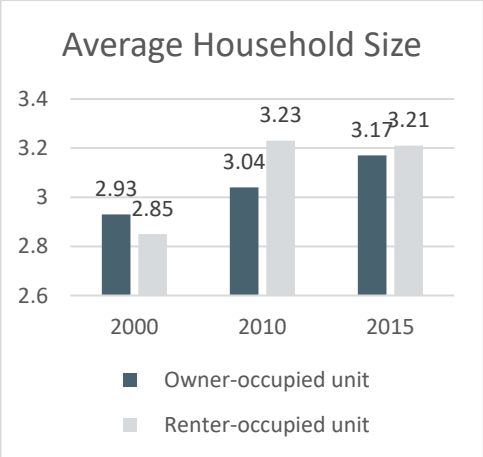


FIGURE 2.3: AVERAGE HOUSEHOLD SIZE



Source: Census 2000, Census 2010, ACS 2011-2015

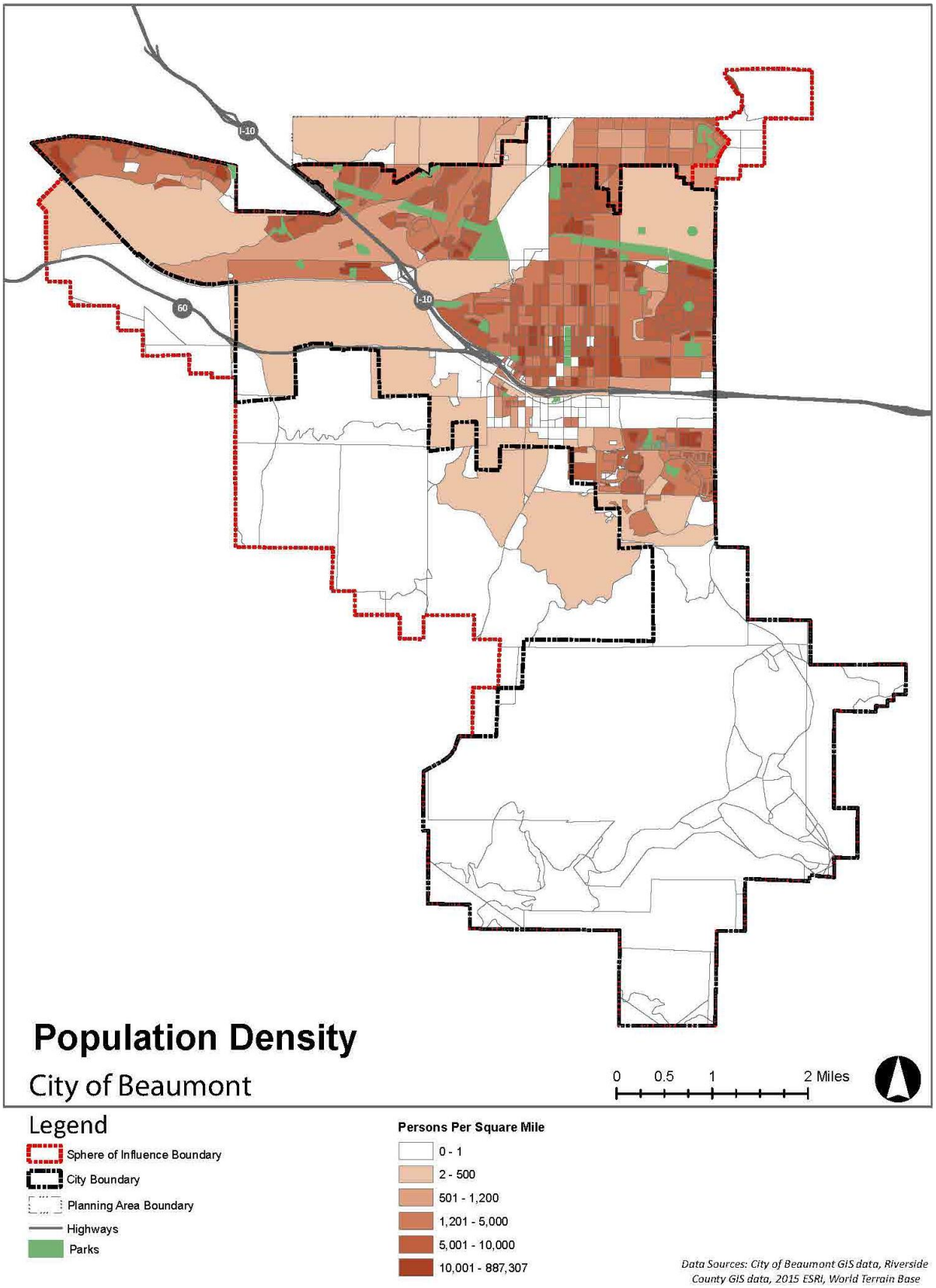
The average household size of both owner-occupied and renter-occupied units in Beaumont has slightly increased from 2000 to 2015. For owner-occupied households, the average increased from 2.93 in 2000 to 3.17 in 2015. For renter-occupied households, the average increased from 2.85 to 3.21 during the same period. The average household size in Riverside County is higher for owner-occupied units (3.20) and renter-occupied units (3.31).

While Beaumont's projected population growth will place significant pressures on existing transportation, public facilities, and utility services, the City is also well positioned to prepare for the future demands of this growth. The City has entitled nearly all of its land, a process of securing pre-construction requirements for future development. As part of these early planning efforts, the City has an opportunity to coordinate land use and transportation efforts to encourage sustainable economic growth.

POPULATION DENSITY

The map below illustrates population density in Beaumont. Population density tends to be fairly homogenous across both older and newer development the City. There are also large areas of largely undeveloped land with very low population density. The pattern is largely due to the high percentage of entitled land in the City, in addition to vacant land and open space within the City's sphere of influence

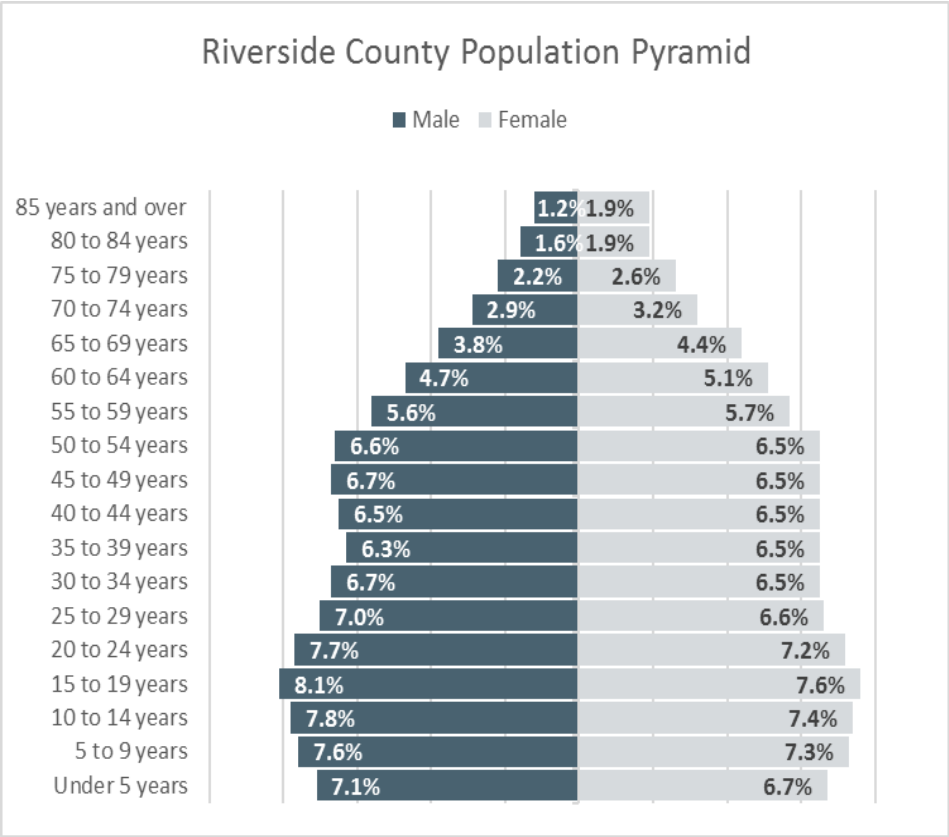
FIGURE 2.4: POPULATION DENSITY MAP



POPULATION PYRAMIDS

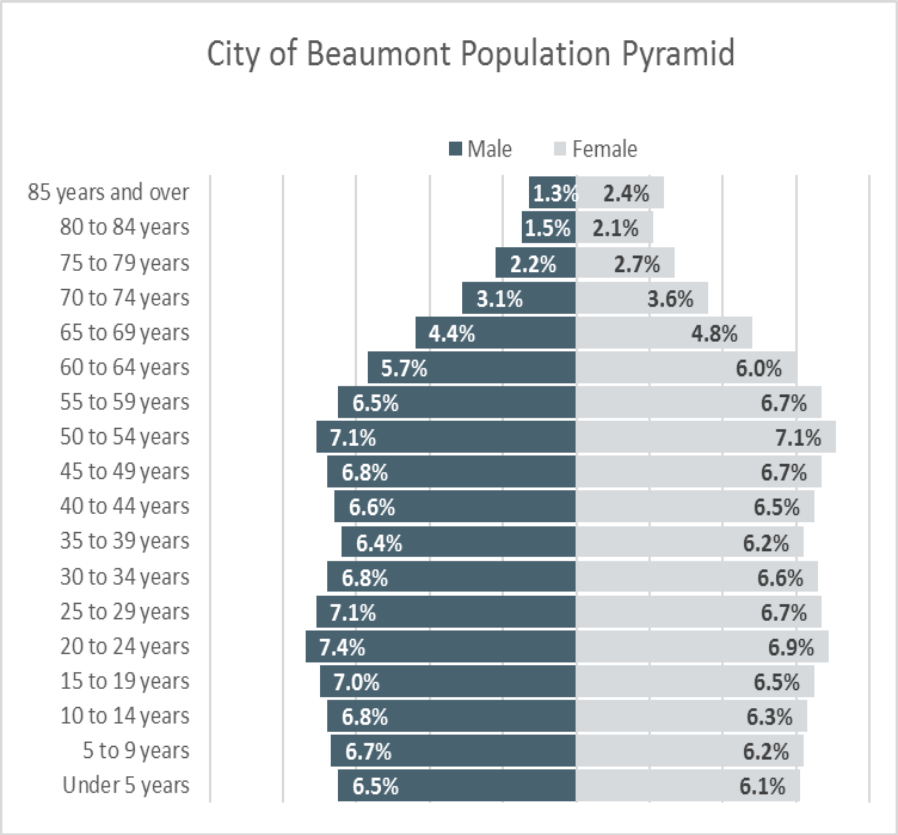
A population pyramid displays the distribution of population for both males and females. In Beaumont, the proportion of females is slightly higher than that of males in both the City (50.7%) and Riverside County (50.2%). The population that lives in Beaumont tends to be older than in Riverside County as a whole. In 2015, just over 22% of the City's population was older than 55, as compared to 23% of the County population. Beaumont also has a similar proportion of residents under the age of 24 (37.7 %) compared to the County (37.3%).

FIGURE 2.5: RIVERSIDE COUNTY POPULATION PYRAMID



Source: Census 2000, ACS 2011-2015

FIGURE 2.6: BEAUMONT POPULATION PYRAMID



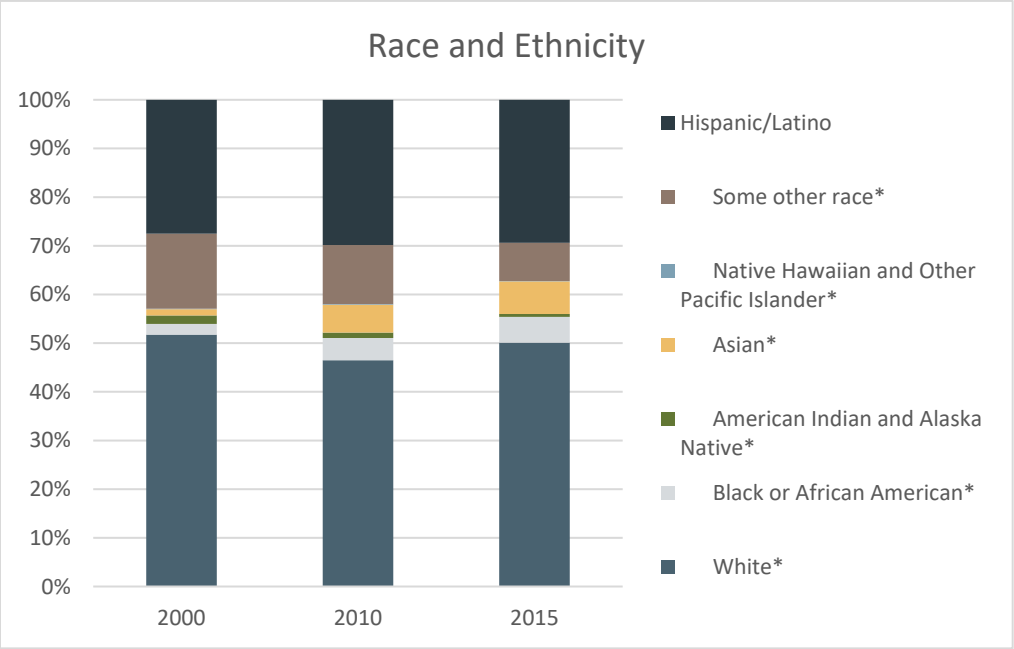
Source: Census 2000, ACS 2011-2015

RACE AND ETHNICITY

The Census Bureau presents race in two ways: “race alone” and “race in combination.” For the purpose of this Existing Conditions Report, the chart below categorizes race into White, Black, American Indian, Asian, Pacific Islander, and Some Other Race. Each of the racial groups numbers are reported in total and by number of people identifying with Hispanic as an ethnicity.

Over the last 15 years, there have been various noticeable demographic trends in the City. The White population decreased slightly from 68.1% to 62.8% between 2000 and 2010, but steadily increased to 66.5% by 2015. The Black and Asian population has significantly increased, with the Black population doubling from 2.9% of the population to 6.2% and the Asian population more than tripling from 1.7% to 7.7% between 2000 to 2010. In 2015, the Black population represented 7% and the Asian population 8.9% of the population. The number of people that identified as Hispanic steadily increased, albeit at a slower rate, from 36.2% to 40.3% between 2000 and 2010, dropping slightly to 39% in 2015. On the other hand, the American Indian and Alaska Native population has steadily decreased from 2.3% in 2000 to 1.5% in 2010 to 0.8% in 2015.

FIGURE 2.7: BEAUMONT RACE AND ETHNICITY



*Not Hispanic

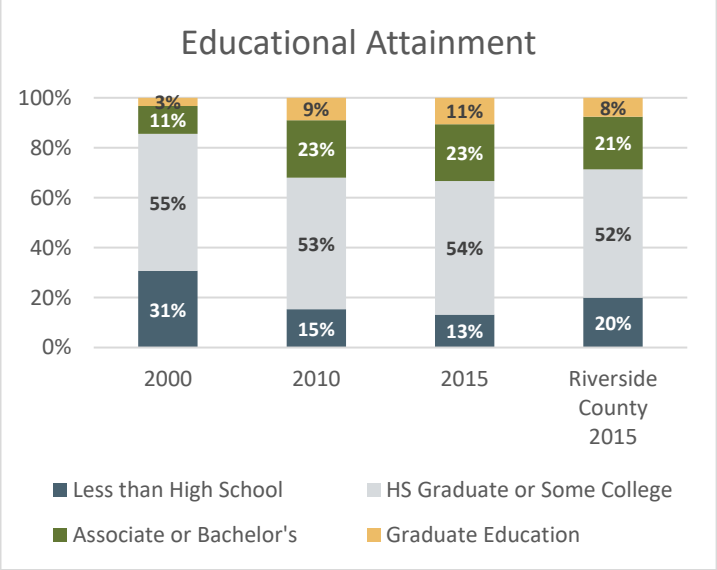
Source: Census 2000, ACS 2006-2010, ACS 2011-2015

EDUCATIONAL ATTAINMENT

Overall, education levels in Beaumont increased between 2000 and 2015. The percentage of residents who completed an associate's or bachelor's degree increased from 11% to 23%. During the same time period, the percentage of residents who completed high school or had less than a high-school education declined. Compared to the County, the educational attainment levels of residents in the City are slightly higher.

Although education levels in the City increased, there are significant differences by ethnicity and gender. These figures compare the educational attainment levels between White, Black, and Hispanic/Latino males and White Black, and Hispanic/Latino female residents 25 years and over.

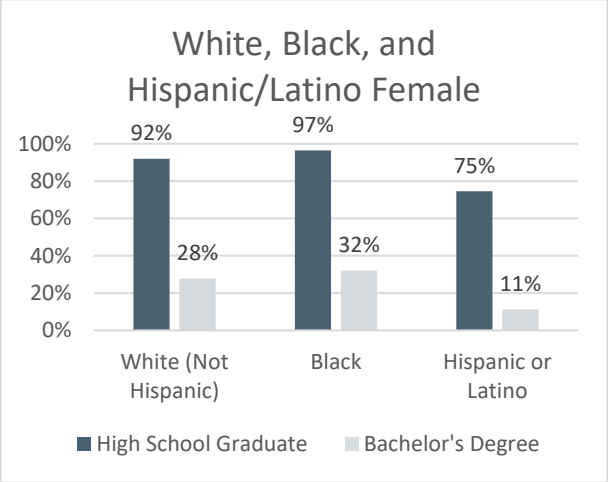
FIGURE 2.8: BEAUMONT EDUCATION ATTAINMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

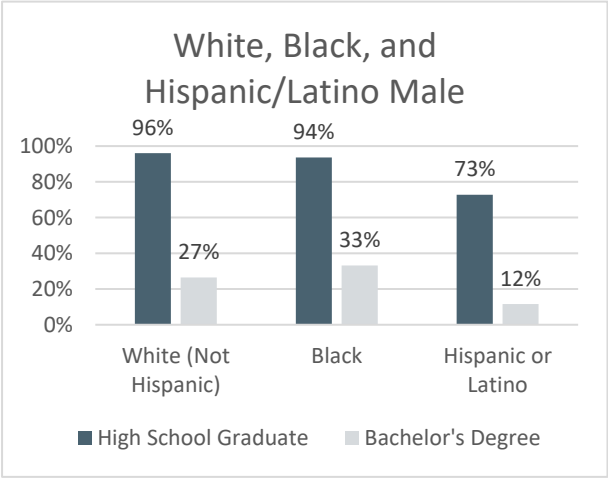
Overall, educational levels among Latino residents are significantly lower than their White and Black counterparts. Seventy-three percent of Hispanic/Latino males are high school graduates, compared to 96% of White males and 94% of Black males. Only 12% of Hispanic/Latino males obtained a Bachelor's degree compared to 27% of White males and 33% of Black males. Educational levels are also significantly higher for White and Black females compared to Hispanic/Latina female residents. Only 11% of Hispanic/Latina females obtained a bachelor's degree, compared to 32% of Black females and 28% of White females.

FIGURE 2.9: FEMALE EDUCATION ATTAINMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

FIGURE 2.10: MALE EDUCATION ATTAINMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

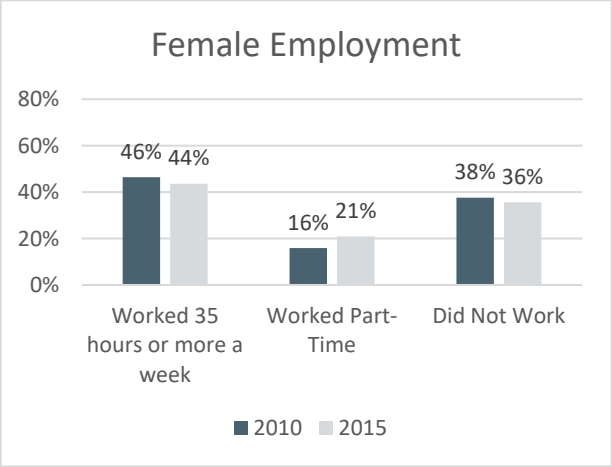
EMPLOYMENT

The City's unemployment rate has dramatically decreased since 2010, a trend that is discussed in more detail in the *Our Market* section of the Existing Conditions Report.

Although the City unemployment rate remains lower than the County as a whole, there are some notable differences between male and female employment in Beaumont. Between 2010 and 2015, the percentage of males working full time dropped from 69% to 63%, while the percentage of males working part time increased slightly from 11% to 13%. The percentage of females working full-time decreased slightly from 46% to 44%, while the percentage of females working part-time increased from 16% to 21%.

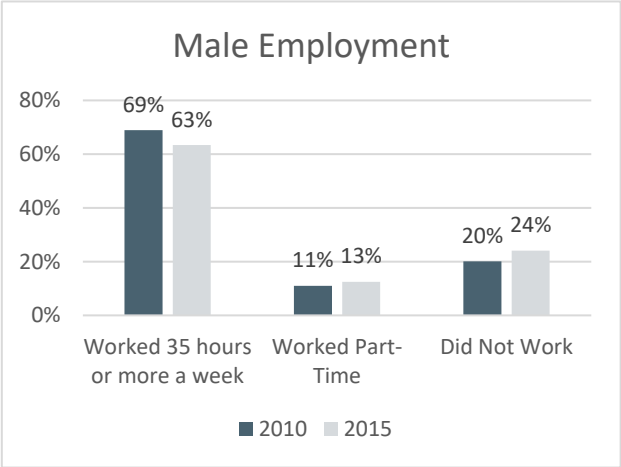
There was also a notable difference between male and female employment in Beaumont. While the percentage of males not working increased from 20% to 24% between 2010 and 2015, the percentage of females not working decreased from 38% to 36%.

FIGURE 2.11: FEMALE EMPLOYMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

FIGURE 2.12: MALE EMPLOYMENT



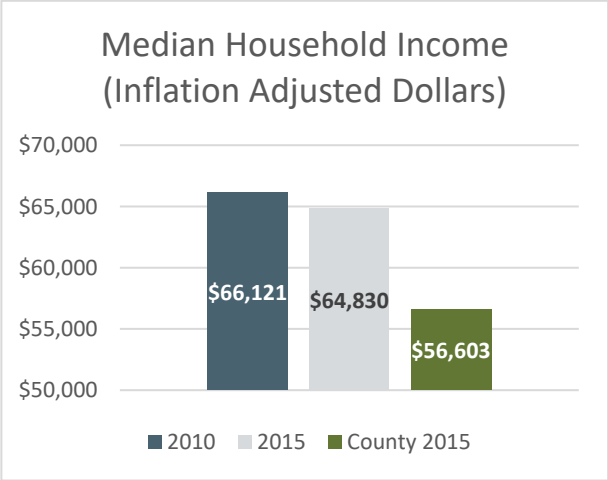
Source: Census 2000, ACS 2006-2010, ACS 2011-2015

INCOME AND POVERTY

Between 2010 and 2015, the median household income in Beaumont decreased by $1,291, falling from $66,121 to $64,830. Relative to the County, the City's median household income was significantly higher than the County total ($56,603) in the year 2015.

According to the American Community Survey Estimates (2011-2015), approximately 9% of families in the City had income below the Federal poverty level during the last 12 months. This was significantly lower than the countywide (13%) and statewide (14%) averages. Furthermore, 11.7% of the households earned incomes less than $25,000 per year and 32.1% of households earned less than $50,000 per year.

FIGURE 2.13: MEDIAN HOUSEHOLD INCOME



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

HEALTH

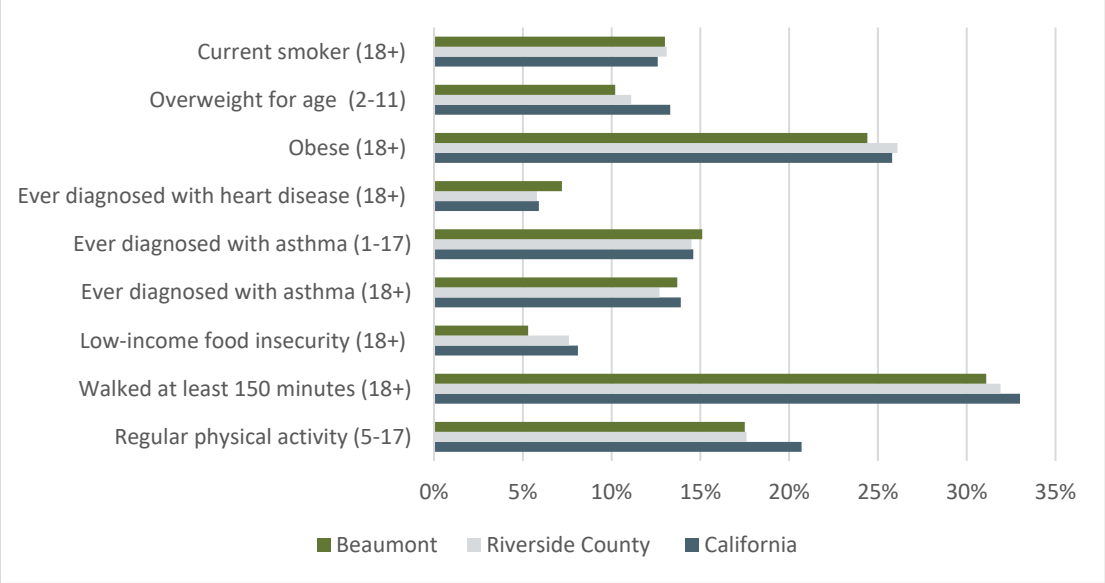
Compared with Riverside County and California, Beaumont residents have lower rates of obesity and lower rates of food insecurity. However, residents are slightly below average in terms of physical activity with about 31% of Beaumont adults walking at least 150 minutes a week compared to 33% of Californians. Only 17.5% of Beaumont youth engage in regular physical activity compared with 20.7% of California youth.

TABLE 2.1: HEALTH INDICATORS

	Beaumont	Riverside County	California
Fair or poor health (0-17)	4.6%	4.8%	5.2%
Fair or poor health (18-64)	20.1%	20.8%	19.2%
Fair or poor health (65+)	21.8%	24.7%	27.8%
Regular physical activity (5-17)	17.5%	17.6%	20.7%
Walked at least 150 minutes (18+)	31.1%	31.9%	33.0%
Low-income food insecurity (18+)	5.3%	7.6%	8.1%
Ever diagnosed with asthma (18+)	13.7%	12.7%	13.9%
Ever diagnosed with asthma (1-17)	15.1%	14.5%	14.6%
Ever diagnosed with heart disease (18+)	7.2%	5.8%	5.9%
Obese (18+)	24.4%	26.1%	25.8%
Overweight for age (2-11)	10.2%	11.1%	13.3%
Current smoker (18+)	13.0%	13.1%	12.6%

Source: California Health Interview Survey

FIGURE 2.14: SELECTED HEALTH INDICATORS (2014)



Source*: California Health Interview Survey*

The most critical health issue in Beaumont is heart disease, with about 25% more cases of heart disease diagnosed in the City than at the County or State level. Heart disease is the leading cause of death in the County and California. Several factors contribute to heart disease, including diet, exercise, genetic predisposition, and pollution

exposure. According to a new study from the UC Berkeley School of Public Health, "Chronic exposure to ground level ozone, a powerful greenhouse gas and a widespread air pollutant in many major cities, is linked to premature death from cardiovascular disease." Coordinated planning efforts across the fields of land use, transportation, design, and housing represents an opportunity to improve people's health across the City.

ENVIRONMENTAL JUSTICE

Senate Bill 1000 (or the Planning for Healthy Communities Act) was signed into law by Governor Jerry Brown on September 24, 2016. SB 1000 requires that cities and counties not only identify environmental and health impacts within their boundaries, but also address the needs of vulnerable communities most impacted by their effects. Given the timeline for the Beaumont General Plan update and the revision of more than two elements to the document, the requirements of SB 1000 will apply.

DEFINITION OF "DISADVANTAGED COMMUNITIES"

An area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area and is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

California Health and Safety Code Section 39711

(a) The California Environmental Protection Agency shall identify disadvantaged communities for investment opportunities related to this chapter. These communities shall be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

(1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

(2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

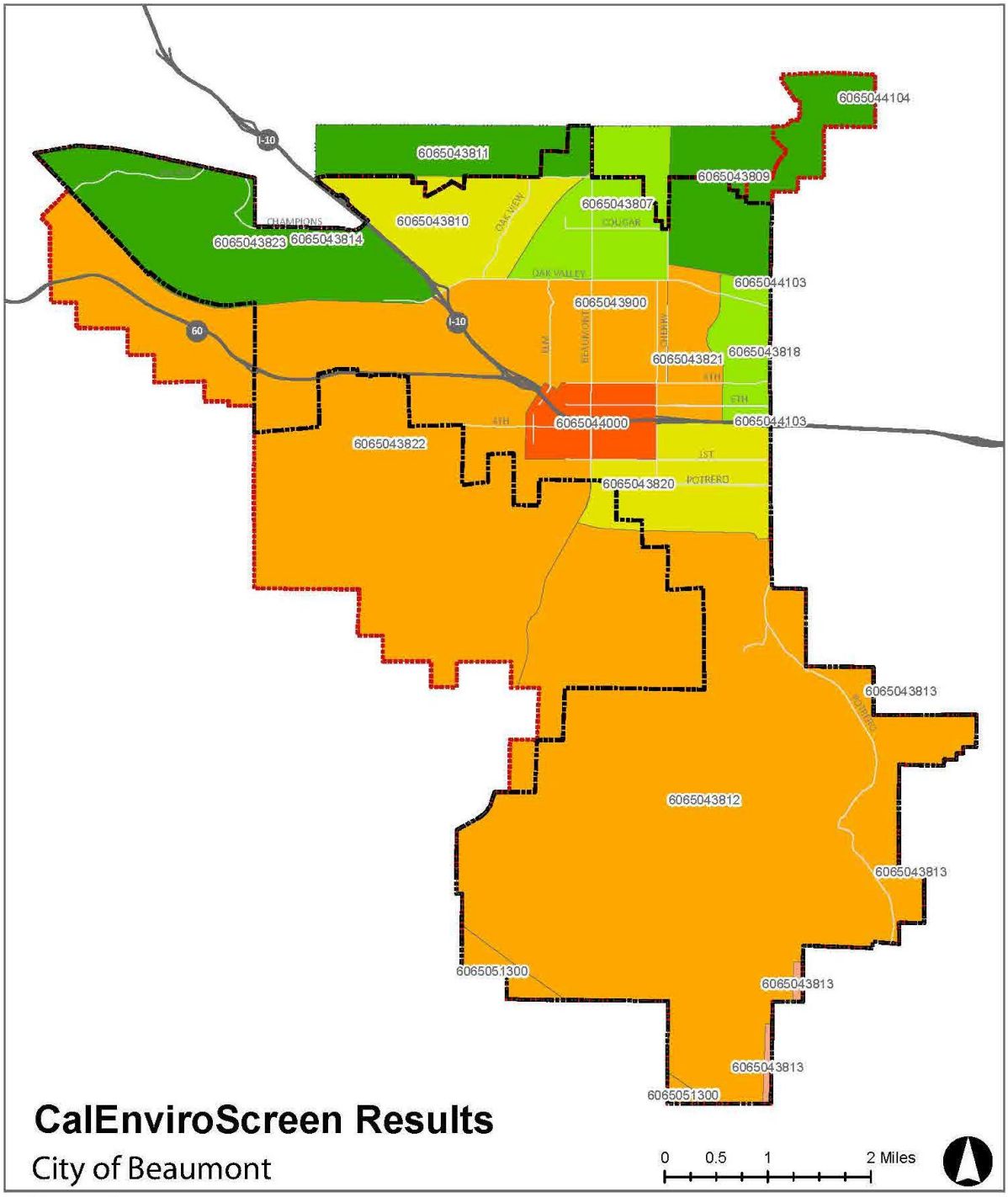
(b) The California Environmental Protection Agency shall hold at least one public workshop prior to the identification of disadvantaged communities pursuant to this section.

(c) Chapter 3.5 (commencing with Section 11340) of the Part 1 of Division 3 of Title 2 of the Government Code does not apply to the identification of disadvantaged communities pursuant to this section.

SB 1000 defers to CalEPA's definition of a disadvantaged communities as an area in the top 25% highest air pollution scores in the state based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores. CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. This tool was updated in 2017 to included health and socioeconomic indicators in addition to environmental burden. (A community's score must be greater than or equal to 36.62). CalEnviroScreen indicators fall into four broad groups—exposures, environmental effects, sensitive populations, and socioeconomic factors.

- **Exposure** indicators are based on measurements of different types of pollution that people may come into contact with (e.g., ozone, PM 2.5, diesel, pesticides, traffic, drinking water).
- **Environmental effects** indicators are based on the locations of toxic chemicals in or near communities (e.g., cleanups, groundwater threats, hazardous waste, impaired water, solid waste.)
- **Sensitive population** indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health (e.g., asthma, low birth weight, cardiovascular rate).
- **Socioeconomic factor** indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects (e.g., education, linguistic isolation, poverty, unemployment, housing burden).

FIGURE 2.15: CALENVIROSCREEN RESULTS MAP



Legend

- Sphere of Influence Boundary
- City Boundary
- Planning Area Boundary
- Highways
- Major Roads
- 26-35%
- 36-45%
- 46-55%
- 56-65%
- 71-75%
- 81-85%
- Over 86%

Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

Census tract 6065044000 in Beaumont has a CalEnviro 3.0 Score of 82%. Because this tract is in the top 25% of scores statewide, it qualifies as a "disadvantaged community." Census tract 4000 stands out as a disadvantaged community because it of disproportionately high socioeconomic challenges and environmental burdens.

As shown in the table below, there is no one single factor burdening this area. Rather, several environmental, health, and socioeconomic indicators—including ozone, hazardous waste, cardiovascular rate, unemployment and housing burden—that make this community a priority for social justice "investments." Census tract 4000 has similar poverty rates to 3900 and similar unemployment rates to 3812 and 3900. It has similar high hazardous waste score to 3820 and 3821. It also has slightly lower scores than other tracts for environmental exposure.

TABLE 2.2: BEAUMONT CALENVIROSCREEN RESULTS BY CENSUS TRACT

Census Tract 606504+	3807	3812	3818	3820	3821	3900	4000
Population:	5,743	5,409	3,832	3,895	2,707	6,405	2,109
CalEnviroScreen 3.0 Percentile:	41 - 45%	61 - 65%	36 - 40%	51 - 55%	61 - 65%	61 - 65%	81 - 85%
Pollution Burden Percentile:	13%	49%	23%	44%	50%	36%	58%
Population Characteristics Percentile:	68%	63%	51%	54%	62%	80%	91%
Ozone:	100	98	100	98	100	100	98
PM 2.5:	33	31	31	33	31	33	33
Diesel:	39	12	65	34	65	67	58
Pesticides:	4	0	0	0	0	0	0
Toxic Releases:	34	32	28	28	30	33	33
Traffic:	7	67	59	87	66	11	80
Drinking Water:	43	82	47	41	43	34	34
Cleanups:	0	18	0	42	42	13	60
Groundwater Threats:	0	62	0	0	0	0	32
Hazardous Waste:	0	0	0	92	96	87	96
Impaired Water:	0	0	0	0	0	0	0
Solid Waste:	33	85	0	0	9	50	0
Asthma:	70	84	61	62	70	70	70
Low Birth Weight:	69	NA	75	35	56	37	77
Cardiovascular Rate:	98	99	93	94	98	98	98
Education:	61	21	29	30	56	66	76
Linguistic Isolation:	35	25	46	46	53	57	52
Poverty:	60	24	31	34	54	73	74
Unemployment:	43	86	11	67	10	85	87
Housing Burden:	22	24	6	36	33	77	89

The goal of SB 1000 is to help identify and reduce risks in communities disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. In doing so, SB 1000 offers an opportunity to address existing community health concerns and mitigate the impacts of future health issues, including increasing access to healthy food, preventing chronic disease, improving transportation facilities and infrastructure, promoting healthy land use design, and encouraging physical activity.

3. OUR LOCAL MARKET

OVERVIEW

This Chapter of the Existing Conditions Report summarizes the economic and market conditions in the City of Beaumont. The Market Study (see Technical Appendix A) addresses topics in this Chapter in more technical detail and supports the statements and findings with supporting data, sources, and calculations. The purpose of this Chapter and the Market Study is to present current economic, market, and general fiscal conditions in the context of historic and future trends as a basis for updating and strengthening the economic development policy of the General Plan.

KEY FINDINGS

The following key findings summarize important takeaways for this Chapter.

- Beaumont's population is projected to increase 118% from 36,877 in 2010 to a population of 80,600 by the year 2040.[1]
- Beaumont's households are projected to grow by 15,399 between 2010 and 2040[2]; the residential projects approved or under entitlement will provide 7,427 new units..
- In 2015, the industry with the highest total employment in Beaumont (over 30% of total resident's employment) was "educational services, and health care and social assistance." This likely represents employment at local school districts, as well as universities in the region. Because of this industry's strong representation relative to the rest of Riverside County, it signals a potential opportunity for future growth in the City.
- Over 70% of those who live in Beaumont work elsewhere in the region. The average commute time in Beaumont is just over 31 minutes, higher than the State average of 26.9 minutes, and may indicate that the majority of Beaumont residents are traveling to Riverside, San Bernardino, or Palm Springs for work.
- Household income in Beaumont is greatly outpacing the County, which will improve opportunities for retail growth, particularly in retail segments where residents are currently spending dollars outside of the City limits (e.g., fine dining, casual dining, apparel, etc.).
- Beaumont lacks an attractive, walkable retail environment, but future opportunities exist in the Downtown area along 6th Street, which has an existing grid structure and "mom and pop" shops, and the vacant Urban Village site, which could strategically target future retail and residential demand. Developing walkable retail spaces could help change Beaumont's image as a bedroom community and offer more unique local shopping experiences resulting in more spending in the community.
- Beaumont's industrial inventory expanded 109% from 1,159,042 square feet in 2000 to 2,425,911 square feet in 2016. There is no vacancy in industrial space and the Wolverine Worldwide West Coast Distribution Center project is nearing completion. With significant industrial growth forecasted to continue, the City will need to develop appropriate policy to address fiscal implications of industrial uses to ensure long-term fiscal sustainability.

---

[1] SCAG Regional Growth Forecast 2016-2040.

[2] Ibid, US Census Bureau, 2010, Census Summary File 1.

- Major existing economic generators in Beaumont include the Beaumont Unified School District, manufacturing firms (e.g., Priority Pallet, Inc. and Dura Plastic Products, Inc.), the City of Beaumont, general consumer goods (e.g., Walmart), building and construction (e.g., 84 Lumber), fuel and service stations, and restaurants and hotels. Moderate to strong growth is generally forecasted for existing economic generators in the City.

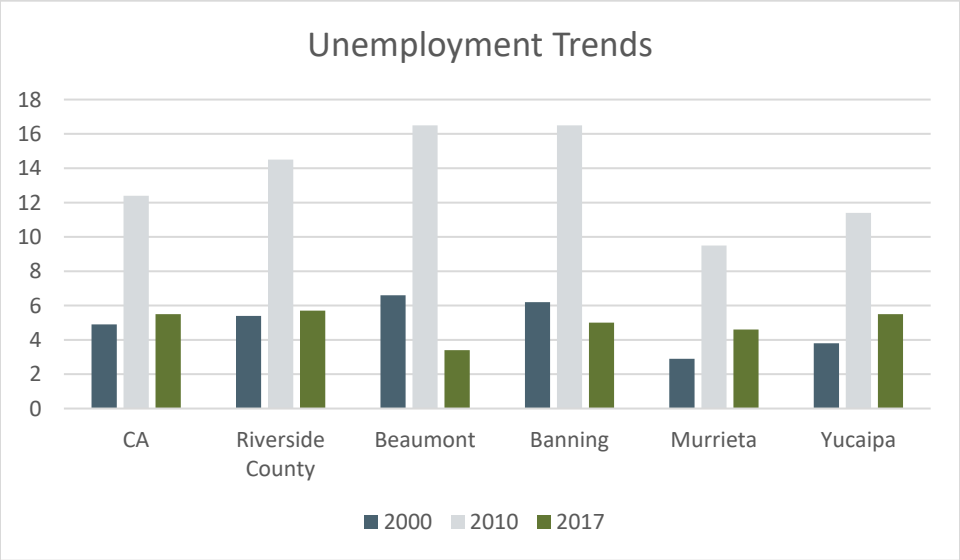
ANALYSIS

EMPLOYMENT TRENDS

Employment and industry trends indicate changes to a city's economic climate, potential, and performance. Industries with a higher representation in Beaumont than in Riverside County reflect potential future growth opportunities for Beaumont. In 2015, the industry with the highest total employment in Beaumont (over 30% of total resident's employment) was "educational services, health care and social assistance." This likely represents employment at local school districts, as well as universities in the region. Because of this industry's strong representation relative to the rest of Riverside County, it signals potential opportunity for future growth. The "retail trade" industry also represents a high employment category in Beaumont (at 13% of resident's employment); however, when compared to the County, Beaumont has a higher concentration of those working in "public administration" and "other services, except public administration" than "retail trade."

Unemployment rates present important information on a number of economic considerations, including job availability and retention, compatibility with local workforce, and overall economic performance. As shown in Figure 3.1, the 2008 economic recession had a notable impact on Beaumont, increasing the City's 2010 unemployment rate to 16.5%, which was much higher than the County and State rates of 14.5% and 12.4%, respectively. However, the unemployment rate in Beaumont has decreased since 2010 and is currently at 3.4%, which is significantly lower than the County and State rates of 5.7% and 5.5%, respectively.

FIGURE 3.1 UNEMPLOYMENT TRENDS



Sources: California Economic Development Department, 2000-2017, US Census Bureau, Census 2000 Summary File 4, US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

JOBS HOUSING BALANCE

The relationship between the number of jobs and the amount of housing directly impacts quality of life indicators such as travel times, congestion, air pollution and family stability, as well as economic indicators such as workplace efficiency and employee retention.[3] The ratio of jobs and housing in Beaumont is among the lowest in the region, which indicates that the majority of Beaumont residents do not work within City limits. As shown in Table 3.1, over 70% of those who live in Beaumont work elsewhere in the region. Average commute time in Beaumont is just over 31 minutes, higher than the State average of 26.9 minutes, and may indicate that the majority of Beaumont residents are traveling to Riverside, San Bernardino, or Palm Springs for work.

TABLE 3.1 EMPLOYMENT INFLOW/OUTFLOW 2014

Live and employed in Beaumont		Live in Beaumont, employed elsewhere (Outflow)		Live elsewhere, employed in Beaumont (Inflow)		Mean travel time to work (mins)
1,142 people	6.3%	12,817 people	70.8%	4,148 people	22.9%	31.6

Source: www.onthemap.ces.census.gov

HOUSING MARKET

Home prices have risen 118% since 2000, consistent with price increases across California; however, increases in rent prices have lagged almost 10% behind the State. The current median home sales price is $282,975, and the median rental price is $1,666. Both home sales and rent prices are significantly lower than median prices in Riverside County and the State. Reflective of this affordability, Beaumont has a high rate of home ownership, at 75%, which is more than 20% higher than ownership rates in California. Most homes in Beaumont were constructed after 2000, and Beaumont has a vacancy rate of only 5.9%, lower than both the State and County.

The existing and future housing stock is dominated by detached single-family homes in suburban neighborhoods. As shown in Table 3.2, almost 87% of the current housing stock is detached single-family.

TABLE 3.2 BEAUMONT HOUSING STOCK BY TYPE OF UNIT (2000-2015)

Type of Unit	2000	%	2010	%	2013	%	2015	%
1 unit, detached	2,693	63.20%	10,066	83.20%	11,380	83.20%	11,727	86.46%
1 unit, attached	172	4.00%	213	1.80%	243	1.80%	257	1.89%
2 to 4 units	340	8.00%	690	5.70%	682	5.00%	469	3.46%
5+ units	706	16.60%	660	5.50%	843	6.20%	647	4.77%
Mobile homes, RV, Van, Etc.	347	8.10%	469	3.90%	520	3.80%	463	3.41%
Total	4,258	100%	12,098	100%	13,668	100%	13,563	100%

Source: Census 2000 Summary File 3 (SF 3), Table H030 Units in Structure. 2008-2010 American Community Survey (ACS) 3-Year Estimates, Table B25024 Units in Structure. 2011-2015 American Community Survey 5-Year Estimates, B25024.State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2013, with 2010 Benchmark Sacramento, California, May 2013

[3] SCAG, The New Economy and Jobs-Housing Balance in Southern California (April 2001), pp. 19-20; Dr. John Sullivan, TLNT.

Beaumont's undiversified detached single-family housing stock may be a limiting factor for attracting future residents, as broad residential trends are showing increased preferences for smaller, more affordable units with shared amenities located in walkable, mixed use neighborhoods.[4] These housing preferences reflect needs and demands of millennials and baby boomers, who are often financially constrained and desire convenience, physical activity, and social engagement.

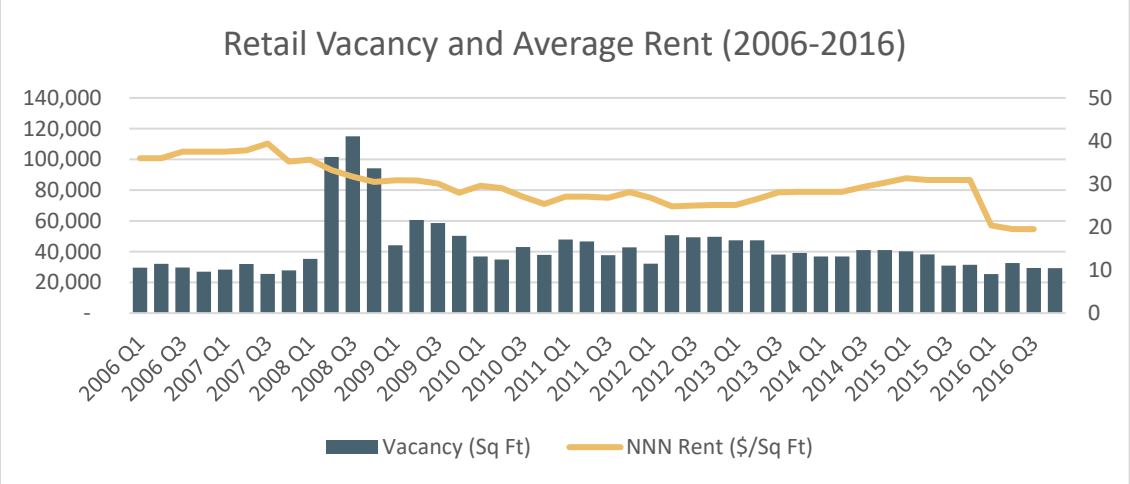
COMMERCIAL MARKET

The commercial market in Beaumont includes retail, hotel, and office.

RETAIL

The retail market in Beaumont is primarily concentrated in three commercial areas: Oak Valley, Downtown (6th Street Corridor), and the Second Street Marketplace. Retail in these areas is largely auto-oriented, with chain retailers focused heavily in the Second Street Marketplace and "mom and pop" shops generally concentrated in the Downtown. The amount of retail space increased by 52% since 2006, with the addition of 25 buildings, but no new square footage has been constructed since 2013. Despite low vacancy rates, average retail rents have declined to $19.52/square foot per year ($1.63/square foot per month), which is almost $4.50 lower than the average asking price in the Inland Empire. The decline in retail rents/square foot and retail rents that are lower regionally is indicative of a cooling retail market, which likely reflects a number of factors (e.g., existing retail space and environments, regional competition, changing retail preferences, and e-commerce growth).

FIGURE 3.2 RETAIL VACANCY AND AVERAGE RENT



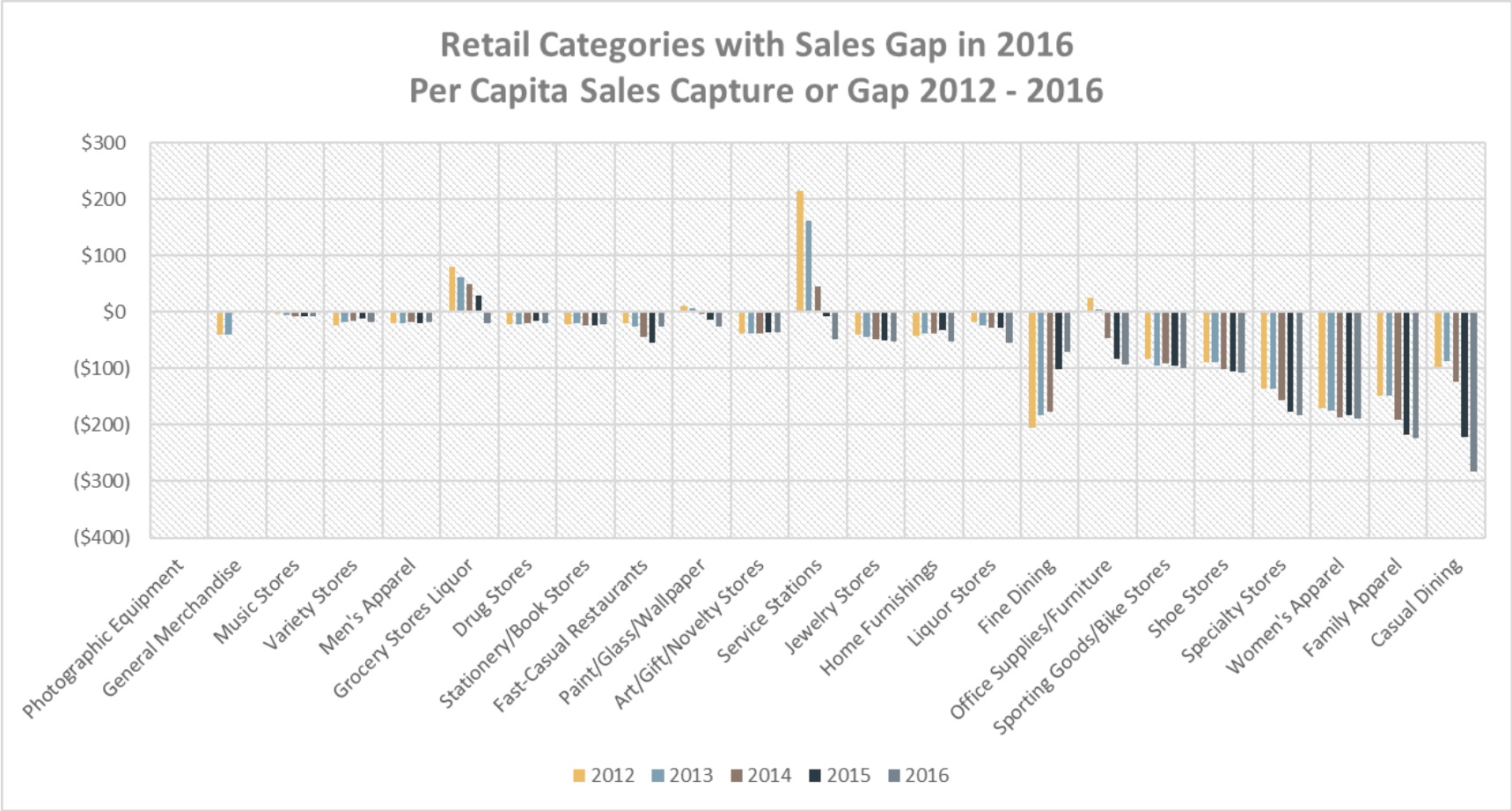
Source: CoStar

Regional shopping is available outside of Beaumont in Moreno Valley, Redlands, Riverside, and Cabazon. Residents have indicated that they travel to these areas for various retail options, including fine dining, entertainment (e.g., movie theater), and specialty retail (e.g., clothing). Retail leakage is a measure of how well local retail establishments are meeting the needs of their residents, and shows where residents are likely spending dollars outside of the city limits. Figure 3.3 shows the retail categories that experienced per capita sales gap or leakage in 2016 and how they performed on a comparative per capita basis from 2012 through 2016.

---

[4] Urban Land Institute and pwc (2016). *Emerging Trends in Real Estate, United States and Canada 2017*; Lisa Wise Consulting, Inc.

FIGURE 3.3 RETAIL CATEGORIES WITH SALES GAP IN 2016



Sources: HdL, Lisa Wise Consulting, Inc.

Increasing median income of Beaumont residents will improve opportunities for retail growth resulting from higher levels of discretionary income, particularly focused in certain areas where leakage/gaps currently exist (e.g., dining and apparel). However, low vacancies provide few opportunities for new retailers that cannot afford to construct new retail space.

Overall, retail is generally trending toward smaller, walkable, mixed retail experiences to compete with online channels.[5] Beaumont lacks an attractive, walkable retail environment, but future opportunities exist in the Downtown area along 6th Street, which has an existing grid structure, and the Urban Village site, which could strategically target future retail demand, as well as demand in other segments, particularly residential. Developing walkable retail spaces could help change Beaumont's image as a bedroom community and offer more unique local shopping experiences resulting in more spending in the community.

HOTEL

Of Beaumont's five hotels, one is a midscale hotel and the other four are economy. The midscale hotel, the Holiday Inn Express & Suites, is adjacent to the Oak Valley golf course. Beaumont has a higher concentration of economy hotels (80%) compared to the total region (61%), and as a result, the average room rates in Beaumont are $84, which is $8 less than the regional average room rate.

TABLE 3.3 LOCAL & REGIONAL HOTELS BY SCALE

	Beaumont	%	Region	%	Total	%
Economy	4	80%	7	54%	11	61%
Midscale	0	-	3	23%	3	17%
Upper Midscale	1	20%	3	23%	4	22%

Note: Regional analysis includes all accommodations within 10 miles of Beaumont

The Inland Empire has experienced recent hotel development, but none of these hotels have been or are planned to be constructed in Beaumont. Due to this increase in hotels, some forecast that the Inland Empire is potentially reaching a peak in hotel supply. Furthermore, the hotel industry overall is experiencing reduced growth or stabilization that has been speculated to be partially attributed to the sharing economy (e.g., Airbnb, VRBO, etc.). Midscale hotels generally have the best outlook, particularly when compared to upscale or luxury hotels; however, near term hotel demand in Beaumont is low.[6] However, Beaumont may have an opportunity to capitalize on visitation and tourism opportunities based on existing attractions and unique assets (history - railroad, antiques cluster, historic buildings; environment/climate; leisure – golf, open spaces; geography – access to Palm Springs, etc.), which could facilitate future growth in the hotel sector.

OFFICE

There is a very limited supply of office space in Beaumont comprised of two buildings totaling 12,614 square feet. Office rents have fluctuated due to the limited supply and erratic vacancies; the average rent in 2016 was

---

[5] Cohn Reznick, LLP. (2017) Momentum 207, Commercial Real Estate Outlook: Agility and Discipline in a Time of Uncertainty; Williams, Champaign. (December 14, 2016). BizNow. Placemaking: These landlords have transformed mere shopping centers into destination centers; Lisa Wise Consulting, Ine.

[6] Sperance, Cameron, Bisnow Boston, U.S. Hotel Industry Continues High Performance Streak, March 1, 2017; Urban Futures Incorporated, Econsolutions by Hdl (2017). Beaumont Potrero Bridge & Interchange Project. Land Use Assumptions, Market Viability, And Revenue Projection Study. Prepared for the City of Beaumont.

$31.56/square foot per year ($2.63/square foot per month). While current office vacancy in Beaumont is low, office vacancies are relative high regionally, demonstrating a low demand for this sector.

General office trends include smaller square footage requirements per employee, which are being driven by four major forces according to CoStar, a leading commercial real estate analytics firm:

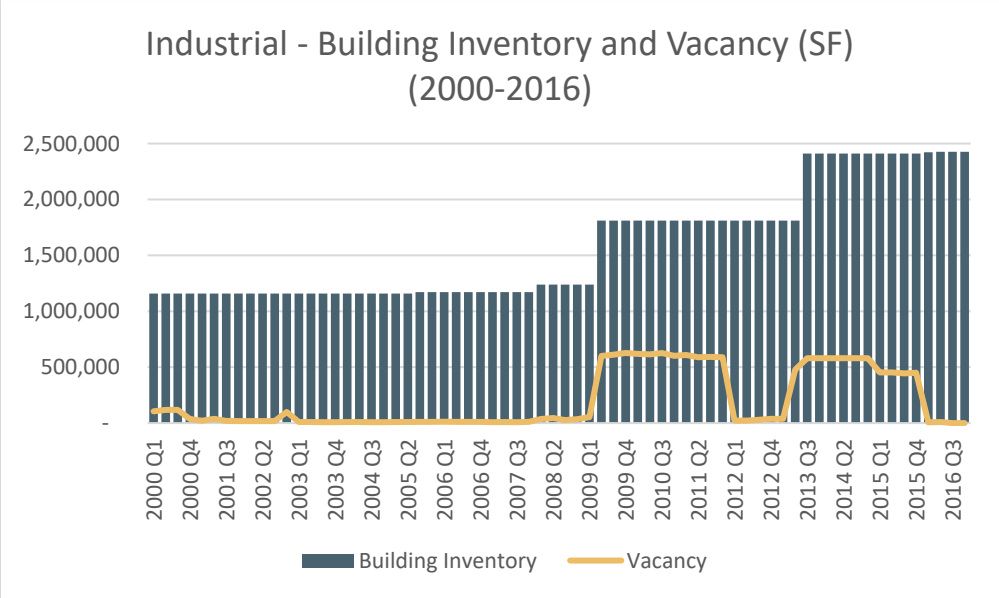
- Move to more standardized work space;
- Non-dedicated office space (sharing), along with more on-site amenities;
- Growing acceptance, even encouragement of telecommuting and working in third places; and
- More collaborative work spaces and functional project teams.[7]

Also, business owners are relocating offices to more urban areas for better access to a broader and more established workforce pool. Population growth and a more vibrant retail sector could create synergies with, and demand for, office space in Beaumont.

INDUSTRIAL MARKET

The Inland Empire is growing significantly as a hub with rapidly growing facilities to distribute goods arriving through the ports of Los Angeles and Long Beach. Beaumont has capitalized on its location along the primary transportation corridor of our nation's busiest port complex to offer break bulk, storage, and transport services. Beaumont's industrial inventory expanded 109% from 1,159,042 square feet in 2000 to 2,425,911 square feet in 2016. There is no vacancy in industrial space and a significant industrial project is nearing completion (Wolverine Worldwide West Coast Distribution Center). Industrial rents were approximately $4/square foot per year ($0.33/square foot per month) in both 2015 and 2016, representing relatively affordable industrial space. However, with significant industrial growth forecasted, the City will need to develop appropriate policy to address fiscal implications of industrial uses to ensure long-term fiscal sustainability.

FIGURE 3.4 INDUSTRIAL – BUILDING INVENTORY AND VACANCY



Source: CoStar

[7] Heschmeyer, Mark (2013), CoStar News.

ECONOMIC GENERATORS

Key economic generators in Beaumont can be categorized by major employer and sales tax producers. Major employers in Beaumont include the Beaumont Unified School District, Walmart, Lowe's Distribution Center, manufacturing firms (e.g., Priority Pallet, Inc. and Dura Plastic Products, Inc.), and the City of Beaumont. The top sales tax generating industry types in 2016 were general consumer goods, building and construction, restaurants and hotels, and fuel and service stations[8]. Some examples of businesses in these top sales tax generating industries are listed below:

- **General consumer goods.** Walmart, Best Buy, Ross, Kohl's
- Building and construction. Home Depot, 84 Lumber
- **Restaurants and hotels.** Chilis, Bakers Burgers, Holiday Inn Express & Suites
- **Fuel and Service Stations.** Beaumont Shell, Grove 76, Oak Valley Chevron9

Given the future market demand and employment trends, Table 3.4 describes the potential forecast for existing economic generators; moderate to strong growth is generally forecasted for existing economic generators.

TABLE 3.4 FORECAST OF EXISTING ECONOMIC GENERATORS

Existing Economic Generator	Future Growth	Why?	Typical Occupation Median Salary (2015 USD) [1]	Median Income Difference [2]
Unified School District	Strong	Population increase, household size	$51,875	$19.460
City of Beaumont	Moderate	Population increase, fiscal constraints	$51,875	$19.460
General Consumer Goods	Moderate/ Strong	Population increase, higher household incomes, e-commerce growth	$25,143	($7,272)
Building and Construction	Strong	Local construction of pipeline projects, strong regional construction growth	$37,228	$4,813
Fuel and Service Stations	Moderate/ Strong	Major transportation route, e-commerce expansion, autonomous vehicles, fuel	$25,143	($7,272)
Restaurants and Hotels	Moderate/ Strong	Population increase, higher household incomes, weak near-term hotel demand	$15,758 - $30,551	($16,657 - $1,864)

1) U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates. Occupation by Sex and Median Earnings in the Past 12 Months; Lisa Wise Consulting, Inc.
2) Median income calculated as 1/2 2015 median household income ($64,830 / 2 = $32,415).

FISCAL PERFORMANCE

The City has faced budgetary challenges following slow economic recovery from the Great Recession (2007-2009) and fiscal stress resulting from State mandates and elimination of Redevelopment Agencies in 2012. Furthermore,

[8] HdL.

[9] City of Beaumont, Annual Budget, FY 2016-2017

Beaumont continues to address a corruption scandal involving seven former Beaumont officials, which has resulted in actions to improve the City's financial management policies and internal controls, as well as reduced City staff in both number and compensation. The City is working to restore its financial sustainability, which is a primary focus of the General Plan Update.

While some land uses may be viable from a market perspective (i.e., profitable to a developer or investor), they may not be fiscally beneficial to the City. For instance, an industrial warehouse may be profitable from the perspective of a private investor or business operator, but provides little to no sales tax revenue to the City. Therefore, the City must assess potential land use policy with an acknowledgement of fiscal implications, and within the context of market realities.

While Redevelopment Agencies were eliminated in 2012, new funding tools are emerging, which include Enhanced Infrastructure Financing Districts (EIFDs), State cap-and-trade funded programs (e.g., Affordable Housing and Sustainable Communities Program), crowdfunding, and tactical urbanism. Other reliable funding tools include business improvement districts (BIDs), community development corporations, and tax credits. These options can be explored when evaluating implementation of various General Plan actions and programs.

BABY BOOMERS

Baby boomers and millennials are the key demographic cohorts moving the residential market, which is being affected by their financial constraints, needs, and preferences. Trends show increasing demand for smaller units that are in walkable settings, but also an increase in multigenerational living. Also, services for financial assistance since there will be an increasing number of lower income seniors. The significant growth in the 65 and over population over the next 20 years will have a dramatic impact on housing needs as well as necessary services. Generally, these services include providing health care and assistance for those who have disabilities, from a mobility disability (e.g., difficulty walking, getting in and out of bed, climbing a flight of stairs) and cognitive impairment (e.g., dementia) to long-term care (e.g., home health aide, assisted living care, nursing, etc.).

E-COMMERCE

Retail continues to be dynamic, adjusting to competition with online channels, often through new store formats (e.g., smaller, urban footprints), the provision of more experience-based retail environments, or convenience retail. With the rise of e-commerce comes increased demand for distribution networks that can provide swift delivery, including large distribution centers, as well as smaller "last mile" centers.

ONLINE HOSTING SERVICES

With the emergence of the sharing economy, online hosting services (e.g., Airbnb, VRBO, etc.) have experienced a dramatic rise that has caused controversy in many communities related to health and safety, neighborhood character, and fiscal issues. Slowing growth in the hotel market may be partially attributed to the sharing economy.

TELECOMMUTING

Technology has also driven down the amount of office square space required per employee because it has enabled telecommuting, co-tenanting, and shared work spaces. This type of office environment is also financially efficient and is a trend that is expected to continue.

(THIS PAGE IS INTENTIONALLY LEFT BLANK)

4. OUR CITY

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to the physical development of the City of Beaumont and includes an overview of historic setting and buildings, development patterns, existing land use, and streetscape quality.

KEY FINDINGS

The following key findings summarize important takeaways for this Chapter:

- **History.** The city has a rich history and there seems to be an opportunity to capitalize on that history for both placemaking and branding purposes.
- **Downtown.** The city currently lacks a defined, recognizable downtown area, but maintains the historic development pattern of a California railroad town. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, the City should continue to work to revitalize the Downtown.
- **Housing.** The city's housing stock is relatively new, offering higher quality and higher performing building stock that should be more attractive to future residents. However, the diversity of housing types in the City is low, limiting options for people to remain in their neighborhoods or even in the City as they progress through different life stages.
- **Neighborhoods.** The city offers a few different neighborhood types and the diversity is good for attracting a wide variety of residents. However, the City's neighborhoods have lower levels of connectivity and accessibility to goods and services. Neighborhoods with higher levels of accessibility and walkability are in growing demand and improving accessibility may be important for maintaining demand for Beaumont's neighborhoods into the future.
- **Development potential.** The City has a lot of undeveloped land within its jurisdiction, as well as a lot of entitled development units that may come close to meeting the city's residential development demand over the course of the next General Plan cycle. As such, non-residential development and infill residential development may become important areas of focus for the community and the General Plan update.

ANALYSIS

HISTORIC SETTING

The City of Beaumont was incorporated in 1912. The City of Beaumont sits at the opening of the San Gorgonio Pass which has historically been a gateway between the inland valley/coastal areas and the desert regions of Southern California. People have passed through this area for centuries. The area has been inhabited by the Cahuilla people historically. The Cahuilla people identify the Pass Area as their ancestral lands. Nearby tribes which identify as having ancestral ties in and around the City of Beaumont are the Morongo Band of Mission Indians, Cabazon Band of Mission Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians.

As early as the 1850s, U.S. government surveying parties passed through the vicinity of what is now Beaumont. The location of the town of Beaumont was originally called "San Gorgonia" for a post office that was established on August 21, 1879, at the Southern Pacific Railroad's (SPRR) Summit station (Gunther 1984:456). At the summit of the San Gorgonio Pass, the SPRR's Summit Station served as a rest stop for railway travelers who had just crossed the Mojave Desert on their way to Los Angeles. The railroad station, comprising a small red building, an adjacent turn-table, a water tank and well head, and a few other buildings were all that made up the location. In 1884, George C. Egan purchased the land at Summit Station from the SPRR and platted a 320-acre town site named San Gorgonio (Gunther 1984:457). In November 1887, an investment company run by H.C. Sigler, bought Egan's share in the town site and renamed the town Beaumont, after Sigler's hometown of Beaumont, Texas. The name "Beaumont" has been used extensively in place names, and is derived from the French word for "beautiful mountain." Beaumont was incorporated as a city on November 18, 1912. It was around this same time that the first cherry trees were being planted in Beaumont. By the 1960s, around 40 groves dotted the landscape between Beaumont and Cherry Valley, while farther to the north at Oak Glen an apple industry has been thriving since the 1890s (City of Beaumont, 2013).

Southern Pacific Depot circa 1880's

HISTORIC BUILDINGS AND POINTS OF INTEREST

The oldest part of the modern-day community of Beaumont is focused around the segment of 6th Street between Orange Street and Veile, and 5th and 8th Streets. Key historic buildings in the City are listed in Table 4.1, Key Historic Buildings, and shown on Figure 4.1. Photographs of the key historic buildings are shown below.

TABLE 4.1 HISTORIC BUILDINGS

Historic building	Current Use
Old Bank	Precision Stamping
Old High School	City Hall
Beaumont Carnegie Library	Beaumont Library District
Beaumont Woman's Club	San Gorgonio Pass Historical Society Museum
Old Church	First Christian Church
St. Stephen's Episcopal Church	St. Stephen's Episcopal Church
San Gorgonio Catholic Church	Blessed Kateri Tekakwitha
Beaumont Hotel	Burned down 1909

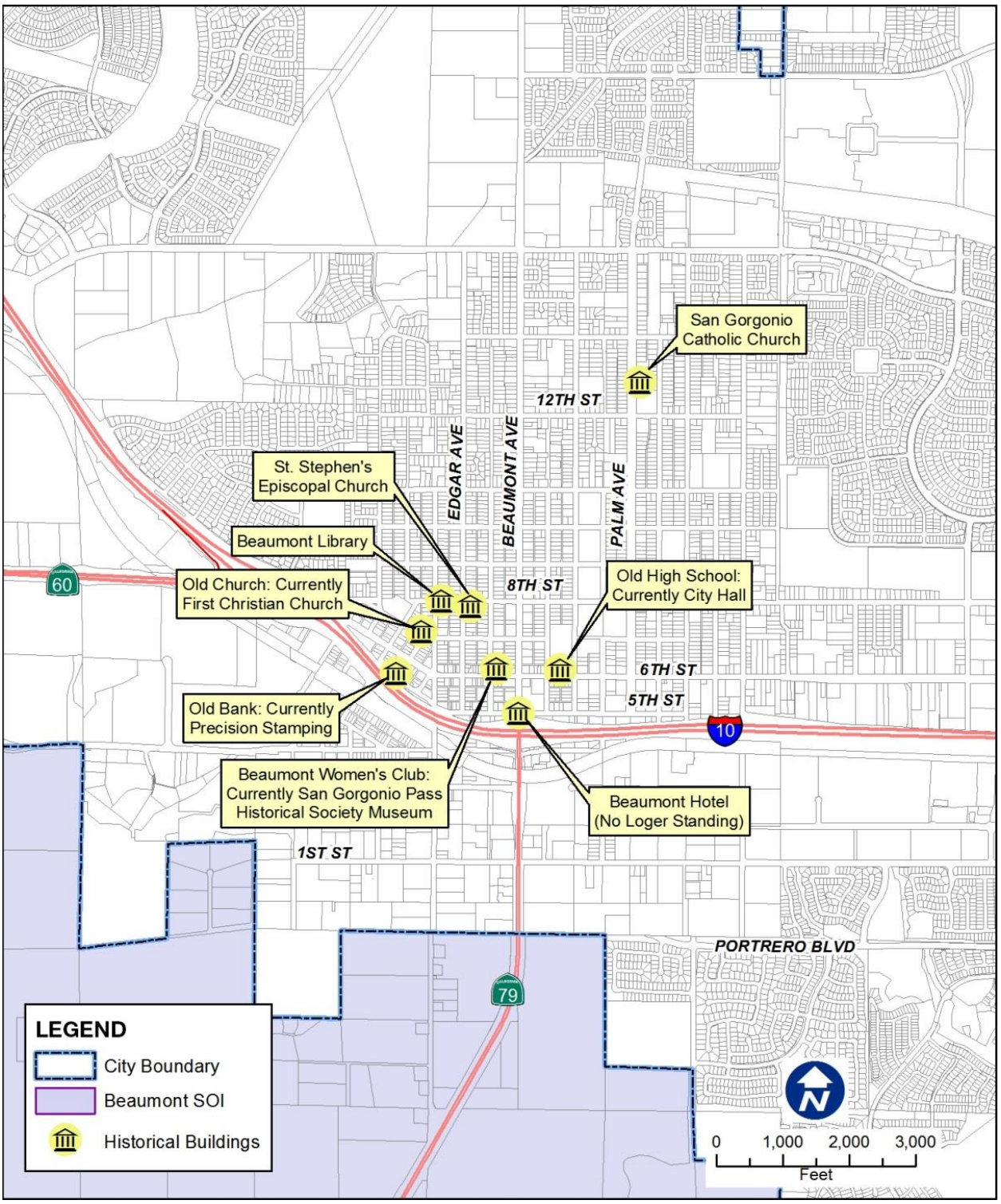
California Points of Historical Interest are buildings, sites, features, or events that are of local significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. The points of interest identified by the California Office of Historic Preservation within the Planning Area are listed in Table 4.2, Local California Point of Interest Resources.

Bogart House

TABLE 4.2 LOCAL CALIFORNIA POINT OF INTEREST RESOURCES

Resource	Location
Beaumont Carnegie Library	125 E. 8th St
Bogart House	545 Euclid Ave
Frink Ranch	Unlisted
Noble's Ranch	Unlisted
St. Boniface School	Unlisted

FIGURE 4.1 KEY HISTORIC BUILDINGS



Old Bank

Old High School

Beaumont Carnegie Library

Beaumont Woman's Club

Old Church

St. Stephen's Episcopal Church

Beaumont Hotel

San Gorgonio Catholic Church

Beaumont's rich architectural history and connection to the past provides the community with an opportunity not afforded to many Inland Empire communities. Rich and deep historical connections help distinguish communities from one another. In the case of Beaumont, the city's long history could be more deeply capitalized on to help differentiate Beaumont from other Southern California communities, helping to communicate to future residents, investors, and patrons that Beaumont is not just another bedroom community.

LAND USE

PLANNING AREA EXISTING LAND USES

The City of Beaumont has a relatively small built footprint compared to its overall size. The Planning Area includes the Sphere of Influence and a portion of land that is unincorporated, residential and undeveloped land outside of city limits. There is limited data on existing use in land outside of the City limits. The greatest use within the Planning Area at more than 75% of the Planning Area is vacant. The next largest category is single family residential at just more than 10%, followed by commercial at 5.7%. The vacant land category includes lands that are reserved for open space as well as land designated for urban uses that have not been developed yet. Residential development is primarily found north of SR-60 and I-10 in the flatter areas of the city. As shown in Figure 4.2, Existing Land Uses within Planning Area, most of the neighborhoods are single-use neighborhoods without supporting commercial uses or services in close proximity. Most of the vacant land, especially that land designated by the existing General Plan as open space, is found in the southern end of the city in areas generally characterized with steeper slopes and more rugged topography. While there is a substantial amount of vacant land within the core area of the city, as well as along the freeways, much of this land has already been entitled for development. This pattern of existing uses indicates that Beaumont is a bedroom community with much potential for growth.

FIGURE 4.2 EXISTING LAND USES WITHIN PLANNING AREA

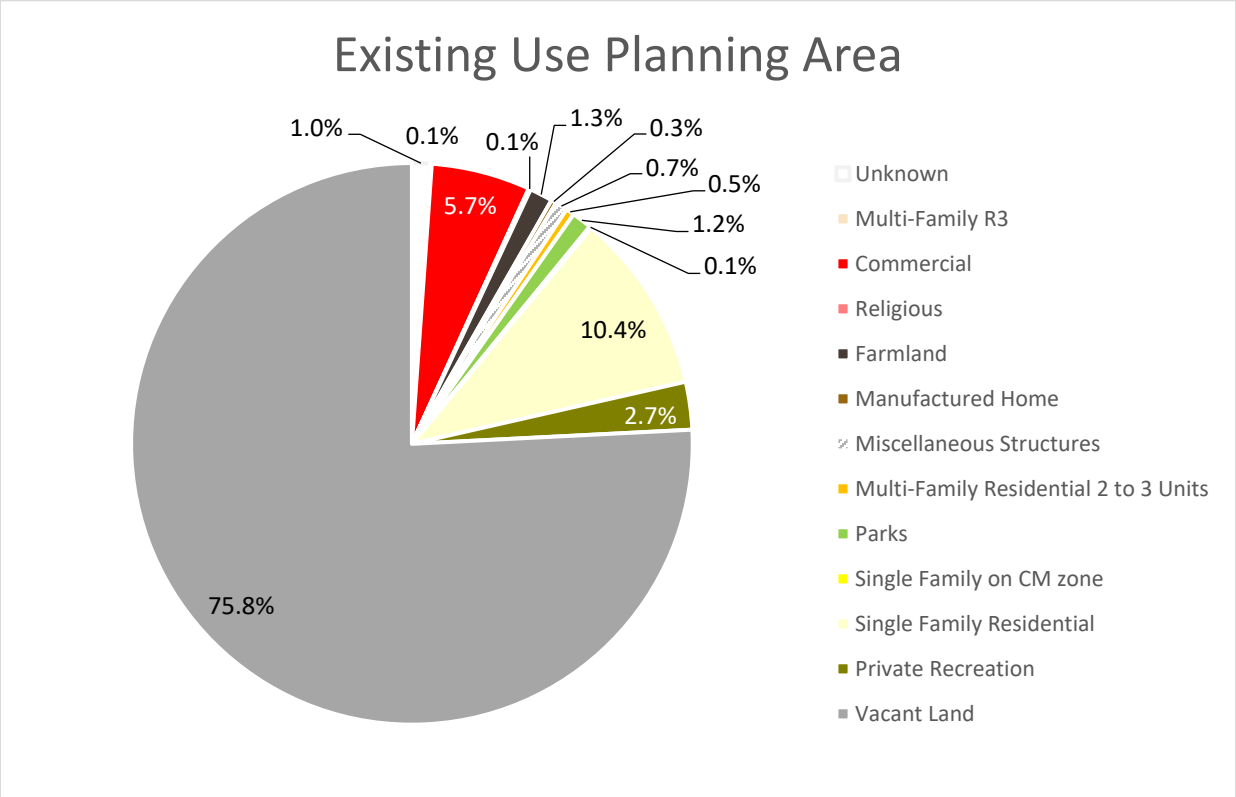
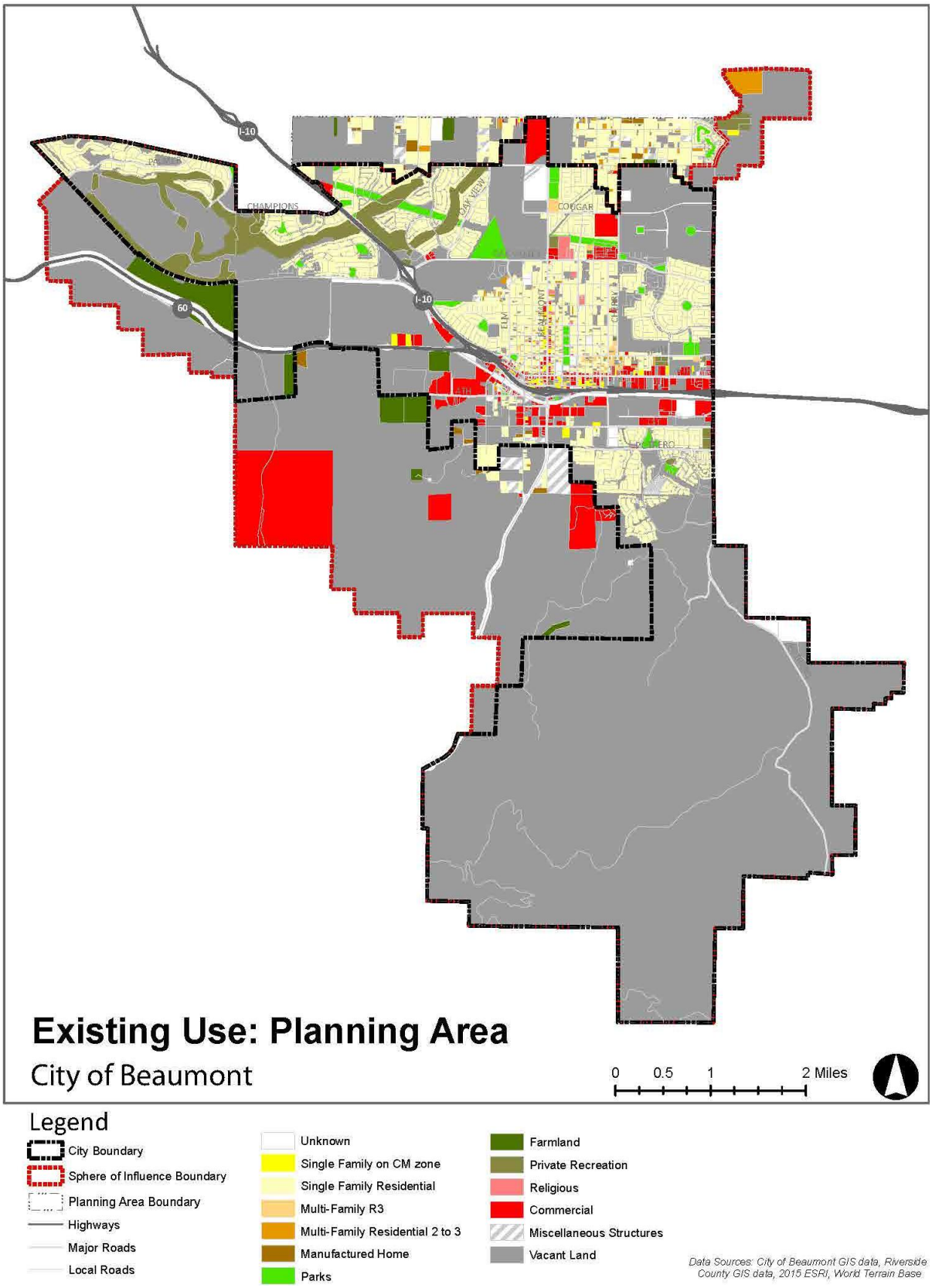


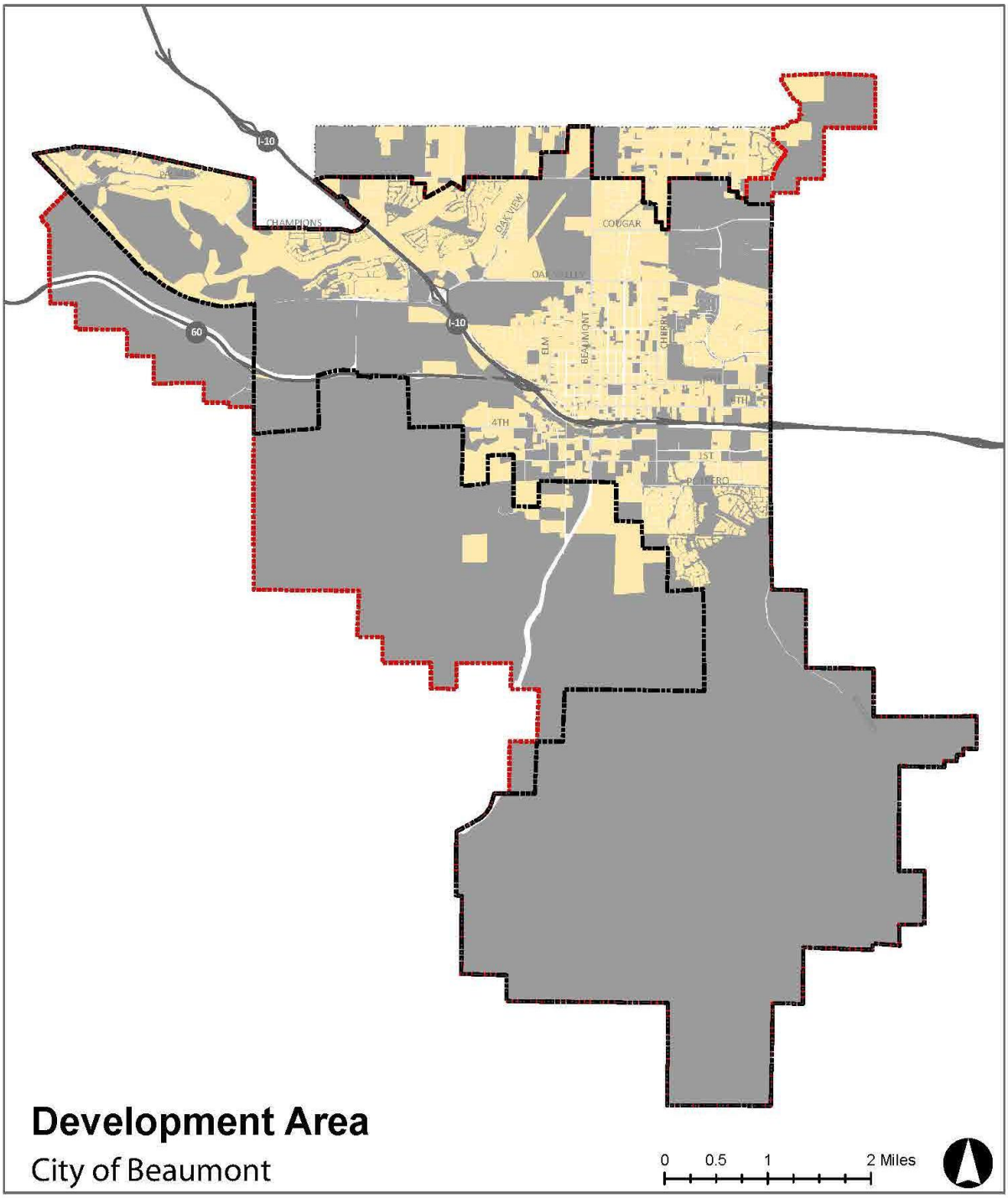
FIGURE 4.3 EXISTING LAND USES WITHIN PLANNING AREA MAP



DEVELOPMENT AREA

A look at the developed area in comparison to the undeveloped area of the city further emphasizes how much undeveloped land is within the city. Figure 4.4 also shows how the city has developed incrementally overtime. The original city center and the smaller parcels and block patterns of the city's early railroad town history are clear. Overtime, development has largely radiated out from the original town center, following the freeway east and west and Beaumont Avenue/SR-79 north. Not all of this undeveloped land could or should be considered for urban uses. Much of the land in the southern half of the city faces numerous development constraints, including topography, habitat, and even hazards associated with previous munitions testing. Similarly, the undeveloped land in the southern half of the city provides important aesthetic benefits, serving as both a backdrop to the city and defining the city's southern gateway. Having such a large area of undeveloped land within the city presents numerous opportunities for the future. Undeveloped land can become new neighborhoods, new shopping centers, new employment centers, or recreation and open space amenities for the community. Even vacant land that has been entitled for a future use but not yet built upon offers the community an opportunity for redefining that land's future, if the community and associated developers have an interest in re-thinking the future of those development projects.

FIGURE 4.4 DEVELOPMENT AREA MAP



Legend

- Sphere of Influence Boundary
- City Boundary
- Planning Area Boundary
- Highways
- Major Roads
- Local Roads
- Developed Land
- Undeveloped Land

Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

PLANNING SUB-AREAS

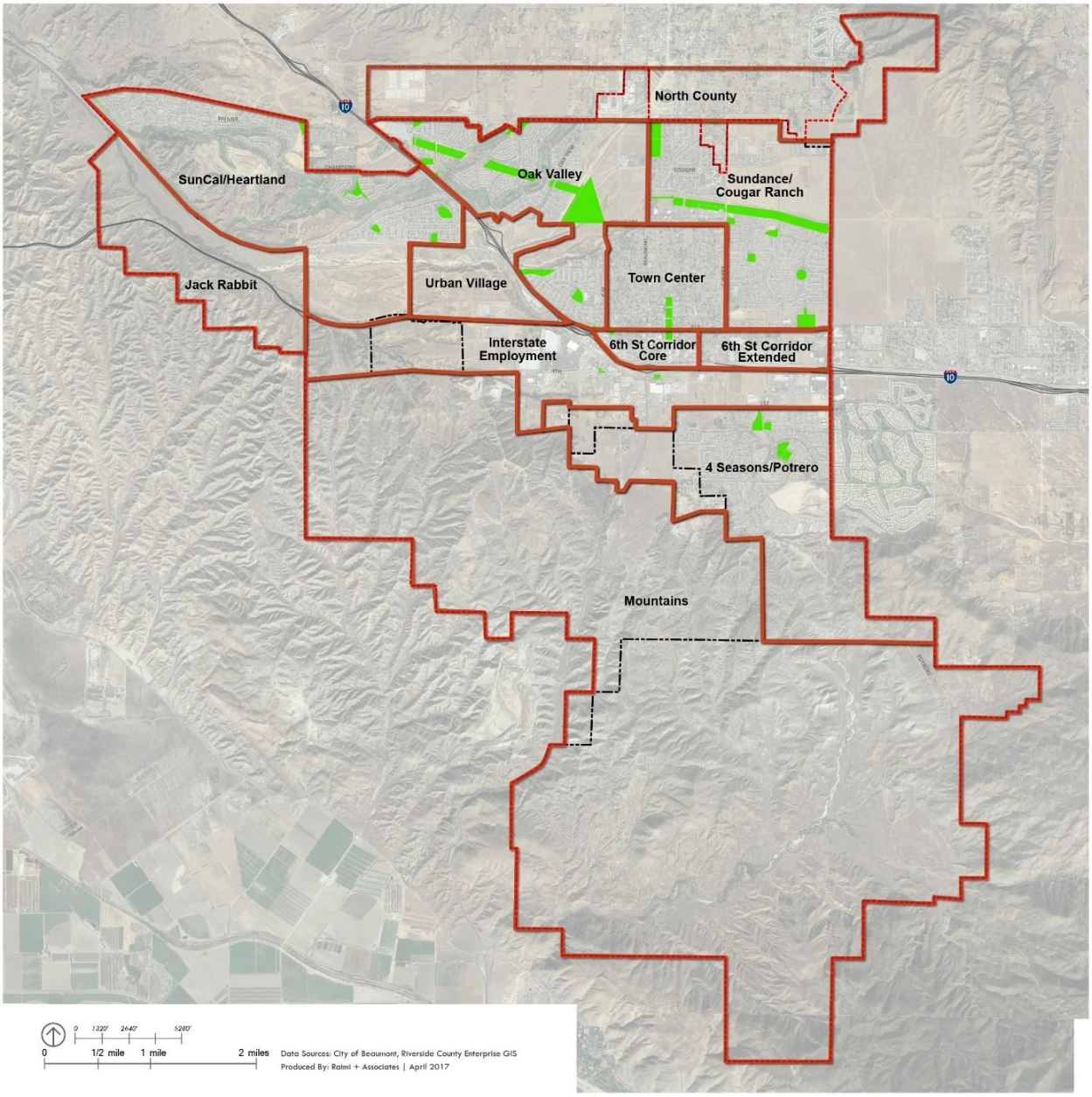
The geographic area governed by the Beaumont General Plan was studied as part of preparing the Existing Conditions Report. The area includes the City's corporate boundaries as they existed in 2005 and the City's established Sphere of Influence. Given the transformation of the City since the 2007 General Plan, the larger Beaumont Planning Area has been subdivided into twelve smaller sub-areas. These planning sub-areas are described below.

- **Town Center.** This sub-area largely corresponds to the older residential section of the City. The sub-area is bounded by 8th Street on the south, Cherry Avenue on the east, Elm Avenue on the west, and Oak Valley Parkway on the north. Residential development within this sub-area largely consists of single-family residential development with multiple-family residential development occupying in-fill lots.
- **Oak Valley.** This planning sub-area is dominated by the Oak Valley Specific Plan, located north of the Oak Valley Parkway and east of the I-10 Freeway and the Three Rings Ranch and Kirkwood developments located to the south of Oak Valley Parkway. The sub-area is bounded by the I-10 Freeway on the west and south, Elm Avenue on the southeast, and Brookside Avenue on the north.
- **North County**. This sub-area is dominated by unincorporated, low density, rural County land. The sub-area includes the community of Cherry Valley and various agricultural uses, including cherry orchards, lavender fields, fruits, herbs and vegetables. This is the only sub-area that includes area outside of the City's jurisdiction, area which has been included to provide the City with a mechanism for coordination with the Cherry Valley community and reconciling any possible conflicts that might arise between the urban uses of Beaumont and the rural uses of Cherry Valley. The sub-area is generally bounded by Cherry Valley Boulevard on the north, Brookside Avenue on the south (and also co-terminates on the west), and extends to Highland Springs Ranch and Inn on the east.
- **Sundance/Cougar Ranch.** This sub-area is predominantly newer single-family homes and includes the Cougar Ranch and Sundance developments. A large portion of vacant land in this sub-area is part of the Sundance Specific Plan. Once completed, the project will include mixed-use development consisting of residential, commercial and public facility (i.e., parks and schools) uses.
- **6th Street Corridor**. This sub-area follows the vision for a Downtown Core Area laid out in the draft Downtown Specific Plan for a higher-intensity, walkable urban core with a mix of residential, office, retail and civic land uses. The Downtown Core is bounded by 8th Street on the north, the I-10 Freeway on the south, Palm Avenue to the east, and the I-10 and the SR-60 interchange on the west. Commercial and industrial uses located along the 6th Street frontage are the predominant land uses within this sub-area. A large number of homes are also found in the sub-area, south of 8th Street.
- **6th Street Corridor Extended.** This sub-area is a continuation of the 6th Street Corridor and is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on the east, and Palm Avenue to the west. Multi-family, commercial, and vacant land are the predominant land uses within this sub-area. The land use pattern in this area consists of future commercial land uses along 6th Street and future multiple family development along the south side of 8th Street.
- **Interstate Employment.** This sub-area contains large tracts of undeveloped land, farmland, and industrial development. It is located to the south of the I-10 Freeway and the Union Pacific Railroad, extends to the western City boundary, and Highland Springs Road on the east. The land use pattern in this area has the potential to accommodate future interstate employment.
- **4 Seasons/Potrero.** This sub-area is predominantly newer single-family homes and includes plans for the Seneca Springs, 4 Seasons and Potrero Creek Estates developments. Once completed, the projects will

provide single family residential housing and include diverse recreational opportunities, natural open space, and trails.

- **Urban Village**. This sub-area is predominantly north of SR-60 freeway and south of the I-10. There is an existing Urban Village Overlay that could include a regional commercial center, higher density residential development, open space, and recreational amenities. However, at this time, the sub-area is largely vacant. Industrial land uses are not presently allowed within the Urban Village Plan Overlay and any development proposals within the area would require a specific plan.
- **SunCal/Heartland.** This large sub-area is located west of the I-10 Freeway and includes areas located north of the SR-60. The majority of the sub-area is currently undeveloped, though new residential projects are planned as part of the SunCal, Heartland, and Tournament Hills and Fairway Canyon developments.
- **Jack Rabbit:** This sub-area includes the mountainous range known as the San Timoteo Badlands. This area is undeveloped and contains the western extent of SR-60 in Beaumont.
- **Mountains:** This Planning Sub-Area includes Potrero Canyon and Laborde Canyon, an area totaling more than 11,000 acres and consisting of predominantly vacant land. A portion of this site was owned by Lockheed Martin and was used as a test site for rocket motor and weapons testing from 1960 to 1974. The site was approved for County acquisition, and pending clean-up, will serve as protected open space.

FIGURE 4.5 PROPOSED GENERAL PLAN SUB-AREAS MAP



General Plan Sub-Areas
(proposed)

Sub-Area Boundaries

Major Parks/Open Space
Sphere of Influence Boundary
City Boundary
County Areas to be Annexed

HOUSING

Beaumont has experienced significant growth in the last few decades. Over 65% of its housing stock is less than 20 years old. About one-quarter, or 26%, of land within city limits is allocated for residential use. Vacant residential land (13%) is the most common type, followed by single family residential land (12% or 3065 acres). The homes in the City were built over a long period of time. The older residential neighborhoods in the Town Center and along the 6th Street Corridor are generally more diverse in terms of residential types than the newer neighborhoods. These older neighborhoods usually contain a mixture of all types, whereas newer areas are farther away from the City center and are predominantly suburban tract housing. Less than 1% of the City's land use (80 acres) are manufactured homes – there are three mobile home parks in the City, including an age-restricted (55+) community. Similarly, multifamily housing residential makes up less than 1% of land uses within the Planning Area (29 acres). There are only three apartment communities with more than 40 units and these are all affordable housing complexes. Orchard Creek Apartments, a 143-unit community, is the largest. In addition, there is one co-op community, Beaumont Terrace, which offers 50-units of affordable housing for seniors. The newer subdivisions are located along the eastern, northern and western edges of the city.

AGE OF HOUSING UNITS

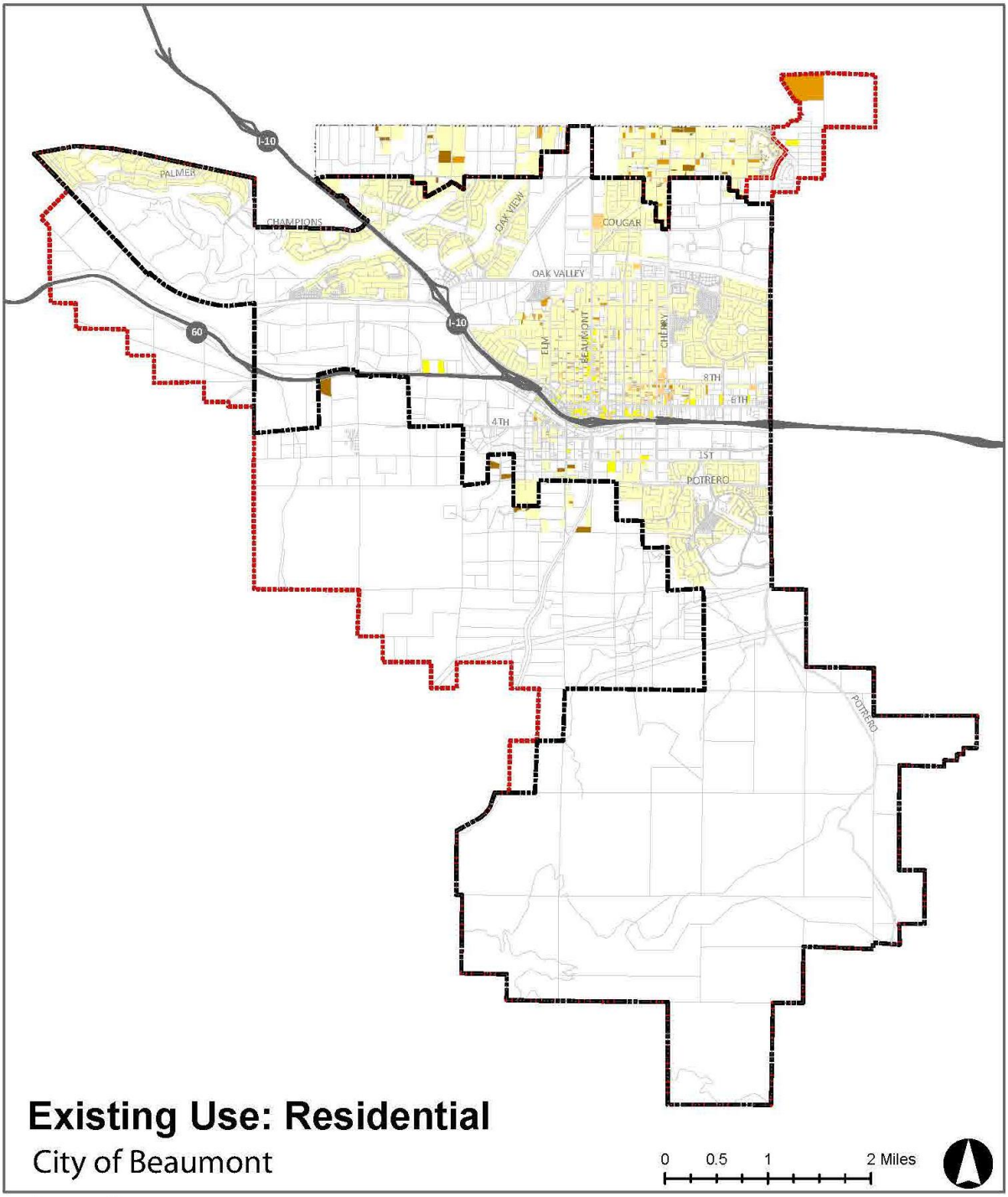
According to the 2011-2015 American Community Survey estimates, the number of homes built in the City peaked in the period between 2000 and 2009, in which 8,232 units were developed. During this period, the percentage of houses built in Beaumont (60.7%) was more than two times the units in the County (27.3%) and three times higher than neighboring Banning (17.3%). Since 2009, the percentage of housing units built in Beaumont significantly decreased, dropping to 4.3% between 2010 - 2013 and to 0.5% since 2014.

TABLE 4.1 AGE OF HOUSING UNITS

	City of Beaumont	Riverside County
Built 2014 or later	0.5%	0.1%
Built 2010 to 2013	4.3%	1.4%
Built 2000 to 2009	60.7%	27.3%
Built 1990 to 1999	5.0%	15.8%
Built 1980 to 1989	5.4%	21.6%
Built 1970 to 1979	6.7%	15.2%
Built 1960 to 1969	4.7%	8.2%
Built 1950 to 1959	7.2%	6.3%
Built 1940 to 1949	3.0%	2.0%
Built 1939 or earlier	2.5%	2.1%
Total Housing Units	13,563	815,322

Source: ACS 2011-2015 5 Year Estimates

FIGURE 4.6 EXISTING RESIDENTIAL USES



Legend

- City Boundary
- Sphere of Influence Boundary
- Planning Area Boundary
- Highways
- Major Roads
- Local Roads
- Single Family on CM zone
- Single Family Residential
- Multi-Family R3
- Multi-Family Residential 2 to 3
- Manufactured Home

Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

HOUSING TENURE & OCCUPANCY

Housing tenure refers to whether a unit is owner-occupied or rented. A housing unit refers to a house, apartment, group of rooms, or single room; the unit is considered occupied if it operates as separate living quarters and is currently occupied. According to the American Community Survey, 94.1% of housing units are occupied and 5.9% are vacant In Beaumont. Riverside County has 85.8% of units occupied and 14.2% vacant. Of the 12,579 housing units that are occupied, 75.3% are owner-occupied and 24.3% are renter-occupied. Compared to Riverside County, the City of Beaumont has a higher rate of owner-occupied housing units (64.8%) and lower rate of renter-occupied housing units (35.2%).

TABLE 4.2 HOUSING TENURE & OCCUPANCY[10]

	City of Beaumont	Riverside County
Housing Tenure		
Owner-occupied	75.3%	64.8%
Renter-occupied	24.7%	35.2%
Housing Occupancy		
Occupied housing units	94.1%	85.8%
Vacant housing units	5.9%	14.2%
Total Housing Units	**13,563**	**815,322**

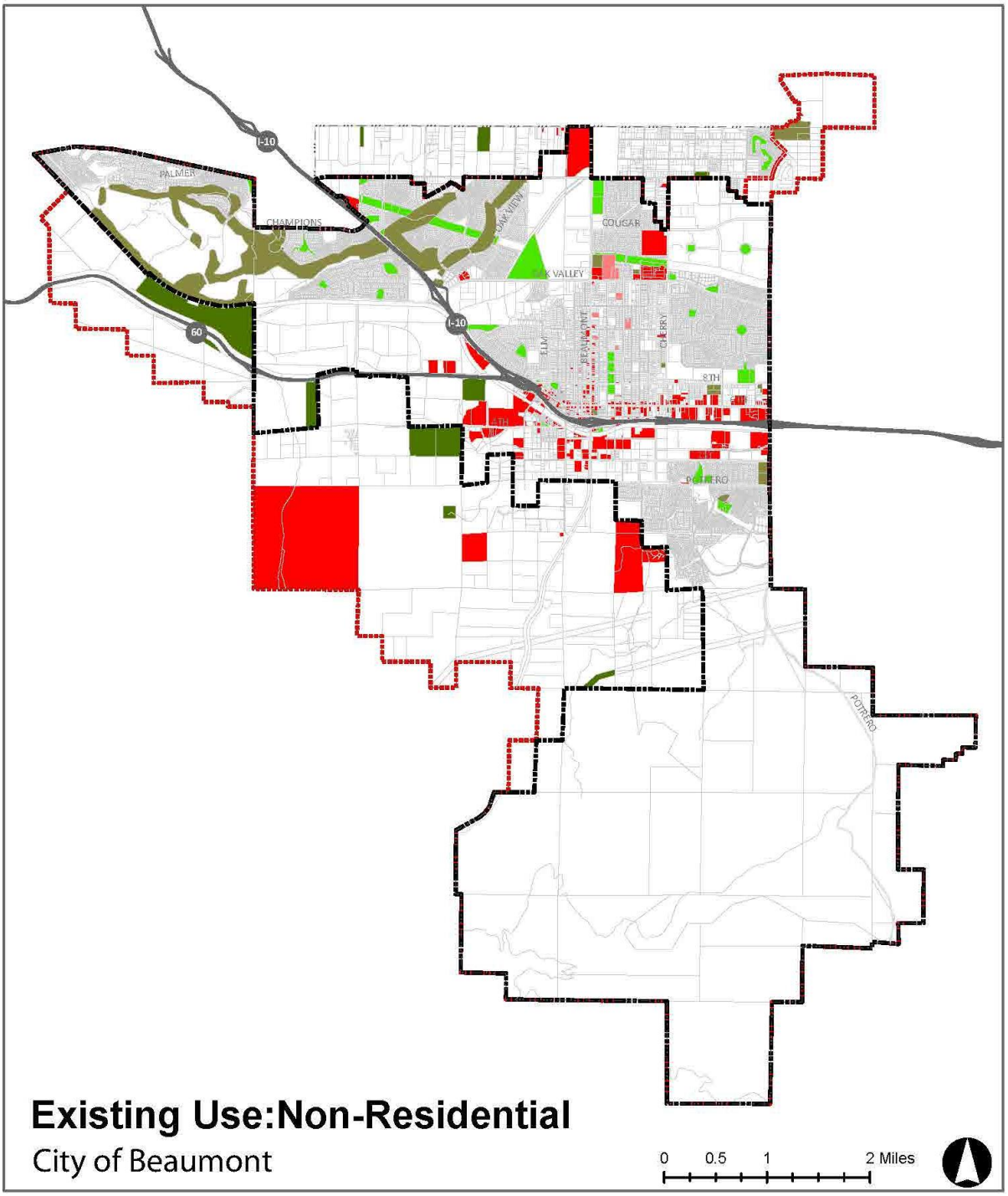
Source: ACS 2011-2015 5-year Estimates, Selected Housing Characteristics

NON-RESIDENTIAL USES

Non-residential uses make up almost 10% of the Planning Area. The County Assessor Parcel Data provides little distinction, so it is hard to parse the data into smaller trends. Commercial uses, which also include industrial uses and some institutional uses, comprise approximately 5.7% of the Planning Area (1530 acres). Retail and industrial uses are primarily located along the city's freeways and boulevards. The city also has approximately 358 acres of farmland (1.33% of the Planning Area). Finally, the City has approximately 737 acres of private recreational uses. Primarily, these uses are comprised almost entirely of private golf courses.

[10] Tables 4.2, 4.3 and 4.4 and Figure 4.8 are based on best available data from the City in 2016.

FIGURE 4.7 EXISTING NON-RESIDENTIAL USES



Legend

- City Boundary
- Sphere of Influence Boundary
- Planning Area Boundary
- Highways
- Major Roads
- Local Roads
- Parks
- Farmland
- Private Recreation
- Religious
- Commercial

Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base.

DEVELOPMENT PATTERNS

Beaumont has been accommodating its spike in population growth with the construction of several new master planned communities, including Oak Valley Greens, Three Rings Ranch, Solera, Sundance and Tournament Hills that are comprised of over 25,000 new residential units. New arterial roads and freeway intersections are also under development. There are currently 50 development projects in Beaumont that are currently under construction, entitled projects not yet in constructions, recently completed. Development is not clustered in one particular area, rather, there are projects located throughout the Planning Area and on both sides of Interstate 10 and on both the east and west sides of the City. Of the projects, currently under development: Fairway Canyon is located in the northwest, Sundance is located to the northeast, the Four Seasons is in the Southwest, and Heartland is located in the West. The projects under development will bring a combined total of 10,659 new dwelling units, which is critical for accommodating Beaumont's burgeoning population growth.

TABLE 4.3 PROJECTS CURRENTLY UNDER CONSTRUCTION

Project	Residential Acreage	Commercial/ Industrial Acreage	Number of Dwelling Units
Sundance	886.85	4450	4450
Fairway Canyon	678.00	46.4	3300
Four Seasons	365.30	-	1890
Heartland	207.60	61.80	981
Seasons at Beaumont	1.30	-	38
Rolling Hills Ranch	-	155.00	-
Total	**2139.05**	**276.05**	**10,659**

TABLE 4.4 ENTITLED PROJECTS NOT YET IN CONSTRUCTION

Project	Residential Acreage	Commercial/ Industrial Acreage	Number of Dwelling Units
Kirkwood Ranch	128.00	-	403
Potrero Creek Estates	307.80	-	700
Tract No. 32850	29.09	-	95
Noble Creek Vistas	222.50	-	648
Hidden Canyon Industrial	-	158.83	-
Sunny-Cal Specific Plan	216.05	10.08	571
Tournament Hills	63.56		279
Beaumont Commercial Center	-	7.07	-
Sundance Corporate Center	-	13.6	-
Total	**967.00**	**189.58**	**13,355**

FIGURE 4.8 CURRENT AND RECENTLY BUILT DEVELOPMENT PROJECTS

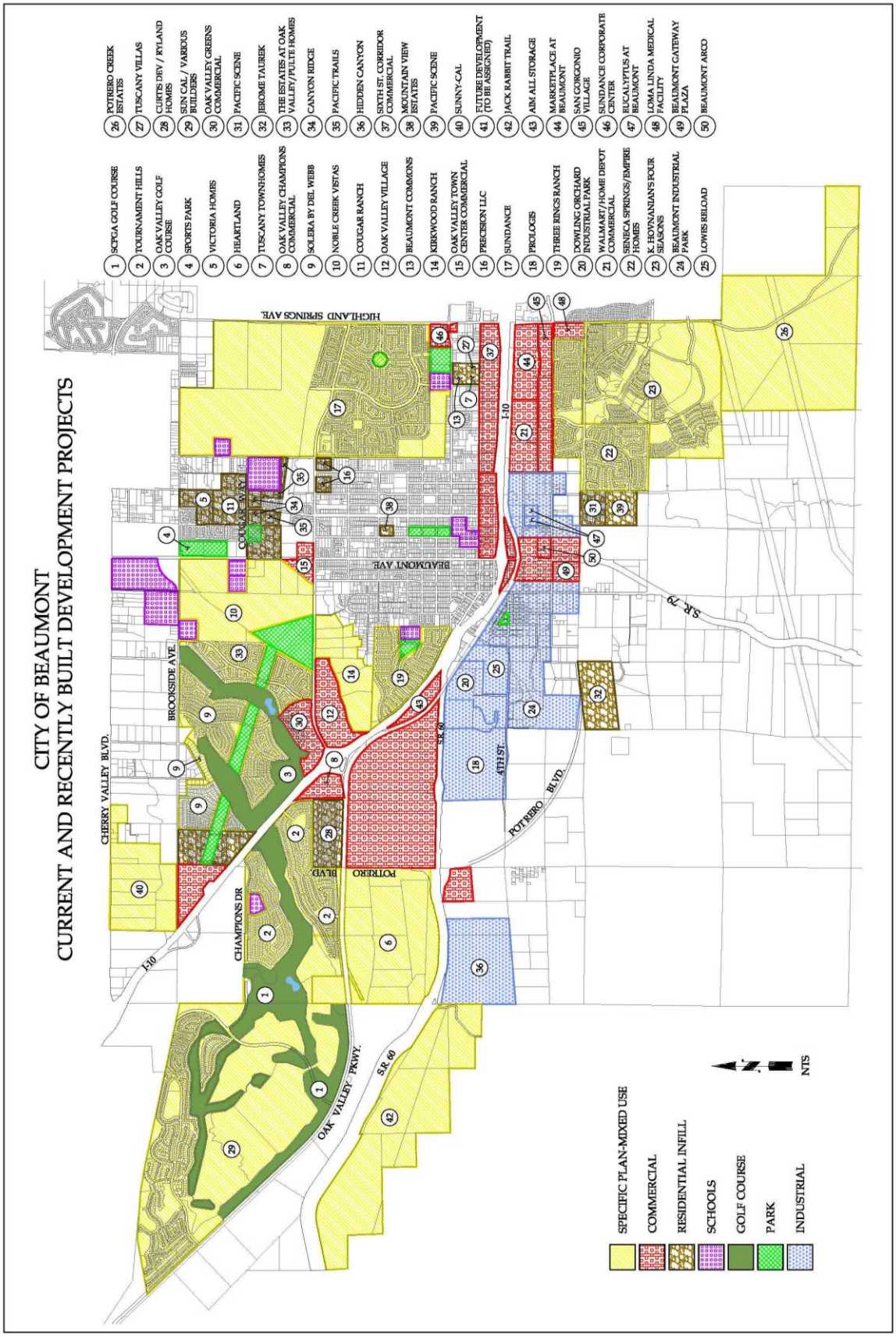
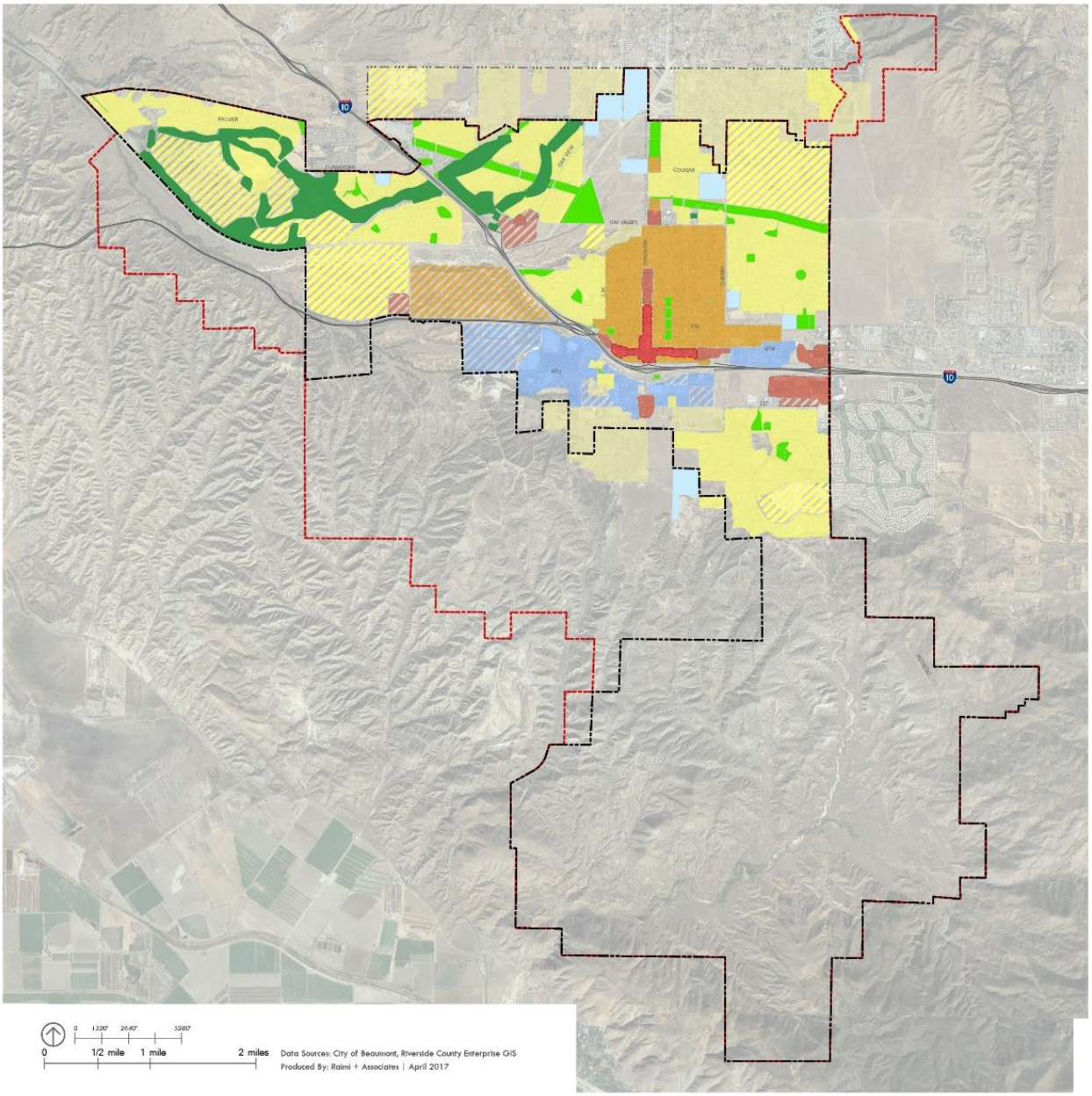


FIGURE 4.9 DEVELOPMENT PATTERN MAP



Development Pattern

- Town Neighborhood
- Planned Town Neighborhood
- Town Center
- Surburban Neighborhood
- Planned Surburban Neighborhood
- Suburban Center
- Planned Suburban Center
- Rural Neighborhood
- Employment District
- Planned Employment District
- Recreational Commercial/Golf
- Major Parks/Open Space
- City Properties
- Schools
- Sphere of Influence Boundary
- City Boundary
- County Areas to be Annexed

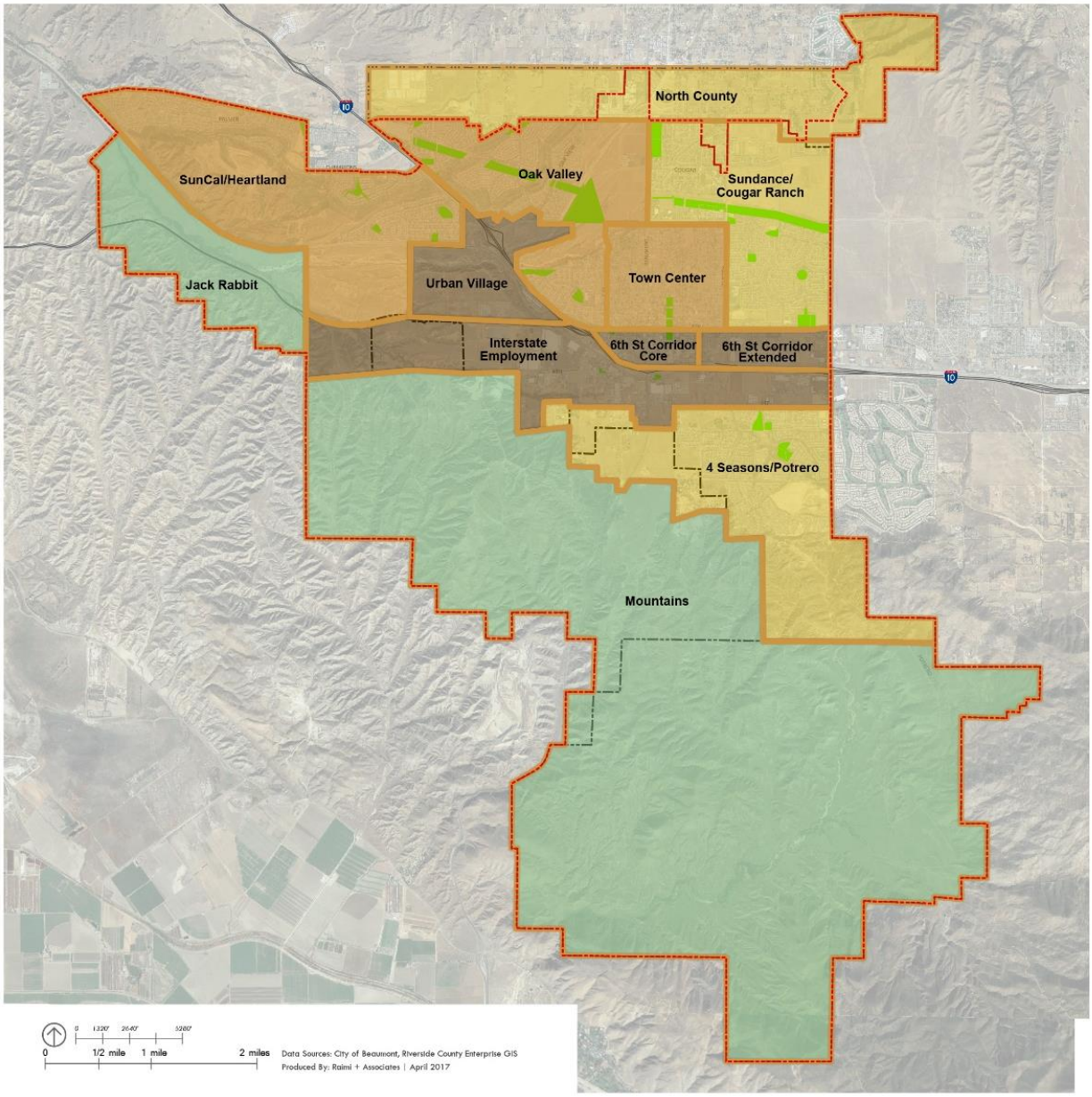
DEVELOPMENT OPPORTUNITY AREAS

- Based on the analysis of neighborhoods, districts and corridors, the City can be characterized into four categories reflecting the types of change or development potential that might be realized during the horizon of the General Plan. The four categories are:
- **Maintain.** Areas of the City where the general character of the area will likely remain the same, but some limited improvements might occur. This may include, but is not limited to, improvements to the public realm, addition of community facilities, or the introduction of neighborhood-serving uses that are desired, but currently absent.
- **Enhance.** Areas of the City where change might be desired or necessary to the public and private realms and where change will happen gradually over the entire horizon of the General Plan and beyond.
- **Evolve/Transform.** Areas where there may be the most potential or desire for significant change in the short to middle term (approximately five to ten years). These areas may look very different in a short period of time.
- **Preserve.** Areas of the City that are most likely to remain as preserved land, including uses designated for open space, regional recreation, and habitat protection.
- The purpose of this classification is to begin a discussion on the level and type of change expected or desired in each area of the City, as well as providing a general idea of where new development should or could be directed. The map and table that follow shows the potential opportunity available or likely nature of change in each sub-area.

TABLE 4.5 GENERAL PLAN PLANNING SUB-AREAS

Planning Area	Maintain	Enhance	Evolve/Transform	Preserve
Town Center		X		
6th street core			X	
6th street extended			X	
Urban village			X	
Oak valley		X		
Interstate Employment			X	
Sundance/Cougar Ranch	X			
SunCal/heartland		X		
North county	X			
4 Seasons/Potrero	X			
Mountains				X
Jack Rabbit				X

FIGURE 4.10 DEVELOPMENT OPPORTUNITIES MAP



Development Opportunities

- Maintain
- Enhance
- Evolve/Transform
- Preserve

- Sphere of Influence Boundary
- City Boundary
- County Areas to be Annexed

CITY STRUCTURE

Neighborhoods, districts, and corridors are the fundamental components of all cities. Mapping these components of a city help to provide an understanding of how people live, shop, work, play, and get around in their communities.

Neighborhoods are the basic building block of great cities. At their core, neighborhoods are the places where we live and are typically mostly residential. Complete neighborhoods are developed areas with a balanced mix of human activity with uses including dwellings, workplaces, shops, civic buildings, and parks. A neighborhood should mix a variety of residential types within a walkable network of green streets and parks, well-connected to parks, schools and neighborhood centers to serve daily shopping needs.

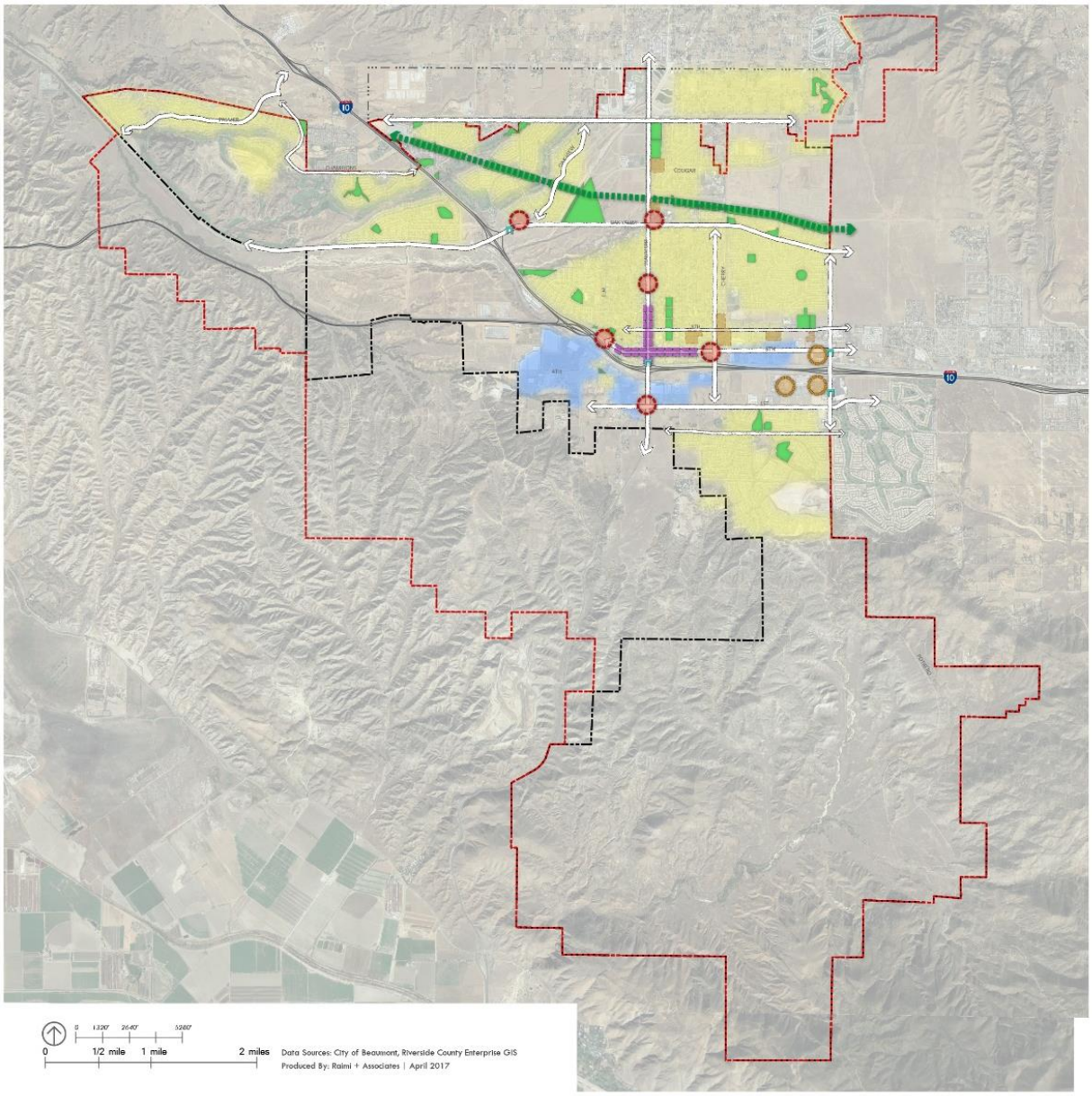
Districts are areas of the city that are functionally specialized with supportive uses without being rigorously regulated to a single use, such as a shopping center. One of the best examples of a district are downtowns (and similarly referred to on Figure 4.11 as the Downtown Core) in which a retail specialization once occurred, but in concert with supporting residential, office, and institutional uses. Districts play an important role in a city since they are typically the primary retail and entertainment areas, and provide jobs and economic development opportunities.

Centers are the primary places of commerce, neighborhood-serving retail, arts and culture and civic activities. In Beaumont, centers are areas of the City which are characterized by a specialization of a single non-residential use. Here, those uses are almost universally retail and commercial service. Centers serve an important function in the city, functioning both as a place to shop, gather, and seek entertainment. The city's industrial areas also serve in a similar fashion, acting as an employment center with limited supporting uses.

Corridors are both the separators of neighborhoods and districts and the viaducts by which people move throughout town. Corridors take many shapes and forms and, as a primary component of the public realm, also serve different transportation and placemaking purposes. In some cases, such as 6th Street through Downtown, corridors have more permeable edges and are readily accessed from the adjacent neighborhoods and districts. In cases where corridors have very high connectivity to surrounding areas, corridors function as "to" places in which people gather and congregate, such as the case with the prototypical Main Street. In other cases, such as along the edges of the newer master planned communities or with conventional arterials, corridors have very limited connectivity to the adjacent areas and serve primarily to move cars. In these limited-access cases, corridors serve primarily as "through" places and a great emphasis is put on efficient automobile operations.

These components of cities can be further defined to convey the type of place or use as is shown in Figure 4.11, City Structure. The existing pattern of land use in the City includes residential, mixed-use, commercial, and open space largely oriented around the east-west regional transportation facilities that bisect the City. The design of districts, neighborhoods, and corridors can actively shape the creation of a town with great accessibility and connectivity. The City Structure map below includes the City's downtown core and the existing network of commercial, residential, and employment centers, in addition to parks and open space. In a compact and walkable environment, centers are characterized by the urban and walkable character and their mix of uses. Gateways can also help make entrance points into the City more prominent and enhanced by using design features unique to the City, such as monuments, gateway markers, art, or signage.

FIGURE 4.11 CITY STRUCTURE MAP



City Structure

- Downtown Commercial Core
- Neighborhood Commercial Centers
- Regional Commercial Centers
- Single-Family Residential
- Multifamily Residential
- Employment
- Open Space
- PUC Greenway
- Significant Corridors
- Potential Gateway Locations
- Sphere of Influence Boundary
- City Boundary
- County Areas to be Annexed

ACCESSIBILITY AND CONNECTIVITY

The pattern in which a place is developed in terms of the street layout, block size, and arrangement of uses, can have a profound effect on how that place functions and heavily influence the day-to-day choices of the people who live, work, shop, and play in that place. For example, neighborhoods with high levels of internal connectivity to community services, including parks, schools, and retail, can provide residents with multiple options on how to get to their destination, both in terms of route and mode (drive, walk, or bike). In turn, such a design can promote transportation efficiency, encourage daily physical activity, and powerfully shape an inviting pedestrian environment. Factors such as a predominance of cul-de-sacs, dead end streets, and a lack of pedestrian connections can similarly shape how we live by largely limiting transportation choices to automobiles.

STREETSCAPE QUALITY AND PEDESTRIAN NETWORK

The layout and quality of the streetscape varies significantly by neighborhood. In some older residential neighborhoods, sidewalks are separated from roadways by landscaped parkways, often incorporating grass and shade trees. In the newer residential areas, sidewalks are typically adjacent to the curb and gutter while landscaping is minimal.

Sidewalks are generally continuous in the residential neighborhoods, though there are occasionally gaps in connectivity between neighborhoods and even from block to block. Older neighborhoods tend to feature better connectivity between blocks, but lack a continuous style or layout. Walkway widths, setback from roadway, landscaping and disabled person's access all vary. In general, the pedestrian network in these older neighborhoods could be considered safer and more walkable. The main component missing is favorable destinations; houses, schools and parks are connected and within walking distance but food service and commercial developments are still focused outside of these residential areas, requiring residents to either walk in a less pedestrian-friendly environment or use another form of transportation. Outside of residential and commercial core areas, sidewalks are not common.

Crosswalks are common at intersections of higher volume streets throughout the City. They are less common at intersections of residential streets and collectors/arterials. Crosswalks are also much more prevalent in the vicinity of parks and schools.

BLOCK SIZE

Block size is an important factor in determining how walkable an area is and what reasonable transportation choices we have: larger blocks tend to be less walkable and more automobile oriented, smaller blocks tend to facilitate more walking. Block size also tends to influence parcel size and, together, block size and parcel size can influence the type of development and businesses that locate in an area. An examination of the block sizes in Beaumont demonstrates three major block size variations in the City:

- Small, walkable blocks that are less than 2 acres in size (average block size of 1.2 acres) dominate the older, central areas of the City proper and make up about 30% of the City area.
- Moderate blocks of 3 to 25 acres predominate in the City (57%) and are most common in the suburban expansions along edges of the City proper (average block size of 7.3 acres).
- Superblocks larger than 26 acres are found dispersed across the City and largely include entitled land that that is not currently developed (average block size of 123.5 acres).

Block size varies in Beaumont, primarily by age. Older residential neighborhoods and commercial areas, such as the downtown core, feature smaller blocks laid out in a traditional grid pattern. The average distance between intersections in the downtown core and surrounding neighborhoods is 375 to 500 feet. The road system is uniform

and the intersection distance doesn't typically exceed 500 feet. A commonly used measure for walkable neighborhoods is an intersection distance of 500 feet, indicting the Downtown has great potential as a walkable place. Further away from downtown, block sizes increase and cul-de-sacs become more common.

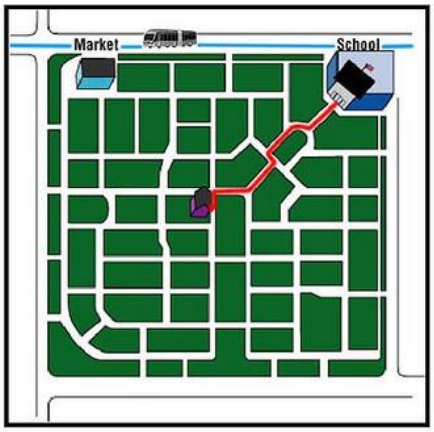
Newer residential developments seem to commonly feature an internal road network that is isolated from the arterial roadways providing access to the site except for occasional entries and exits mid-block. These roads rarely form a connected grid pattern, and as a result, travel distances between homes is increased, and access to the major roadways is often limited to a few points for the entire development. The analysis of the City shows moderate to low connectivity within these newer neighborhoods. The resulting intersection spacing can exceed 1200 feet. This configuration is commonly known as a "superblock", where arterial roads surround an independent residential neighborhood. However, in these areas pedestrian connectivity outside the neighborhood is lacking. Walls along property lines prevent access to connector roads and arterials from homes directly adjacent to the roads, and pedestrian paths are not common.

Recent commercial developments are typically built on large lots and feature a big, central parking lot serving all businesses, creating large blocks. In the rural and industrial areas, blocks can grow very large, having little to no internal circulation between the arterials and through streets.

INTERSECTION DENSITY

Intersection density works hand in hand with block size to influence how a place looks and feels and how people get around. The design of a more compact and connected neighborhood street network impacts whether people walk and bike, in addition to how much they drive. A walkable neighborhood facilitates direct travel between destinations and can have powerful impacts on health, including the prevention of obesity, heart disease, and diabetes.

Driving-only transportation pattern



Walkable connected transporation network

ACCESSIBILITY TO PARKS

Parks can have significant impacts on residents' health and well-being. The close proximity of parks and recreation services encourages use, physical activity, and mental health benefits. Quality access to parks includes availability near homes, in addition to safe, engaging, and user-friendly facilities. Access to parks in Beaumont is generally high - 55% of all residents have access to a park within a quarter-mile and 82% have access to a park within a half mile.

ACCESSIBILITY TO SCHOOLS

The location of school facilities is important to ensuring student access, in addition to safe access to school. The school zone generally extends from the front door of the facility and includes any blocks that generate a high concentration of school-generated traffic. The walking boundary is typically no more than a mile-out from a school. Walking access to schools in Beaumont is generally low at a quarter-mile (15%) and half-mile (35%) distance from all schools.

ACCESSIBILITY TO RETAIL

Neighborhood retail has a profound effect on people's desire to live in urban neighborhoods and communities. The convenience and availability of a variety of goods and services can play an important role in how people choose where to live and the economic sustainability of the area. Access to retail in Beaumont is moderate with 17% of all residents within a quarter-mile and 37% within a half mile distance.

WALKABILITY

The above discussions about accessibility, connectivity, and pedestrian environment are important variables describing whether a place is walkable. There are many benefits to living in a walkable urban environment. Economic benefits include higher property values, increased private investment, and tourism. In addition, people residing in neighborhoods with mixed land use typically engage in more total physical activity than those in single-use neighborhoods. The combination of high connectivity, high population density, and mixed land use, where residents live in proximity to services and amenities, can powerfully stimulate the local economy. For the past several decades, most places were developed to prioritize the automobile as the primary mode of travel. However, in recent years, there has been a great resurgence and interest in walkable neighborhoods and shopping and entertainment districts. In part, this is fueled by demographic shifts as the Baby Boomers retire and the Millennials establish themselves in the world. For a variety of different reasons, both generations are seeking walkable places. Communities without walkable environments will likely struggle to remain competitive as these two large generations choose to live and shop in places that are not automobile dependent. Beaumont's Downtown and the 2007 General Plan's vision for an Urban Village are two examples of such a concept in the city.

FIGURE 4.12 BLOCK SIZE MAP

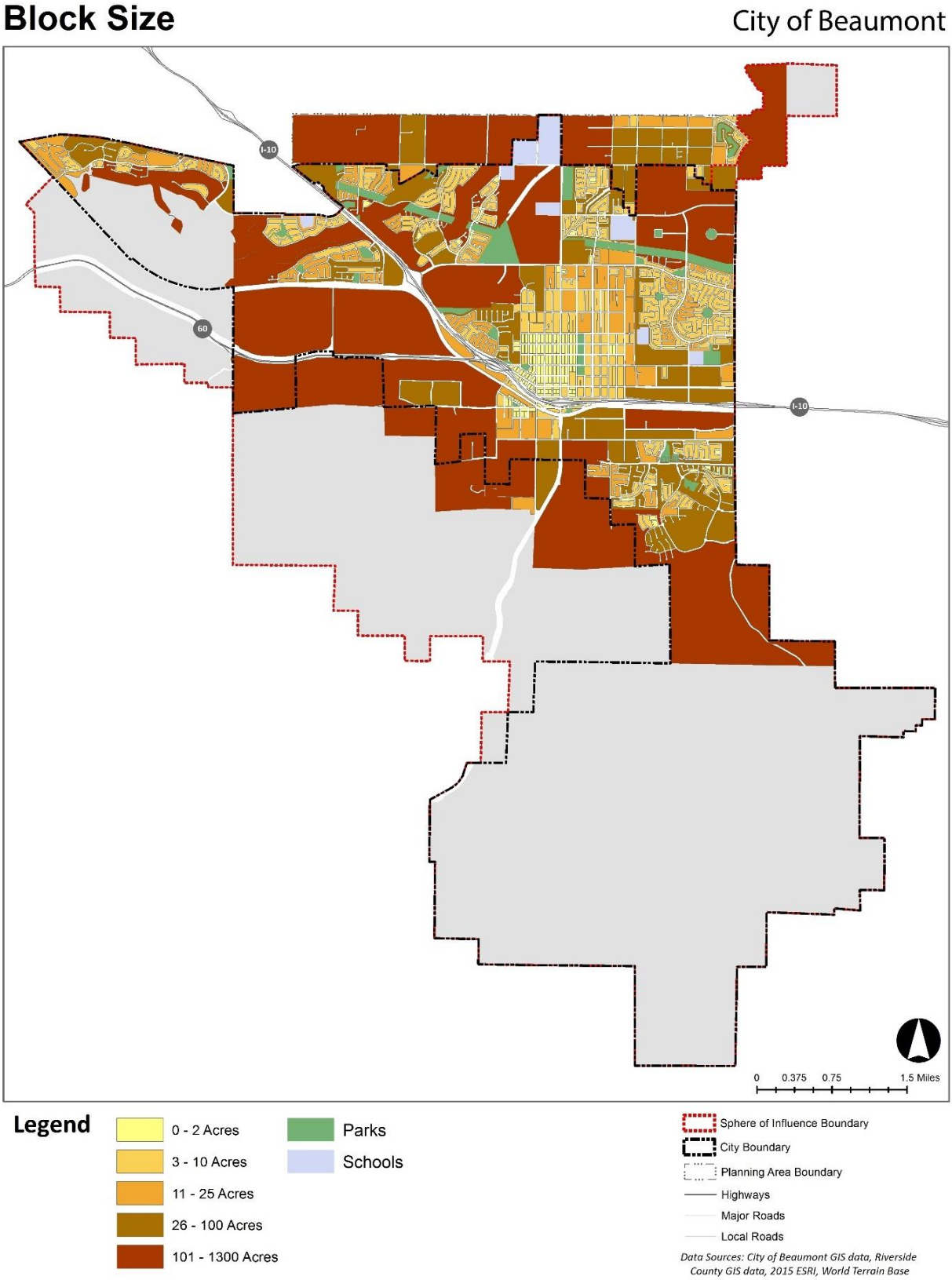


FIGURE 4.13 ACCESS TO PARKS MAP

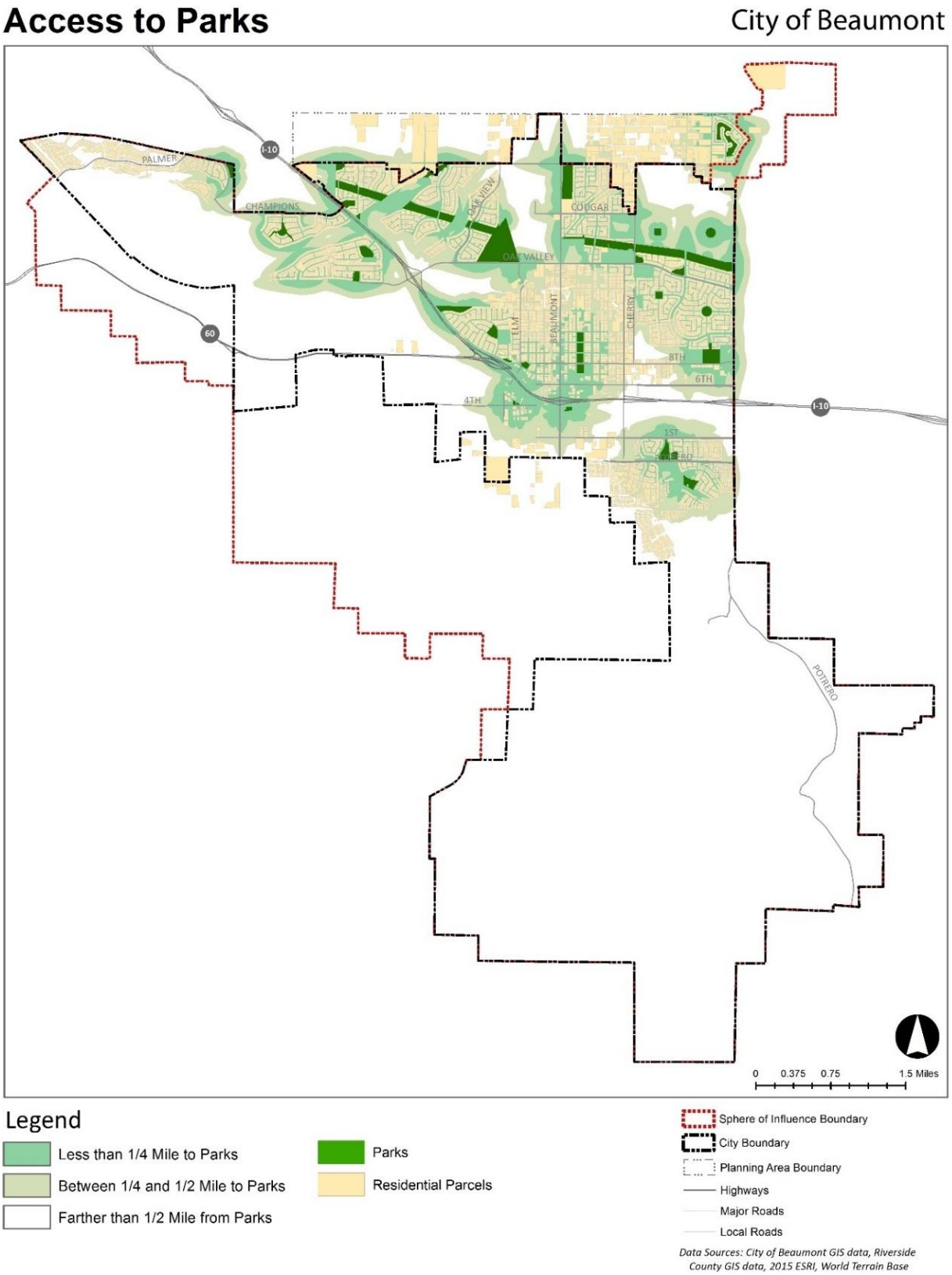


FIGURE 4.14 ACCESS TO SCHOOLS MAP

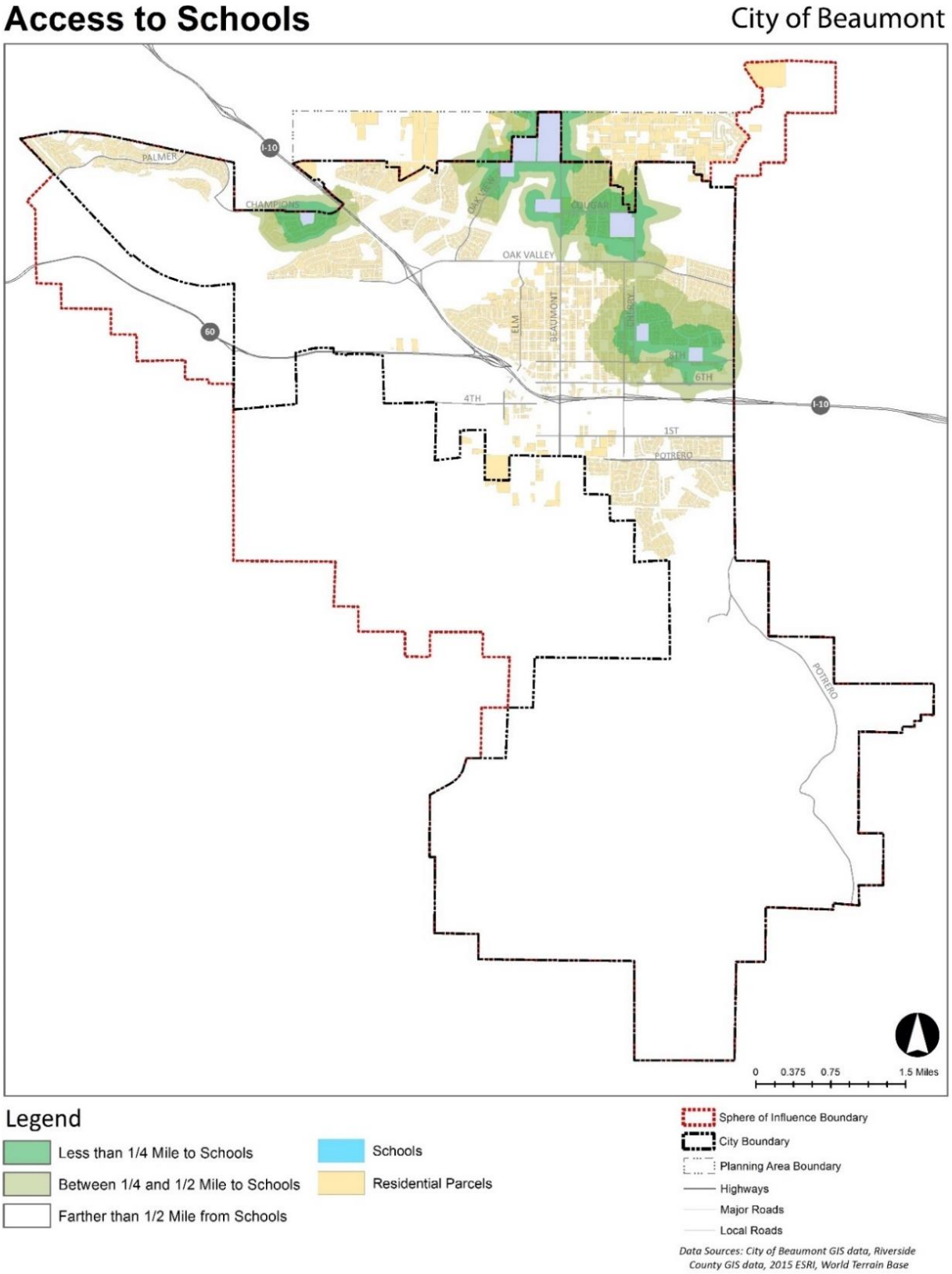


FIGURE 4.15 ACCESS TO RETAIL MAP

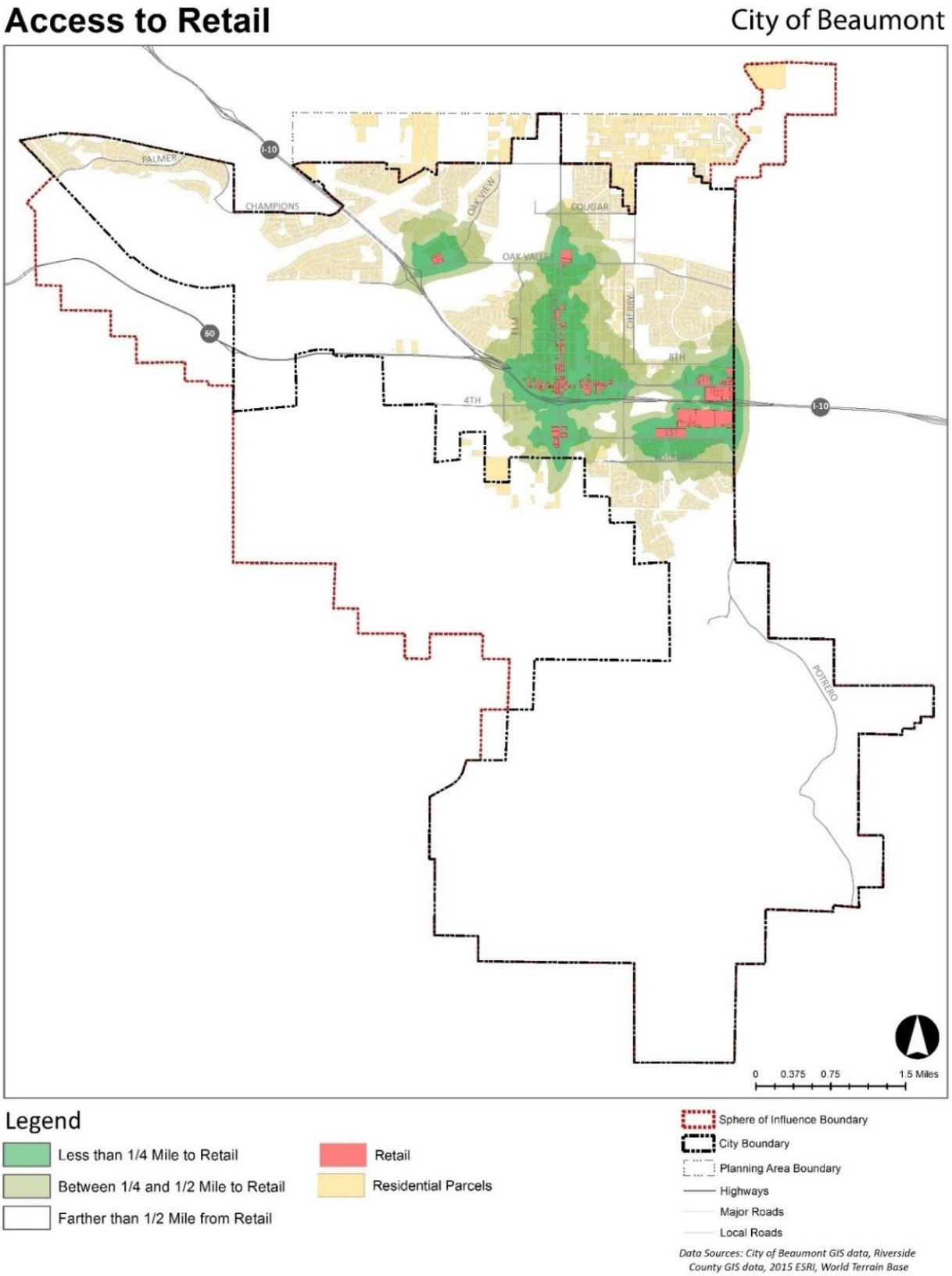
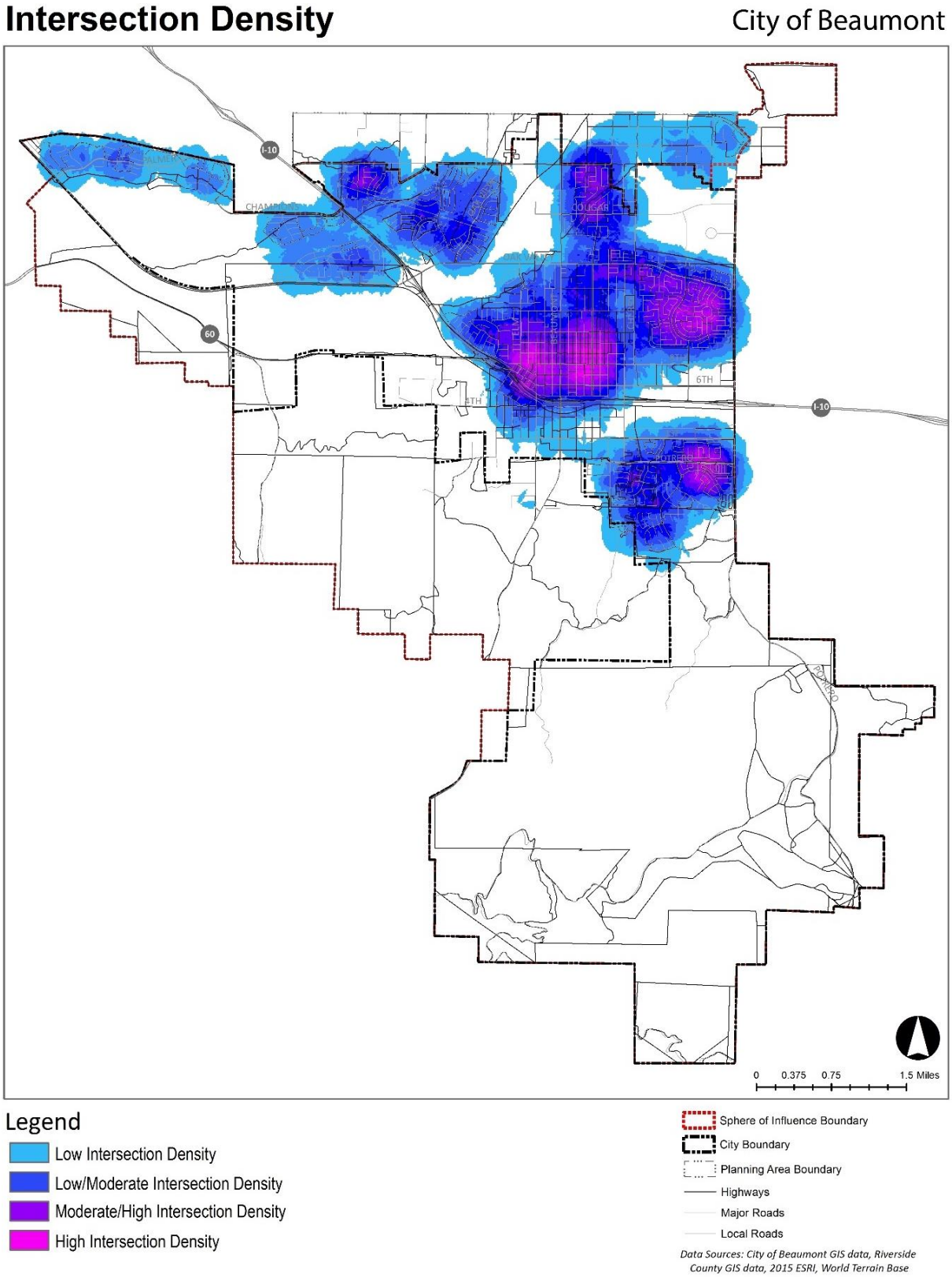


FIGURE 4.16 INTERSECTION DENSITY MAP



(THIS PAGE IS INTENTIONALLY LEFT BLANK)

5. HOW WE GET AROUND

OVERVIEW

Beaumont is located in Riverside County and is surrounded by San Jacinto to the south, Calimesa to the North, and Banning to the west. This section identifies the existing transportation system and provides recommendations to further enhance mobility. Beaumont's transportation system includes travel lanes, bicycle lanes, sidewalks, trails, and bus transit.

KEY ISSUES

Employment data for the City provides an important framework for considering key issues relevant to transportation. The following summarizes key takeaways for this chapter:

- There is a lower than expected jobs-to-household ratio. Residents are likely traveling outside of the City for many services (likely both retail and non-retail).
- Residents and employees in the City likely travel longer distances for work and for services compared to other incorporated cities in the region.

ANALYSIS

HOUSING-EMPLOYMENT DYNAMICS

According to the 2015 American Community Survey and the 2015 Longitudinal Employer-Household Dynamics Origin Destination Employment Statics, the City of Beaumont currently includes 41,000 residents. There are approximately 5,800 jobs in Beaumont, representing a job-to-housing ratio of 0.45. In addition, working residents have the following travel patterns:

- 35% of residents travel between ten and 25 miles to reach their employment
- 45% of residents travel 25 miles or more to reach their employment

The majority of these travel West and utilize Interstate 10 and State Route 60. Approximately 22% of the people employed by businesses in the City of Beaumont reside outside of the City. Additionally, as noted above, the City has a job-to-housing ratio of 0.45 (where we would typically expect to see that ratio closer to 1.0 or even slightly higher). The employment dynamic indicates that Beaumont may not be capturing its fair share of the employment market.

ROADWAY SYSTEM

EXISTING STREET SYSTEM

The existing City of Beaumont General Plan's Circulation Element (2007, City of Beaumont) designates eight different roadway classifications: Expressway Corridor, Urban Arterial, Augmented Major Highway, Arterial Highway, Major Roadway, Secondary Street, Collector Street, and Local Streets. Table 5.1 outlines the roadway classification standards from the current circulation element. Figure 5.2 illustrates the number of lanes based on the current roadway network.

The current system reflects a focus on automobile movement, which will be revisited as part of the General Plan update. Table 5-1 displays the roadway classification standards from the General Plan Circulation Elements.

As shown on the figures, much of the City's envisioned roadway network has been completed. However, the following key roadways have not yet been completed:

- Cherry Valley Boulevard extension to SR-60
- Completion of Potrero Boulevard
- Completion of 2nd Street
- Cougar Way extension to 11th Street
- Starlight Avenue extension north
- 4th Street extension
- Other roadways providing access to future developments

TABLE 5.1 ROADWAY CLASSIFICATION STANDARDS

	Travel Lanes	Parking Lanes	Right of Way	Pavement Width	Typical Volumes (ADT)
Expressway Corridor	6 to 8	0	120' – 134'	110'-118'	60,000+
Urban Arterial	6	0	120' – 134'	102'	50,000+
Augmented Major Highway	6	0	110'	92'	50,000+
Arterial Highway	6	0	110'	86'	40,000+
Major Roadways	4	0-2	100'	70'-76'	40,000
Secondary Streets	4	0-2	76-88'	56'-64'	25,000
Collector Streets	4	0-2	66'-78'	44'-56'	25,000
Local Streets	2	0-2			2,000

Note: ADT refers to average daily traffic volumes.

Source: City of Beaumont General Plan Circulation Element, 2007

FIGURE 5.1 CURRENT GENERAL PLAN ROADWAY CLASSIFICATIONS

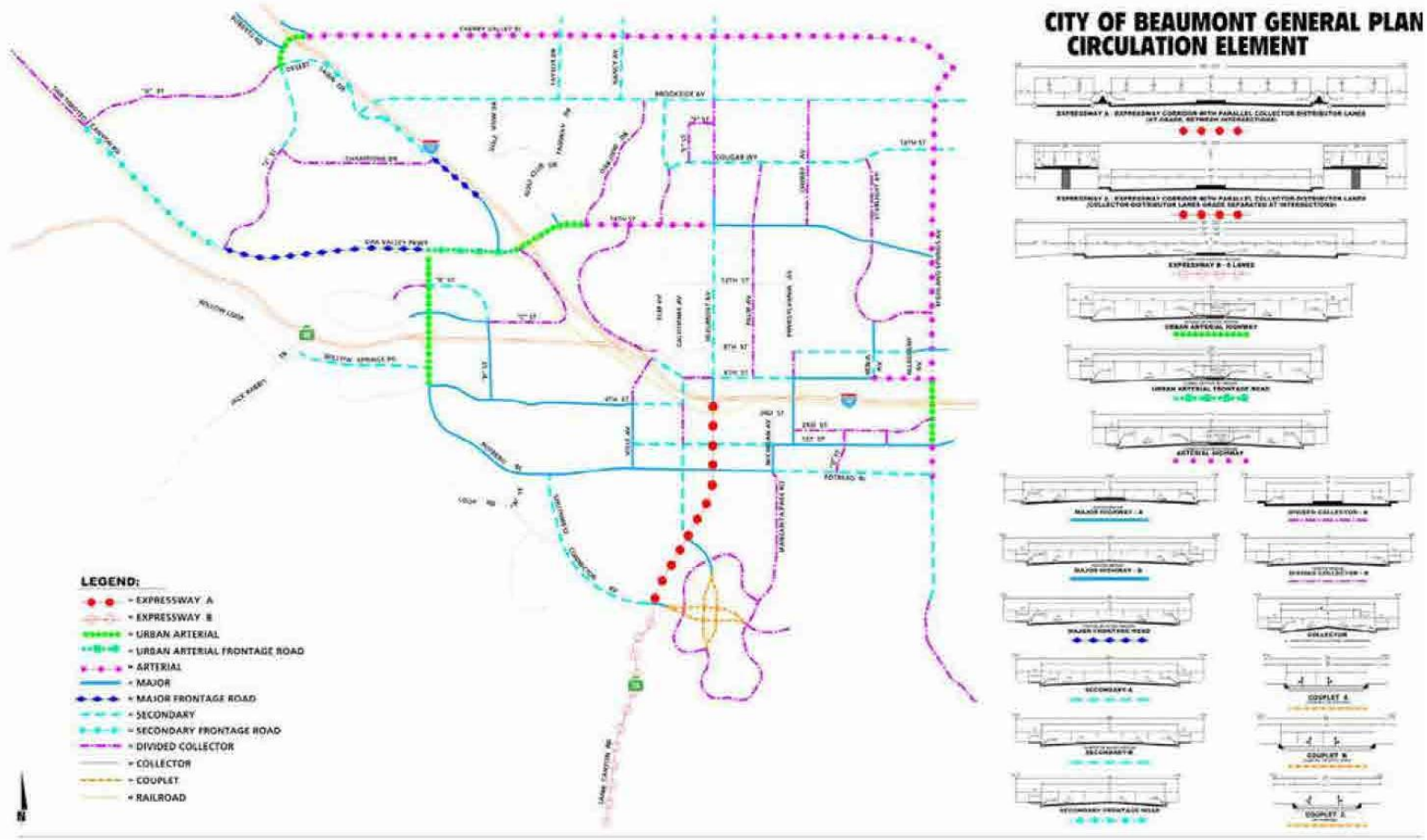


Figure 3-1

Roadway Classification

FIGURE 5.2 NUMBER OF ROADWAY LANES

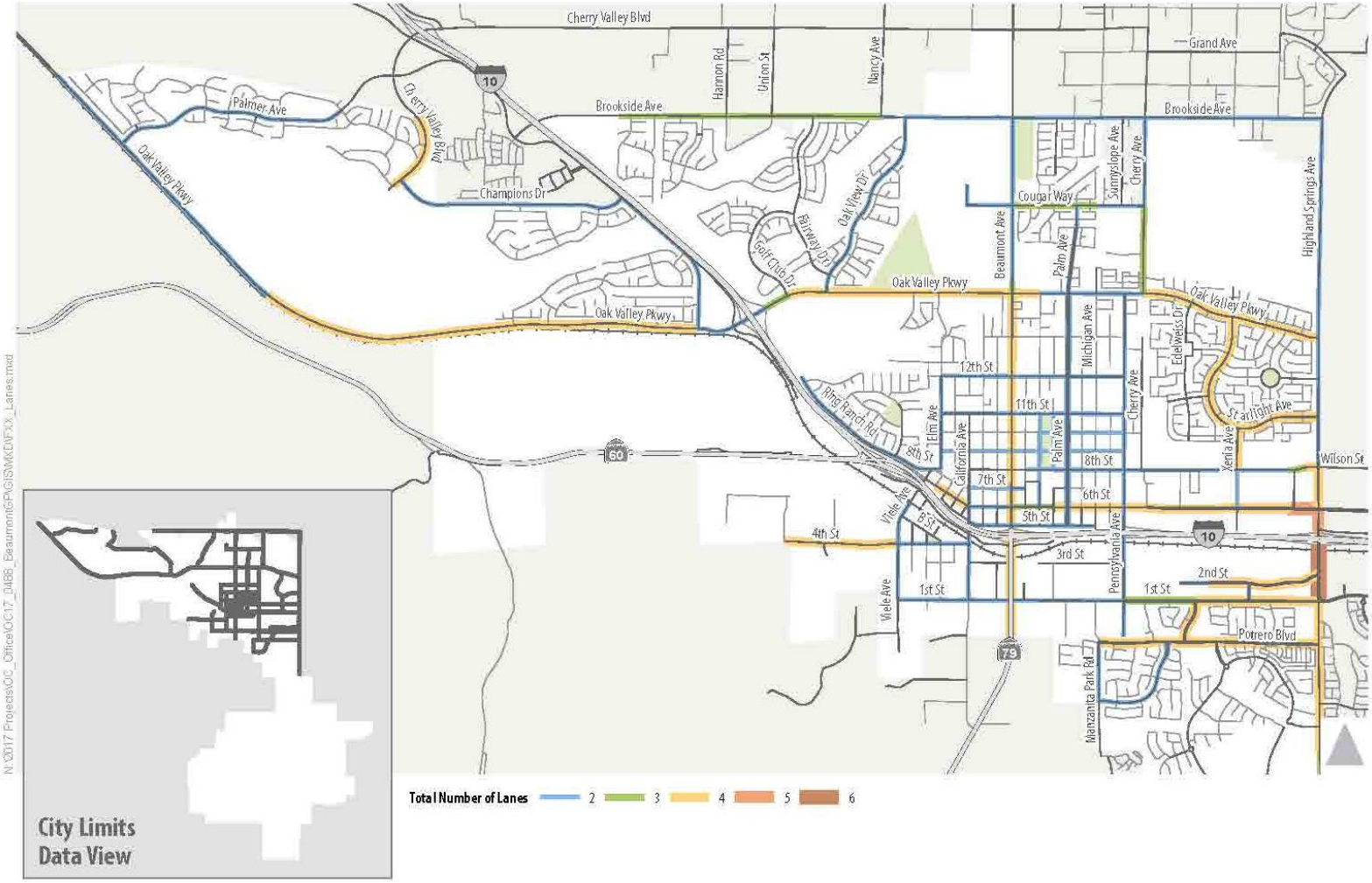


Figure 3-2

Number of Roadway Lanes

FREEWAYS AND HIGHWAYS

Freeways and highways are high-speed facilities that serve intercity or regional traffic, with access provided to grade-separated interchanges. Highways are also higher-speed, regional facilities, but access is provided at-grade in most cases. The freeways through Beaumont are Interstate 10 and State Route 60. SR 79 is a state highway entering the City.

Please note that these facilities are not included in the City's roadway classifications as they are not City facilities, but rather they are Caltrans facilities and are designed and operated to meet Caltrans standards.

- **Interstate 10 (I-10)** provides direct access into the City by way of on-off ramps located at Beaumont Avenue, Highland Spring Avenue, Oak Valley Parkway, Pennsylvania Avenue, and State Route 60. It runs east-west through Beaumont. The freeway has eight lanes with a posted speed of 70 miles per hour. Interstate 10 is the foundation of Beaumont's transportation network and serves much of the population in Riverside County as a regional connector.
- **State Route 60 (SR-60)**, also known as the Moreno Valley Freeway, provides direct access into the City by way of on-off ramps located at 6th Street. It begins west of the city, continuing towards Riverside, and terminates in Los Angeles. Within the city limits, the highway has four lanes with a posted speed of 65 miles per hour
- **State Route 79 (SR-79)** is a north-south facility beginning in Beaumont and terminating in Los Terrenitos. Within the city limits, the highway has four lanes. Beaumont Avenue, south of 5th Street, is also named SR-79. It is a state highway with a posted speed of 45 miles per hour within the city limits.

EXPRESSWAY CORRIDOR

Expressway corridors provide regional, sub regional, and intra-city travel, according to the Circulation Plan for the City of Beaumont. They usually carry the majority of traffic volumes in the roadway classification (2007 General Plan).

URBAN ARTERIAL

This roadway classification serves both regional through-traffic and inter-city traffic. They typically carry traffic onto and off-of the freeways. An Urban Arterial typically contains three travel lanes in each direction and a two-way left-turn lane with either a painted or raised median (2007 General Plan).

AUGMENTED MAJOR HIGHWAY

Augmented Major Highway serves inter-city traffic. The roadways included in this classification will typically contain three travel lanes in each direction with a painted median (2007 General Plan).

ARTERIAL HIGHWAYS

Arterial Highways serve both regional through-traffic and inter-city traffic. These roadways typically direct traffic through the City. Arterial streets provide accessibility between major activity centers and residential areas, as well as connectivity to freeways (2007 General Plan).

Major arterials typically provide four to six travel lanes. Minor arterials enhance the major arterial network and are typically two to four travel lanes. They provide service to trips of moderate lengths.

MAJOR ROADWAYS

Major roadways serve large volumes of inter-city traffic. These roadways typically direct traffic through major development nodes. They contain two travel lanes in each direction with on-street parking provided next to the curb (2007 General Plan).

SECONDARY STREETS

Secondary streets operate similarly to major roadways, except the designed capacity is less than that of a major roadway. They do not carry the volumes of through traffic typically associated with Major Arterials. The City of Beaumont General Plan separates secondary streets into three subclasses: Secondary A, Secondary B, and Secondary Frontage which have varying design requirements related to medians a. All of the Secondary Roads contain two travel lanes in each direction though only Secondary A roadways have a painted median. (2007 General Plan). The other designations direct the presence of sidewalks (one or both sides) and the presence of a parking/shoulder area.

COLLECTORS

Collector streets link residential and commercial areas to each other and to the arterial street system. Two travel lanes are typically provided on collector streets, and the maximum acceptable volumes may be based on neighborhood concerns rather than traffic capacity (2007 General Plan).

LOCAL STREETS

Local streets accommodate low volumes of local traffic and primarily provide access to individual parcels. Local streets typically have two travel lanes (one in each direction) and allow parking on both sides. (2007 General Plan). Through traffic is generally discouraged.

ROADWAY CLASSIFICATION CHANGES

- **1st Street** – 1st Street is classified as a major arterial between Michigan Avenue and Highland Springs Avenue, and as a secondary street between Michigan Avenue and Veile Avenue. It is an east-west facility with four lanes that provides access to the Walmart transit transfer station.
- **6th Street** – 6th Street is classified as a major arterial between Pennsylvania Avenue and Xenia Avenue, a secondary arterial between Beaumont Avenue and Pennsylvania Avenue, and an arterial between an east-west facility with four lanes. It provides direct access to SR-60 and I-10.
- **4th Street** – 4th Street is classified as a major arterial west of Veile Avenue. It is an east-west facility with four lanes.
- **Beaumont Avenue** – Beaumont Avenue is classified as a major arterial between Oak Valley Parkway and Cougar Way, secondary roadway between 6th Street and Oak Valley Parkway, and an expressway between Laird Road and 5th Street. It is a north-south facility with four lanes that provides access through the central region of the city.
- **Brookside Avenue** – Brookside Avenue is classified as a secondary roadway. It is an east-west facility with two lanes. It forms the southern boundary of the city limits.
- **Desert Lawn Drive** – Desert Lawn Drive is classified as a major arterial between Champions Drive and Oak Valley Parkway. It is a north-south facility with two lanes.
- **Oak Valley Parkway** – Oak Valley Parkway is classified as an urban arterial between Potrero Boulevard and Oak View Drive, a major arterial between Potrero Boulevard and Palmer Avenue, and a major arterial between Beaumont Avenue and Highland Springs Avenue. It is an east-west facility with four lanes.

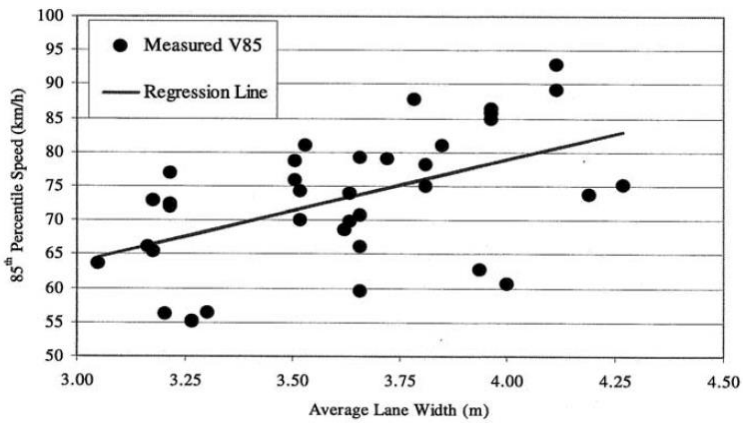
- **Palms Avenue** – Palms Avenue is classified as a collector roadway. It is a north-south facility with two lanes. Palm Avenue has a median that serves pedestrians and bicyclists.
- **Pennsylvania Avenue** – Pennsylvania Avenue is classified as a major arterial between 6th Street and 1st Street. It is a north-south facility with two lanes that provides access to the I-10.
- **Potrero Boulevard** – Potrero Boulevard is classified as a major arterial between 4th Street and Michigan Avenue, and as a secondary roadway between Michigan Avenue and Highland Springs Avenue. It is an east-west facility with two lanes.

ROADWAY SAFETY

The roadway system includes a hierarchical system of roadways, where the automobile is generally prioritized and is "pushed out" to the major arterials and delivered to the freeway system. This system results in wide roadways with high speeds. Additionally, connectivity for bicycles and pedestrians is reduced since circulation becomes circuitous and travel distances increase. However, good connectivity exists in the Downtown area, as that area has greater block density.

Research published in *Design Factors that Affect Driver Speed on Suburban Arterials* (Fitzpatrick, Key et al, June 2000) and summarized as Exhibit 3-1 show that speed increases as travel lane widths increase.

FIGURE 5.3 ROADWAY CLASSIFICATION STANDARDS



When speeds increase, safety typically decreases as crash severity goes up. Additionally, wider roads increase pedestrian exposure distances in the roadway which also affects their safety. Wider roads also increase maintenance costs for the roadways as there is simply additional pavement that needs to be maintained.

The current general plan identifies several key roadways which will largely complete connectivity for the City, including Potrero Boulevard (among others). Completing some of these roadways will further enhance connectivity within the City. Reviewing the current number of lanes and network connectivity indicates that some areas of the City, such as the downtown area, has good network block density and connectivity. However, the newer areas of the City have the more disconnected hierarchical system of roadways.

Additional constraints related to circulation in the City occur due to congestion on I-10, congestion at the freeway interchanges, and the need for grade separations with the rail alignment through the City. However, funding these improvements are challenging for local agencies as funding is always a constraint.

BICYCLE NETWORK

Bicycling is considered an environmentally friendly mode of transportation that enhances both personal and social wellbeing. In addition to transportation, this mode of travel provides many public access, health, and economic benefits. Bicycling could be recognized as an integral component of Beaumont's transportation system. Safe, convenient, attractive, and well-designed bicycle facilities are essential if this mode is to be properly accommodated and encouraged. This mode could be integrated throughout the City of Beaumont, and a network of bicycle facilities linking all areas of the Town could be accommodated. *Beaumont's Bikeway and Pedestrian Master Plan (2011, City of Beaumont Planning Department)* intends to increase the connectivity of existing infrastructure to better serve its population. Figure 5.5 shows the existing and proposed bicycle facilities based on Beaumont's Master Plan. The bicycle network in the City of Beaumont consists of dedicated bicycle paths, bicycle lanes, and bicycle routes.

As mentioned above, the City has existing bike infrastructure and is planning on expanding the current bike network to increase connectivity and encourage more use of bikes. Figure 5.6 shows the field verified existing facilities. Bicycle facilities are classified as follows:

CLASS I BIKEWAYS (BIKE PATHS)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

FIGURE 5.4 CLASS I BIKEWAYS

FIGURE 5.5 EXISTING AND PROPOSED BIKE & PEDESTRIAN FACILITIES

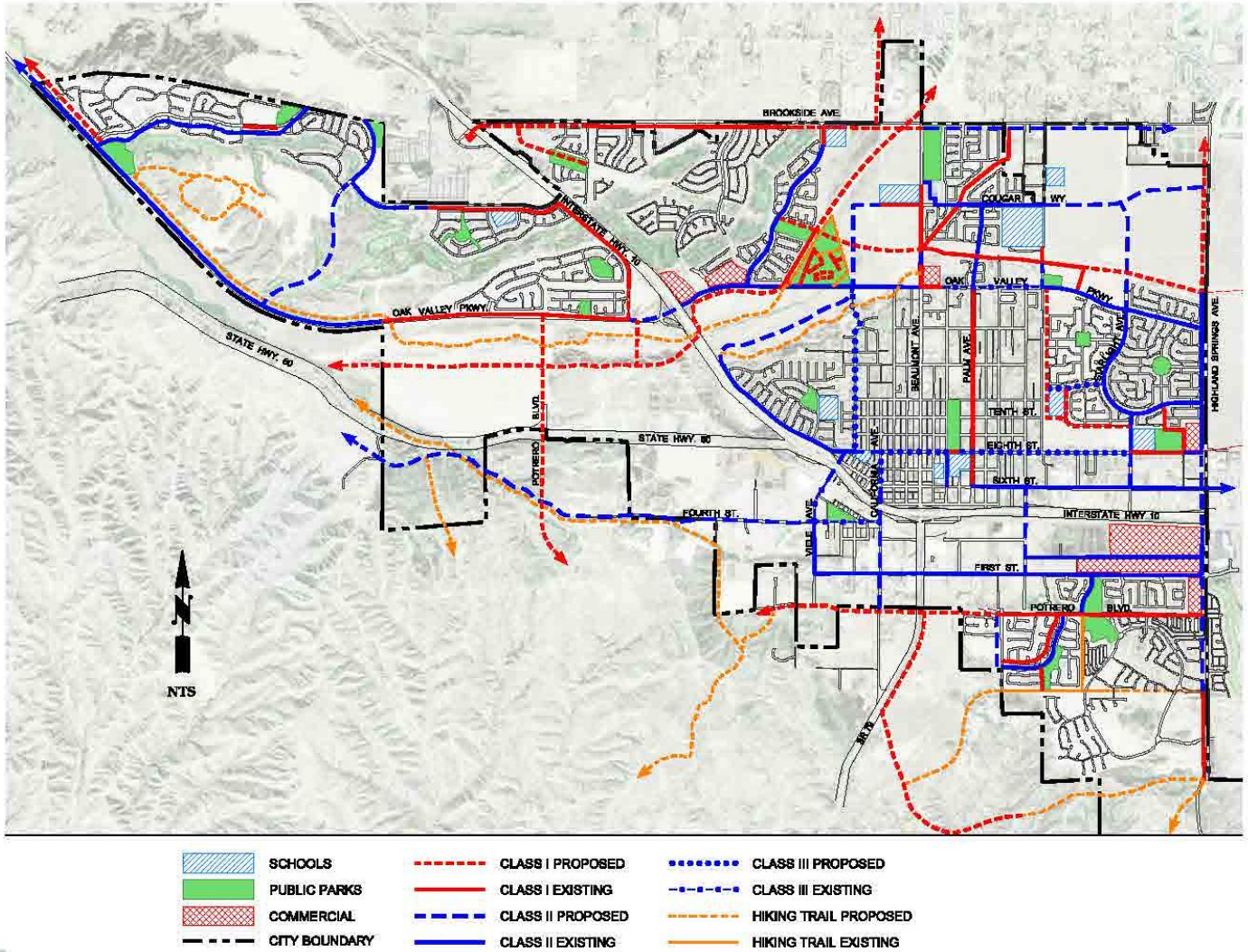


Figure 4-1

Existing & Proposed Bicycle & Pedestrian Facilities

FIGURE 5.6 EXISTING BICYCLE FACILITIES

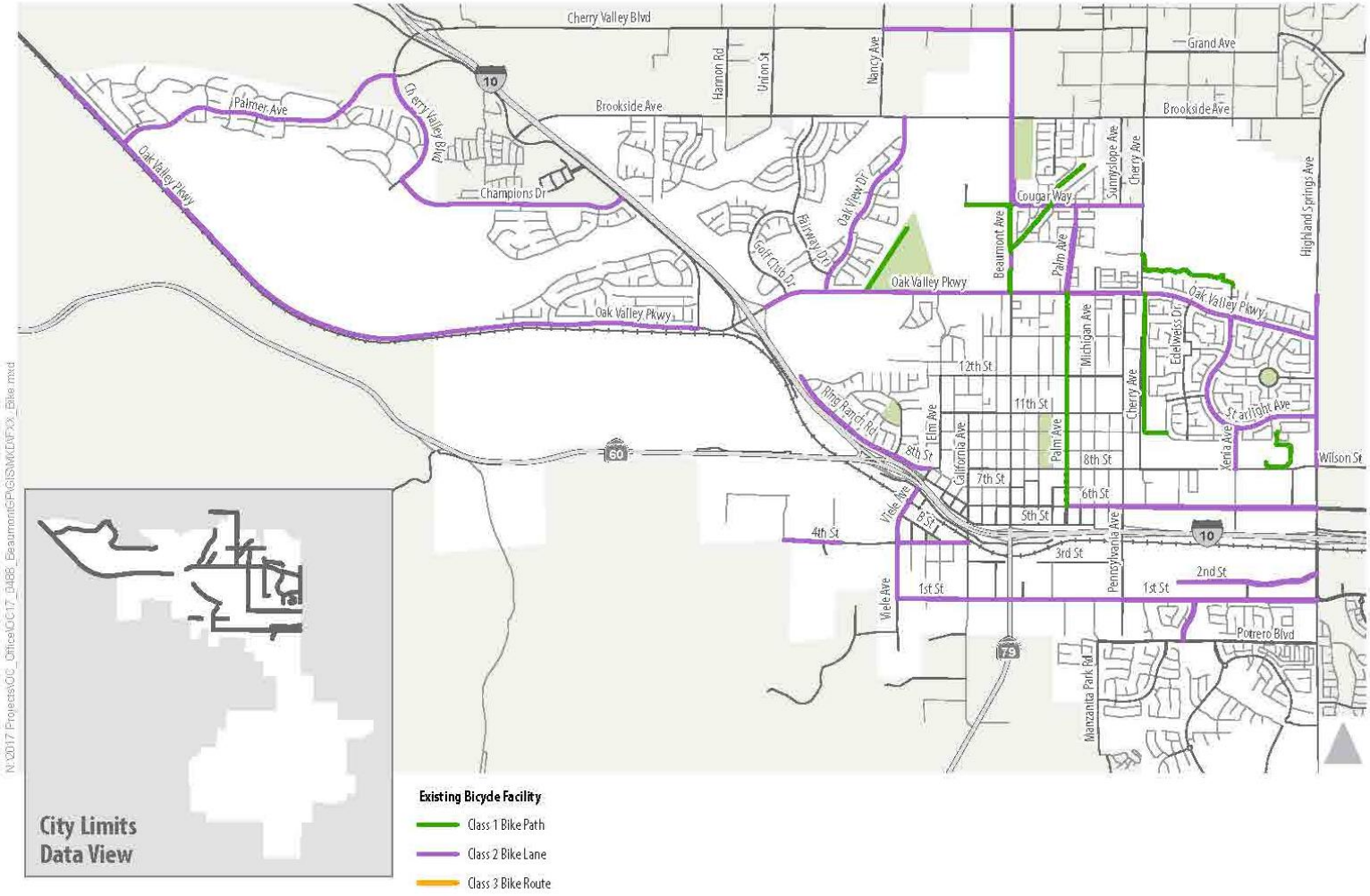


Figure 4-2

Existing Bicycle Facility

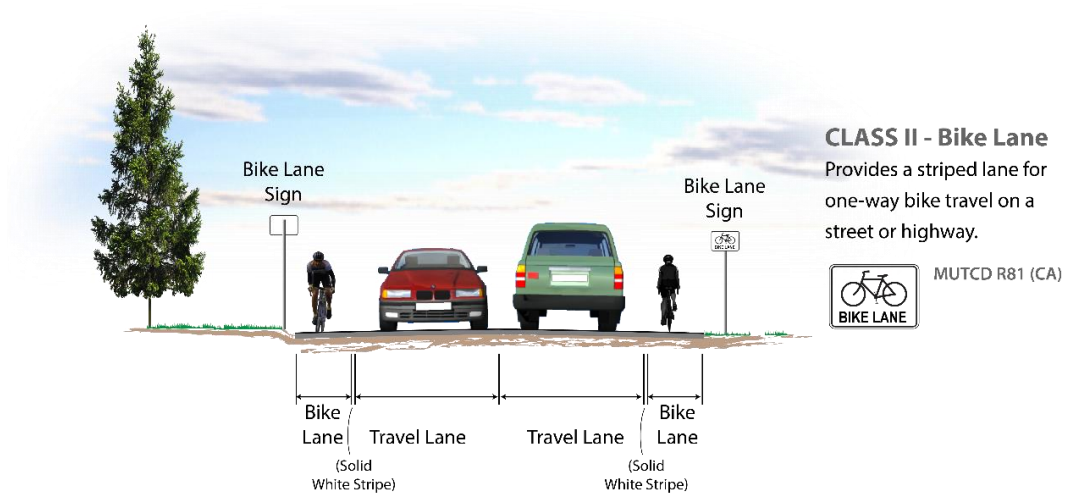
Class I Bike Paths currently exist along:

- Beaumont Avenue between Cougar Way and Oak Valley Parkway
- Palm Court between Oak Valley Parkway and 6th Street
- Northern Edison Transmission Easement between Brookside Avenue and Highland Springs Avenue
- Noble Creek between Oak Valley Parkway and Edgar Canyon
- Oak Valley Parkway between Gateway Drive and Sam Timoteo Canyon Road
- Oak Valley Parkway between I-10 NB Ramps and Highland Spring Avenue
- Oak View Drive between Brookside Avenue and Oak Valley Parkway

CLASS II BIKEWAYS (BIKE LANES)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

FIGURE 5.7 CLASS II BIKEWAY



Class II Bike Lanes currently exists along:

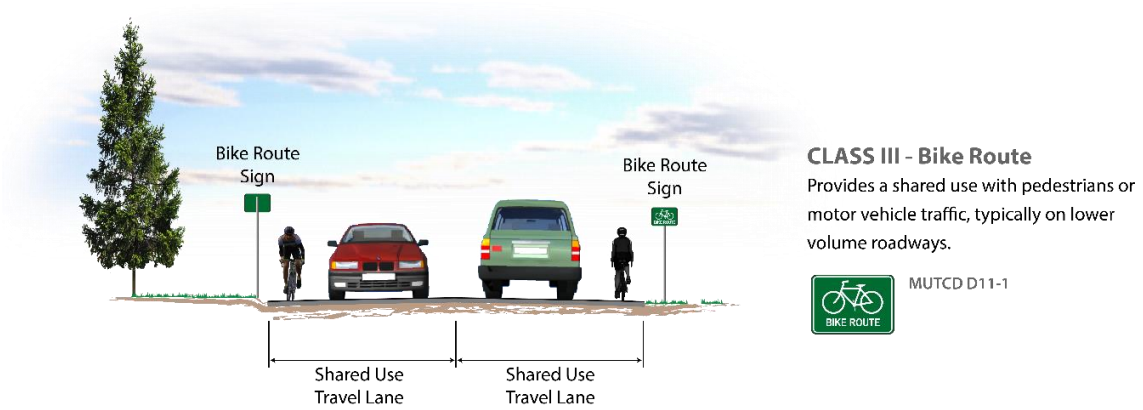
- 1st Street between Highland Springs Avenue and Veile Avenue
- 2nd Street west of Highland Springs Avenue
- 4th Street between Veile Avenue and California Avenue
- 6th Street between Palm Court and Highland Springs Avenue
- Oak Valley Parkway between Gateway Drive and Sam Timoteo Canyon Road
- Oak Valley Parkway between I-10 NB Ramps and Highland Springs Avenue
- Oak View Drive between Brookside Avenue and Oak Valley Parkway
- Palmer Avenue between Oak Valley Parkway and Cherry Valley Boulevard
- Cherry Valley Boulevard between Palmer Avenue and Champion Drive
- Cherry Valley Boulevard west of Beaumont Avenue
- Champion Drive between Cherry Valley Boulevard and Desert Lawn Drive
- Commerce Way between 2nd Street and 1st Street
- Cougar Way and Beaumont Avenue and Cherry Avenue
- Beaumont Avenue between Cougar Way and Cherry Valley Boulevard

- Highland Springs Avenue between 8th Street and 14th Street
- Palm Court between Oak Valley Parkway and Cougar Way
- Ring Ranch Road West of Veile Avenue
- Star Light Avenue between Oak Valley Parkway and Highland Springs Avenue
- Veile Avenue between Luis Estrada Road and 1st Street
- Xenia Avenue between Star Light Avenue and 8th Street

CLASS III BIKEWAYS (BIKE ROUTES)

Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route. There are no Class III Bikeways in Beaumont.

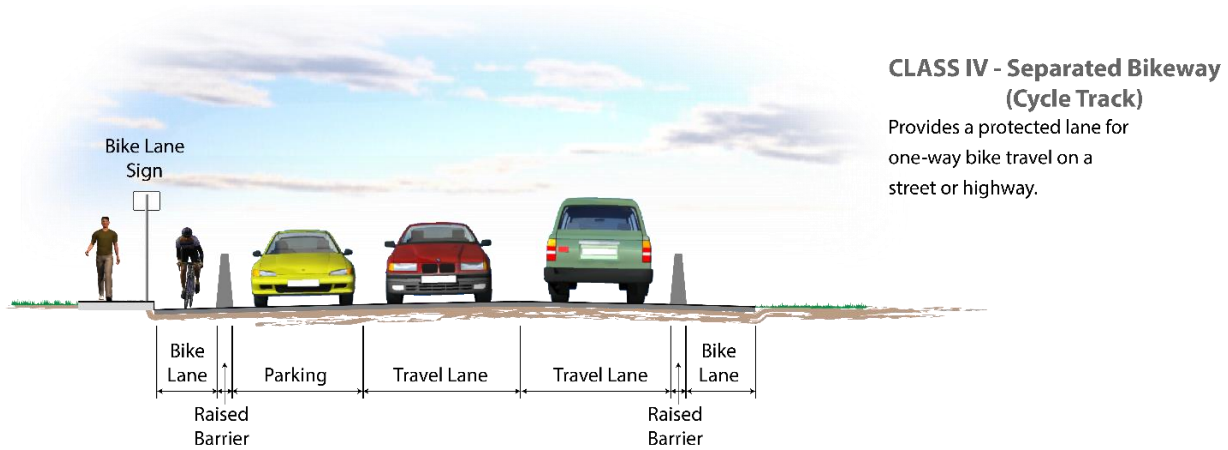
FIGURE 5.8 CLASS III BIKEWAY



CLASS IV BIKEWAYS (CYCLE TRACKS)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015. There are no Class IV Bikeways in Beaumont.

FIGURE 5.9 CLASS IV BIKEWAY



BIKEWAY MASTER PLAN

Numerous bike facilities have been implemented throughout the City. However, they are generally disconnected and don't provide good cross-town connectivity to fully connect all residents to potential destinations. The Master Plan has identified a comprehensive system of bikeways, including trails along key utility corridors, that will complete the connected nature of the future bikeway system.

The Bikeway Master Plan also identifies the development of bicycle facilities along the Edison Transmission Easement corridor, which spans from Oak View Drive to Highland Springs Avenue. Another critical component identified in the Master Plan is bicycle education and safety.

Additionally, as noted above, Class IV bicycle facilities are now approved as an appropriate treatment in the State. However, this adoption came in 2015, after the City's Master Plan was completed.

PEDESTRIAN NETWORK

Walking is another environmentally friendly mode of transportation that enhances both personal and social wellbeing. In addition to transportation, this mode of travel provides many public access, health and economic benefits. Well-designed pedestrian facilities are safe, attractive, convenient, and easy to use. Incomplete sidewalk networks and poor sidewalk conditions are a major deterrent to walking.

Sidewalks are generally provided on at least one side of the street along most of the major roadways throughout the city. Figure 5.10 identifies where sidewalks are currently located based on a review of conditions as they currently exist within the City of Beaumont. Throughout the City, there are several roadways with sidewalk facilities missing on one or both sides of the roadway.

Various signalized intersections contain crosswalks allowing pedestrians the choice of where to cross, and providing good pedestrian access. The all-way and side-street stop controlled intersections within the City have a mix of crosswalks on all, some, or no approaches to the intersection.

There is also a noticeable lack of sidewalk access in the residential areas adjacent to the downtown area. Specifically, in a grid roadway network that has great connectivity, sidewalks should be provided on both sides of the roadway. As shown on Figure 5.10, the sidewalk network does not exist on all of these roadways.

FIGURE 5.10 SIDEWALK FACILITES

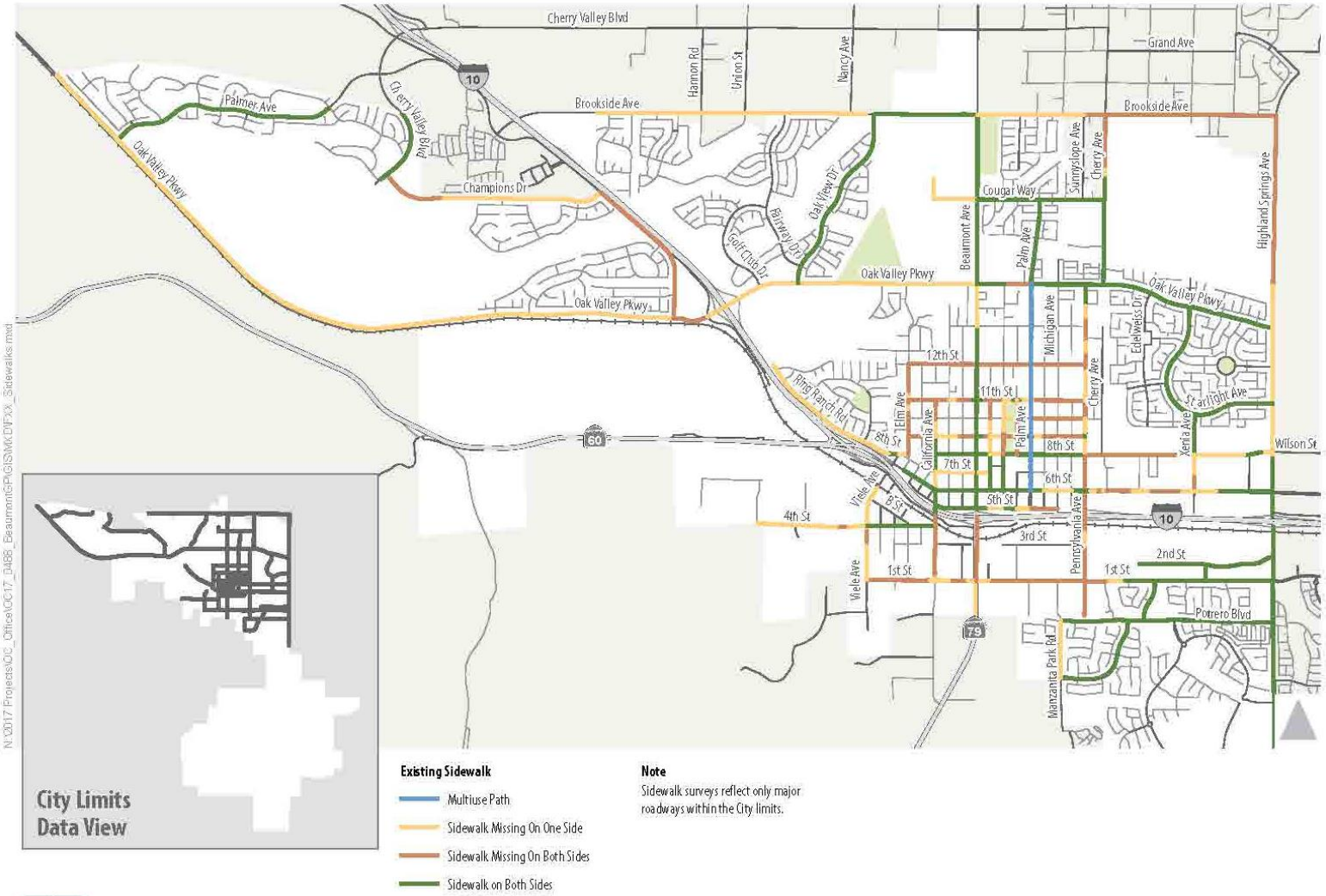


Figure 5-1

Existing Sidewalk Facility

GOLF CART NETWORK

In an effort promote the use of an alternative form of non-polluting transportation, the City of Beaumont has developed a *Golf Cart Transportation Plan (GCTP) (2010, Community & Economic Development Department)*. This plan introduces golf cart facilities, such as golf cart routes, to link neighborhoods with various attractions, such as retail, medical, and recreational facilities. Designated routes would be developed along collector streets. The GCTP defines golf cart facilities as all publicly owned facilities that provide for golf cart travel, including golf cart lanes, routes, and crossings designated by signs or permanent markings and are shared with pedestrians, bicyclist, and other motorists in the Planning Area. Golf cart facilities are separated into three categories: golf cart lanes, golf cart route area, and golf course cart crossing zones.

GOLF CART LANES

Golf cart lanes are outlined as public roadways that are designated by signs and pavement markings for golf cart travel. The plan states that theses lanes are will allow golf carts to travel adjacent to automobile traffic but within a separated striped space. Golf cart lanes are allowed to share lanes with bicyclists - 2nd street has golf cart lanes along its roadway. The proposed GCTP is shown on Figure 5.11.

GOLF CART ROUTE AREA

Golf cart route areas are travel lanes on residential streets that are shared with pedestrians, bicyclists, and other motorists.

GOLF COURSE CART CROSSING ZONES

Golf course cart crossing zones are classified as locations on public streets that allow golf carts to cross at any time, other than in darkness, on any streets, with the exception of highways.

GOLF CART USE

Currently, golf cart use is predicated on two key motivations: (1) it is an environmentally superior travel mode compared to the automobile; and (2) it is useful for residents in golf course communities who already have a golf cart. Although the second motivation will continue for those who own a golf cart in a golf course community, the first motivation will become less influential moving into the future as the vehicle fleet becomes more electrified and automobiles become as environmentally friendly as a golf cart.

FIGURE 5.11 EXISTING AND PROPOSED GOLF CART FACILITIES

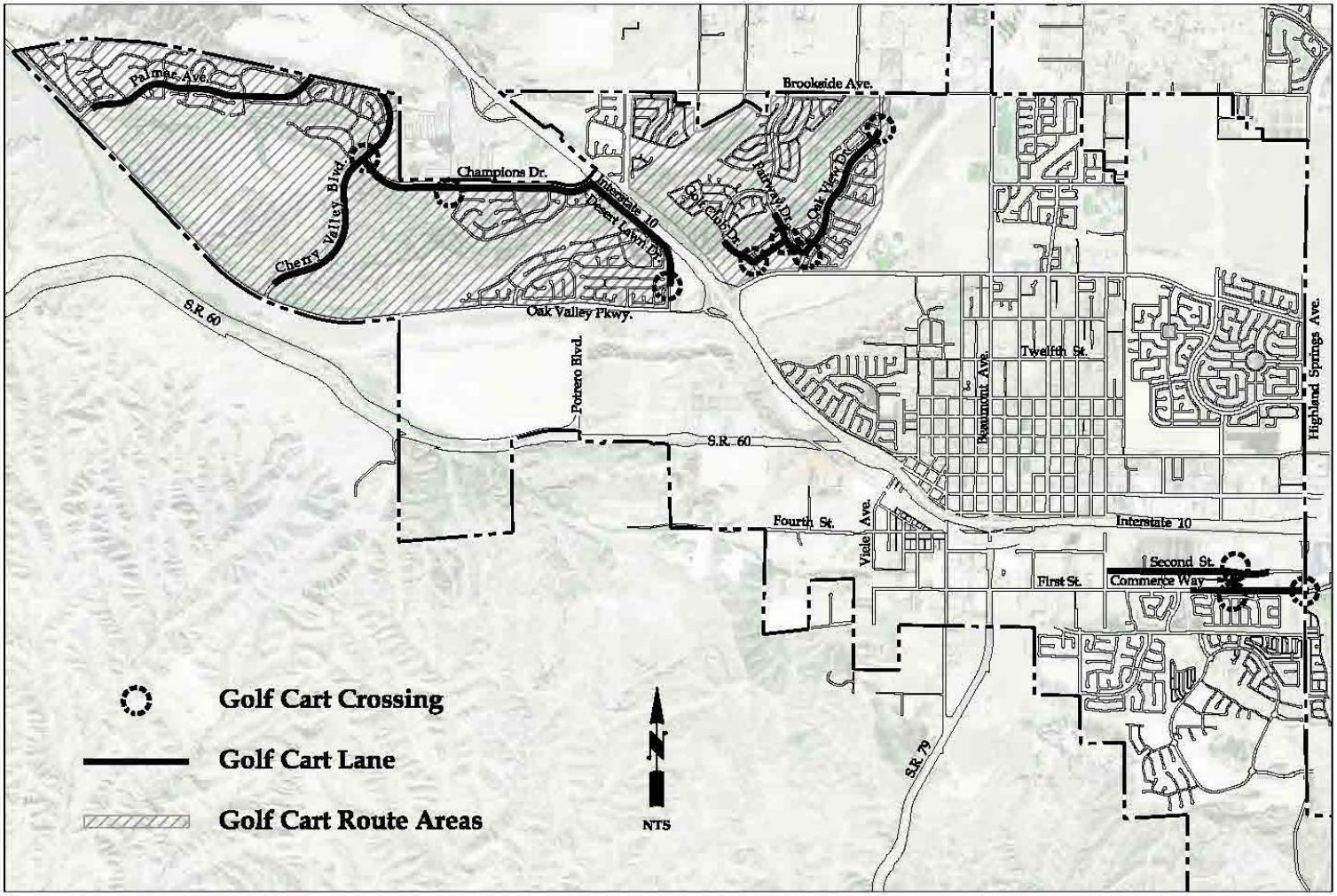


Figure 6-1

Golf Cart Transportation Plan

TRANSIT FACILITIES

Transit service in Beaumont is provided by the Beaumont Pass Transit System. It provides bus service to the City, local schools, and surrounding destinations. Many of the users of the City's system are students traveling to/from school.

BUS SERVICE

Beaumont Pass Transit System provides services to the City of Beaumont, Banning, Cherry Valley, Calimesa and Cabazon. Riverside Transit Agency and SunLine Transit Agency also provides service to the City of Beaumont. Routes that provide connectivity to the City of Beaumont include:

- **Route 2** – provides service from Beaumont to Cabazon. This route runs service to the Walmart transfer station, Banning, San Gorgonio Hospital transfer station, Casino Morongo and Outlet Malls. It operates from 6:30 AM to 7:50 PM at varying headways at least one hour apart on weekdays. It operates from 8:00 AM to 6:00 PM at approximately two-hour headways during the weekends.
- **Route 3** - provides service to the Walmart transfer station, Sundance, Beaumont High School, and Cherry Valley during the weekdays. It operates from 6:24 AM to 6:02 PM at varying headways at least one hour apart on weekdays. On Saturdays, this route operates in conjunction with Route 4.
- **Route 4** – provides service throughout midtown Beaumont to the Walmart transfer station, San Gorgonio Hospital transfer station, Orchard Park, and Chatigny Recreational Center. It operates from 7:35 AM to 7:35 PM at varying headways, at least one-hour apart on weekdays.
- **Route 7** – Route 7 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to Fairway Canyon and Beaumont High School. Route 9 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:30 PM.
- **Route 9** – Route 9 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to the Beaumont Walmart, Mountain View Middle School, San Gorgonio Middle School, and Beaumont High School. Route 9 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:18 PM.
- **Route 136** –Route 136 provides service in the city of Calimesa. This transit route is operated through Beaumont Pass Transit with connections to Commuter Link 120. Connection to this route provides transfer service to Yucaipa OmniTrans routes 308 and 309. Route 136 operates from 7:20 AM to 5:25 PM at varying 30-minute headways.
- **Commuter Link 120** – Commuter Link 120 is an express route that provides service from Beaumont to Calimesa, San Bernardino Metrolink Station and Loma Linda Veteran's Hospital. The San Bernardino Metrolink Stations provides transfer connections to Amtrak train services, as well as RTA, OmniTrans, Victor Valley Transit Authority, and Mountain Area Regional Transit Authority bus service. The route operates from 5:36 AM to 7:58 PM at varying headway at least two-hour headway on weekdays. It operates from 8:00 AM to 6:05 PM on Saturdays at varying two hour headways.
- **Commuter Link 220** – Commuter Link 220 is an express route that provides service between Riverside and Cabazon to Palm Desert. This service is operated by SunLine Transit Agency. Commuter Link 220 provides access to the Riverside Metrolink station as well as RTA bus routes. Beaumont Walmart serves as the bus stop for this route. Service is generally provided at three-hour headways operates from 5:15 AM to 9:49 PM.

FIGURE 5.12 TRANSIT FACILITIES

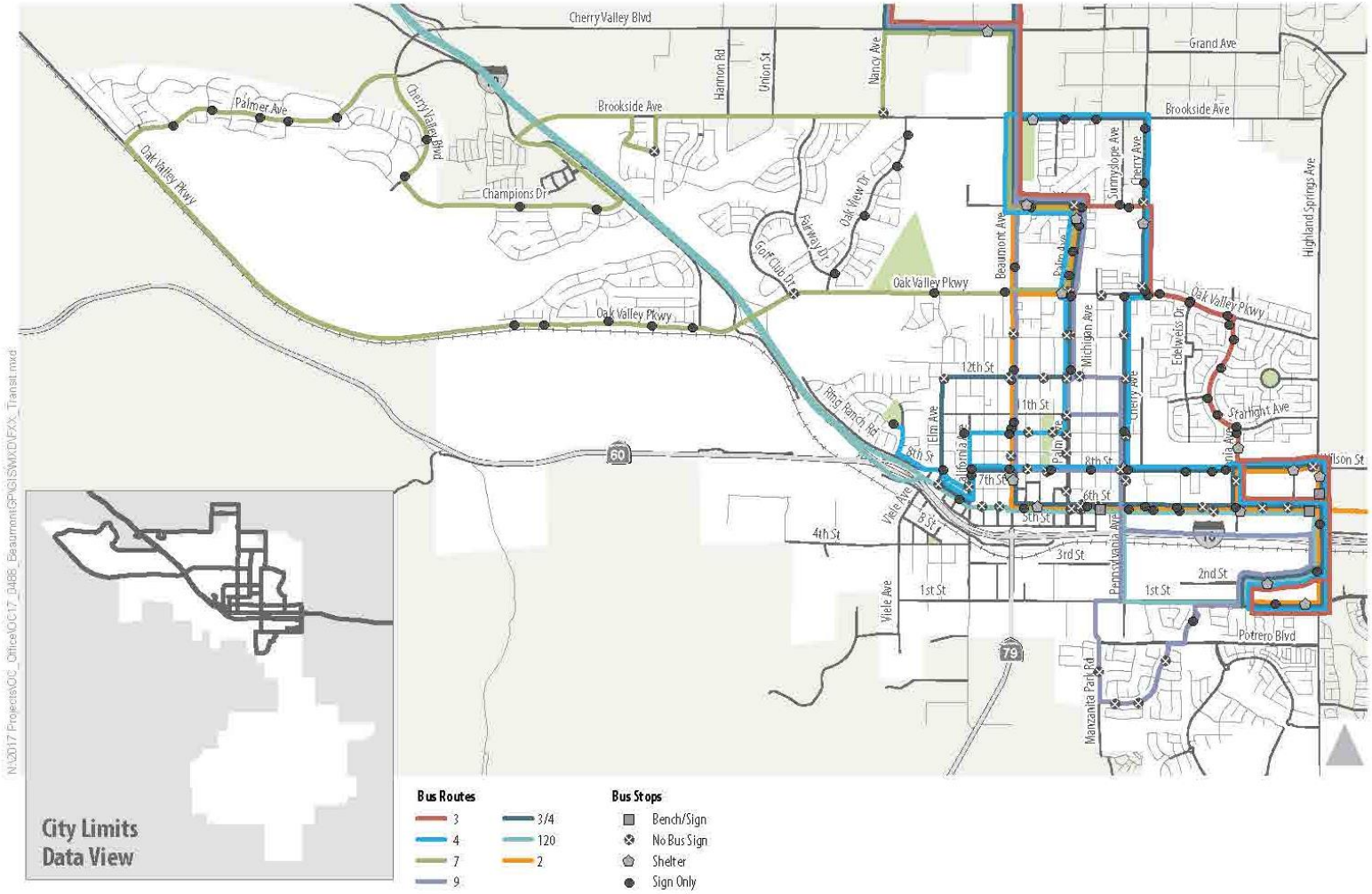


Figure 7-1

Existing Transit Facility

Most cities the size of Beaumont do not have a city-run transit system. Across the nation, bus transit systems have seen declining ridership, partially as a result of increased access to vehicles associated with TNCs. Some transit agencies, such as OCTA and transit in the City of Centennial, Colorado, are replacing low-ridership routes with subsidized TNC use. Given these factors, the general plan could provide guidance to the City related to continued monitoring of the transit system and continual evaluation to ensure that the system is operating efficiently.

The review of the transit routes indicates that they are generally connected throughout the City and do link key destinations within the City. Many stops are identified, which does reduce system performance, but many of those stops are likely related to school travel for children.

Our review of the system also indicates a wide discrepancy with bus stop treatments. Some stops are not marked, some have only a sign, and others have a bench or a shelter.

MOVEMENT OF GOODS

This chapter describes the systems that contribute to the movement of goods within and across the City of Beaumont.

RAILROAD NETWORKS

There is no direct access to passenger rail networks within the City of Beaumont. The nearest passenger rail lines are located at the San Bernardino Transit Station where Metrolink and Amtrak provide services. Union Pacific operates the mainline railroad network in the city. RCTC is also completing a study evaluating the potential expansion of passenger rail service to the Coachella Valley and San Gorgonio Pass to improve regional mobility.

FREIGHT SYSTEM

The goods or freight movement system in Beaumont is crucial to the well-being of the residents of the City. Identifying and prioritizing facilities for goods movement is vital to effective planning. Industrial and commercial facilities are located along 4th Street, south of Veile Road, and 6th Street, between Pennsylvania and Xenia Avenue. Both the I-10 and SR-60 operate as major roadway networks providing access to trucks. Since the City of Beaumont does not have a network of designated truck routes, trucks are allowed to utilize locate roadways to reach destinations in the City.

LOGISTICS LAND USE

Although land use will be covered in the land use element, the Inland Empire generally has a high level of pressure to provide increased logistics space. The development of most logistics-based land use will increase the presence of heavy vehicles.

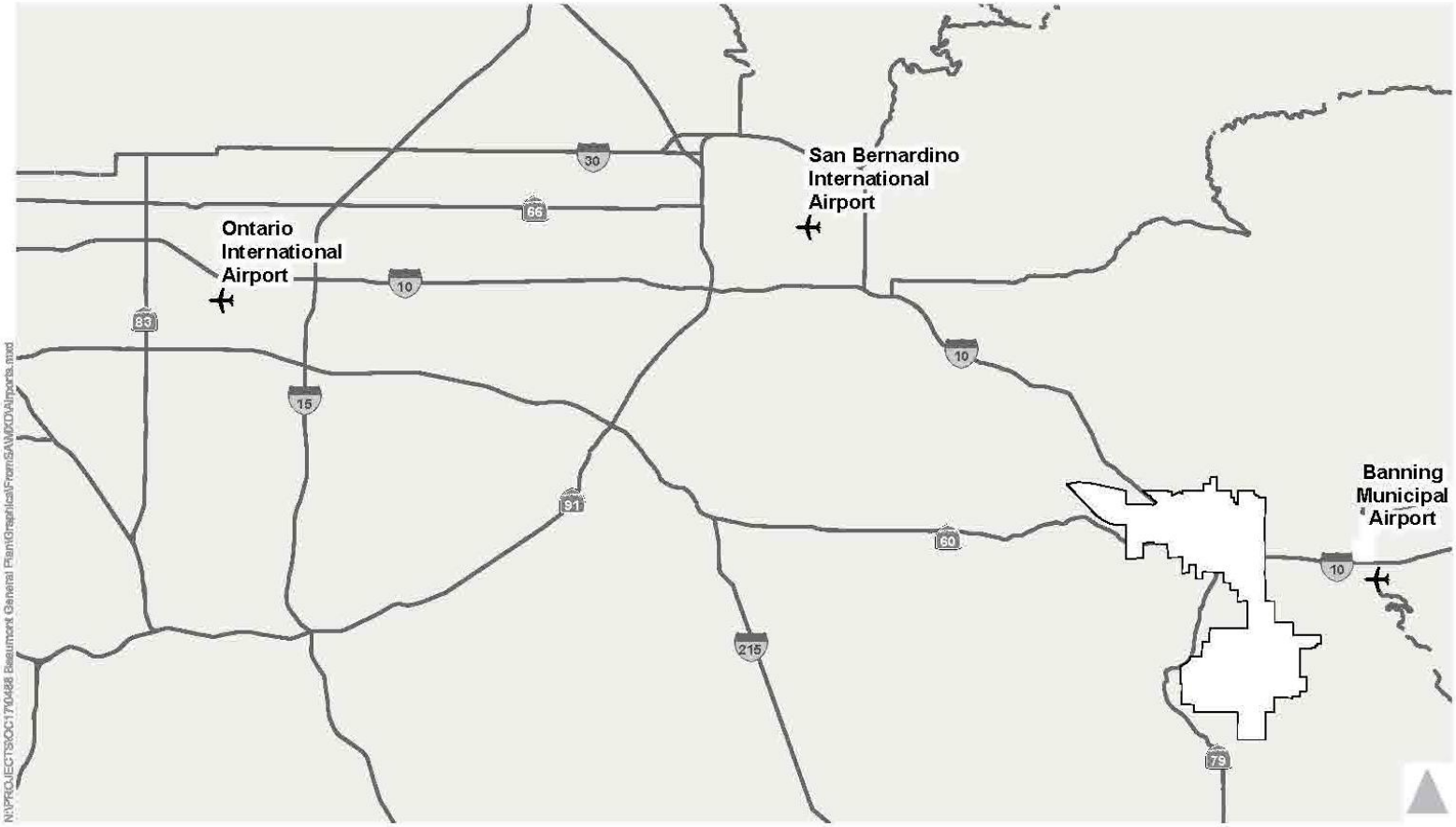
MAINTENANCE

Heavy vehicles also increase the wear and tear on the transportation system. Specifically, the weight of the vehicle will require increased roadway structural section and will increase the frequency of maintenance of the facility.

AIRPORT FACILITIES

Thera are no airport facilities in the City of Beaumont. The closest municipal airport is in Banning. Primary regional service is provided by San Bernardino International Airport, located approximately 25 miles west of Beaumont, and Ontario Airport, located approximately 40 miles west of Beaumont. Figure 5.13 shows the City's location relative to these key airports. Banning Airport is also under consideration for closure and re-use as a logistics center or e-commerce hub.

FIGURE 5.13 AIRPORT FACILITIES



City of Beaumont
Airports

Figure 9-1
Airport Facilities

AUTONOMOUS VEHICLES

There are several levels of vehicle autonomy. They range from cruise control (low level of autonomy) to fully autonomous vehicles (AVs) that require no interaction with the driver. Manufacturers are developing this technology, and the Federal and State governments will likely determine regulations for a fully autonomous fleet.

It is unknown how long the vehicle fleet will take to turn over to a fully autonomous fleet. However, it is coming and is something that the City should recognize in the General Plan from a policy perspective.

This expansion will likely change future travel behaviors in the city. AVs are expected to make car travel less stressful, increase travel safety, and reduce operational inefficiencies on freeways. The transition period, when streets carry large numbers of both conventional and autonomous vehicles, will involve complex interactions and require new informed analysis methods and professional judgment to address conflicts and benefits. AV interactions with pedestrians and cyclists will also require careful planning and design. The City's General Plan should guide the City through policy directives to embrace a future AV fleet and provide infrastructure to support this fleet.

One infrastructure component that will be affected by an AV fleet is parking and parking utilization. Currently, in the United States, approximately five parking spaces are provided per vehicle on the network. In a shared AV fleet, the need for that many parking spaces will not be required and the General Plan should direct the City to adjust parking requirements accordingly.

Other factors that should be considered as part of a fully AV fleet are noted below:

- Increased VMT
- Increased safety
- Decreased need for parking
- Improved freight and logistics handling and deliveries

TRANSPORTATION NETWORK COMPANIES

Transportation network companies (TNCs), such as Uber and Lyft, are increasing in popularity and usage. TNCs combine web based applications, such as mobile applications, and ridesharing vehicles. While TNCs could reduce the number of vehicles on the roadway network, it is also likely to increase vehicle miles traveled. Studies suggest that the limited amount of space dedicated to transportation networks requires public agencies to make clear choices and tradeoffs about the priority of lanes and curb space if they desire efficient operations.

There is a growing trend linking TNCs and transit. TNCs often provide transportation to and from key destinations, such as transit stations. The growth in use of TNCs will be dependent on the ability to expand coverage, reach new passengers while retaining existing passengers, attract drivers, work with cities and regulators, show that TNCs can have a profitable business model, and to develop autonomous technology that will fold into a shared AV fleet network. The City's general plan should guide the City through policy directives to embrace TNCs and provide infrastructure to support their increase in usage. Policies should also be identified in the general plan that would address curbside management, such as areas that either prioritize or restrict passenger loading and unloading.

STATE REGULATIONS

The regulatory framework is used to inform decision makers about the regulatory agencies and policies that affect transportation in the City. This enables them to make informed decision about planning improvements to transportation systems in the City.

CALIFORNIA COMPLETE STREETS ACT

The California Complete Streets Act (Assembly Bill [AB] 1358) was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation element updates to address the transportation system from a multi-modal perspective. The act states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." The act requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. AB 1358 tasks the Governor's Office of Planning and Research to release guidelines for compliance which are so far undeveloped.

The City of Beaumont should strive to comply with AB 1358 by addressing the transportation system from a multi-modal and multiple user perspective in the General Plan. Beaumont should plan for alternative travel modes to the automobiles such as walking, bicycling, and transit, and provide better service to users of these prioritized modes. The General Plan should adopt a Complete Streets approach, providing accessibility for all users of all ages and abilities.

GLOBAL WARMING SOLUTIONS ACT

The Global Warming Solutions Act (AB 32) was signed into law on September 27, 2006. AB 32 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. This bill requires the California Air Resources Board (CARB) to develop regulations to reduce greenhouse gas emissions to 1990 levels by 2020. On January 1, 2012, the greenhouse gas rules and market mechanisms, adopted by CARB, took effect and became legally enforceable.

The reduction goal for 2020 is to reduce greenhouse gas emissions by 25% of the current rate in order to meet 1990's level, and a reduction of 80% of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases. The scoping plan has a range of greenhouse gas reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

CARB recognizes cities as "essential partners" in reducing greenhouse gas emissions. The Air Resources Board has developed a Local Government Toolkit with guidance for GHG reduction strategies such as improving transit, developing bicycle/pedestrian infrastructure, increasing city fleet vehicle efficiency, and other strategies.

The City of Beaumont should follow the example of other cities that voluntarily strive to comply with AB 32 and implement greenhouse gas reduction strategies into the city's General Plan.

SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

The Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, helping to meet the statewide targets for reducing greenhouse gas emissions set by AB 32.

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achievement of the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2012.

The City of Beaumont should strive to comply with SB375 by incorporating components into the General Plan. Applicable components of the SCS include:

- Support transit-oriented development
- Support infill housing development and redevelopment
- Support mixed-use development that improves community walkability
- Improve jobs-to-housing ratio
- Promote land use patterns that encourage the use of alternatives to single-occupant automobile use
- Apply Transportation System Management (TSM) and Complete Streets practices to arterials to maximize efficiency
- Improve modes through enhanced service, frequency, convenience, and choices
- Expand and enhance Transportation Demand Management (TDM) practices to reduce barriers to alternative travel modes and attract commuters away from single occupant vehicle travel

CALIFORNIA SENATE BILL 743

SB743 was signed into law on September 27, 2013, and has the potential to fundamentally change the traditional transportation impacts analyses conducted as part of the CEQA process. According to this bill, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area will not be considered significant impacts. Also, residential, mixed-use, and employment center projects meeting specific criteria would be exempt from CEQA.

Furthermore, this bill eliminates measures such as auto delay, level of service (LOS) and other vehicle-based measures of capacity in many parts of California. Instead, other measurements such as vehicle miles traveled (VMT) are to be utilized to measure impacts.

The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research is currently in the process of releasing guidelines for determining which impacts and projects are exempt from CEQA consideration.

(THIS PAGE IS INTENTIONALLY LEFT BLANK)

6. OUR COMMUNITY SERVICES

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to community services. This includes an overview of parks and recreational facilities, library, education, utilities, and infrastructure.

KEY FINDINGS

The following key findings summarize important takeaways for this chapter:

- **Sports Facilities:** There is a demand for multi-use recreational fields to accommodate the soccer, football, and baseball leagues throughout the City. These are managed by Beaumont Cherry Valley Recreation and Park District.
- **Library Services:** There is only one library to serve the community. There may be a need to expand upon the quality and quantity of public library services. These are managed by the Beaumont Library District.
- **School Facilities:** Additional schools may be needed at all levels to accommodate future development. These are managed by the Beaumont Unified School District.
- **Water Supply**: Current storage supplies may be exhausted in less than a decade. Opportunities for groundwater recharge will be an important consideration during development of the General Plan Update. These are managed by the Beaumont-Cherry Valley Water District.
- **Sewage Treatment:** Upgrades to the Wastewater Treatment Plant are imperative to the buildout of the General Plan.
- **Recycled Water**: Use of recycled water for potable uses will be on the horizon as water shortages increase from drought and population demands.

ANALYSIS

PARKS AND RECREATION

Park and recreation services for the City of Beaumont are provided by the City of Beaumont and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). Thirteen parks are provided for and maintained by Home Owners Association (HOA) as reflected in Table 6.1, Park and Recreational Facility Inventory and Table 6.1 below. HOA parks may be dedicated to the City or maintained by the HOA.

The BCVRPD is a Special District within the City of Beaumont. BCVRPD operates facilities estimated at 60.5 acres within City boundaries. Noble Creek Park, a 20-acre sports park maintained by BCVRPD, is highly utilized by all sports leagues within the City and includes a dog park and a one mile walking trail. BCVRPD also operates the Beaumont Women's Club facility which is used to support community activities.

All park and recreation facilities within the Planning Area are provided in Table 6.1 below. The distribution of parks throughout the Planning Area is shown in Figure 6.1.

TABLE 6.1 PARK AND RECREATIONAL FACILITY INVENTORY

No.	FACILITY	LOCATION	Acres	Ownership
1	Three Rings Ranch Park*	Claiborne Avenue & Brookside	7	City
2	Albert A Chatigny Sr. Community Recreation Center (CRC)	1310 Oak Valley Parkway	2.6	City
3	Beaumont Civic Center	550 E 6th Street	5.78	City
4	De Forge Park*	Seneca Springs Parkway	12	City
5	Fallen Heroes Park	Oak View Drive & Iris Street	15	City
6	Mountain View Park	Sundance Circle	5	City
7	Nicklaus Park	11270 Palmer Avenue	22	City
8	Palmer Park*	Palmer Avenue & Trevino Trail	5	City
9	Rangal Park*	4th & B Street	5	City
10	Seneca Springs Park	Malaga Avenue	5	City
11	Shadow Hills Park	Park Way Drive	3.9	City
12	Beaumont Sports Park**	39200 Brookside Avenue	20	City
13	Stetson Park	Monte Verde Drive	7	City
14	Stewart Park*	985 Maple Avenue	15	City
15	Sunny Hills Park	Cougar Way	0.32	City
16	Trevino Park*	Cherry Valley Blvd &Trevino Trail	7	City
17	Veteran's Park	California & 7th Street	0.09	City
18	Wild Flower Park*	Tulip Circle	3	City
City Subtotal			**140.69**	
19	Noble Creek Community Park***	390 Oak Valley Parkway	60	BCVRPD
20	Beaumont Women's Club	306 E 6th Street	0.5	BCVRPD
BCVRPD Subtotal			**60.5**	
21	The Canyon Club (Fairway Canyon)	36189 Champions Drive	3.92	HOA
22	Tournament Hills 1 Park 1	Champions Drive	7.16	HOA
23	Tournament Hills 1 Park 2	Amateur Way	7.35	HOA
24	Tournament Hills 2 Park	Links man Dr.	3.12	HOA
25	The Lodge	1518 Four Seasons Circle	10.4	HOA
26	The Summit (Four Seasons Rec Center 2)	370 Four Seasons Circle	2.4	HOA
27	Four Seasons Trails/ Open Space Corridors	Four Seasons Community	81.1	HOA
28	Solera Club House	1615 Fairway Drive	4.32	HOA
29	Solera Park and Trails	1615 Fairway Drive	16.68	HOA
30	Sundance PA 45	1380 Mary Lane	3.72	HOA
31	Sundance PA 51	1650 Croton Street	1.4	HOA
32	Sundance PA 25	Sunset Place	0.557	HOA
33	Sunshine Park	Starlight and Sunburst	0.085	HOA
HOA Subtotal			**142.2**	
	TOTAL PARK ACREAGE		**343.4**	

* Contains baseball/softball field

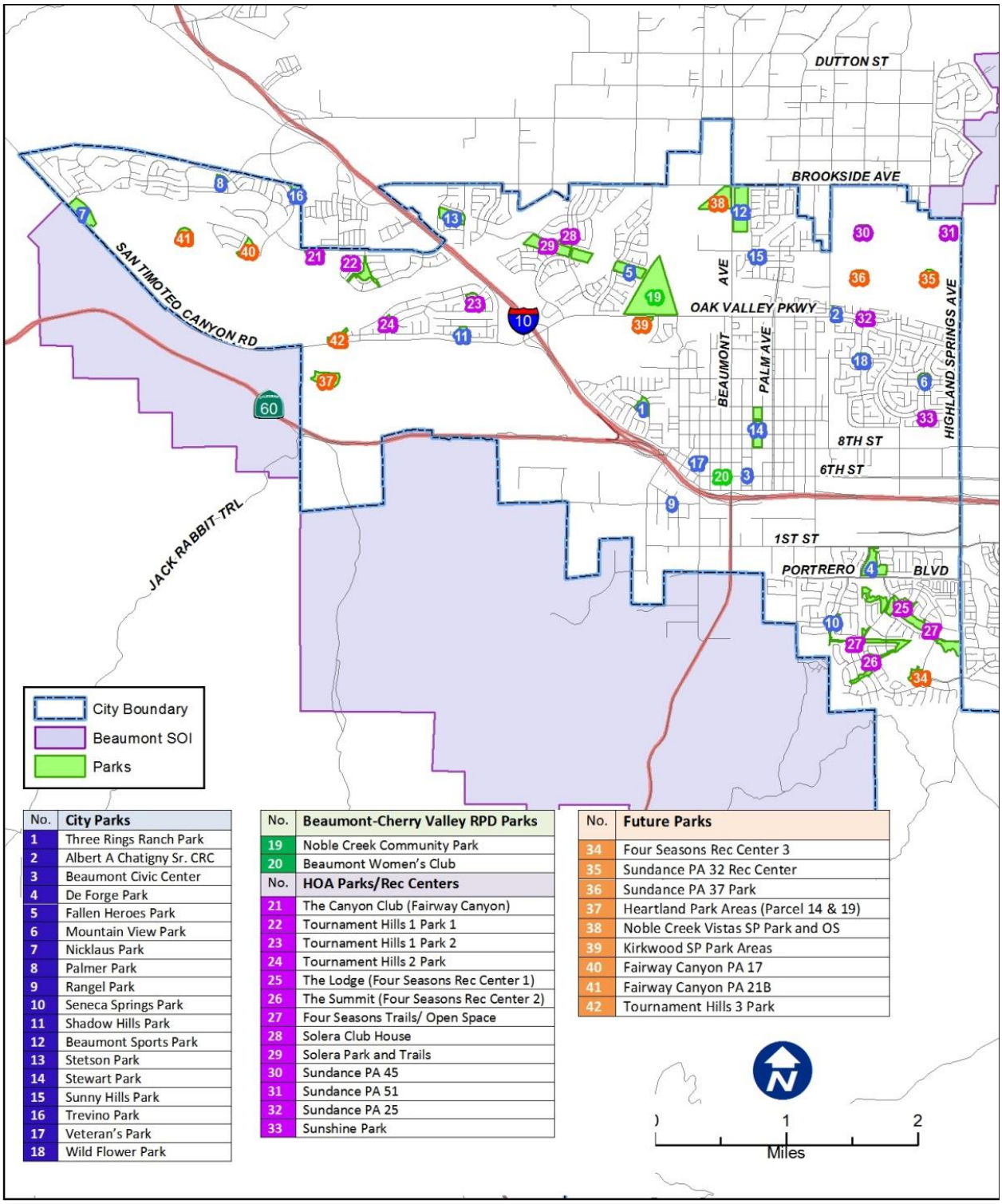
** Contains three baseball/softball field and five soccer fields

*** Contains seven baseball/softball fields and one soccer field

The City's current park ratio requirement is 5 acres of parkland (and full improvements) per 1,000 residents. Based on the City's current estimated population of 45,188 residents, the City requires 225.59 acres of parkland to meet park ratio requirements. Based on the total acres of all parks and facilities maintained by the City, HOA, and BCVRPD within the City limits, a total of 343.4 acres of parkland is being provided for a current park ratio of 7.61 acres of parkland per 1,000 residents. Therefore, the City is currently exceeding required park ratios.

According to City staff, the community takes great interest in community sports. Nine parks include baseball/softball fields and two parks include soccer fields. With a growing population, there may be desire to seek out opportunities for multi-use recreational fields to accommodate the soccer, football, and baseball leagues within the community.

FIGURE 6.1 PARK AND RECREATIONAL FACILITY MAP



No.	City Parks
1	Three Rings Ranch Park
2	Albert A Chatigny Sr. CRC
3	Beaumont Civic Center
4	De Forge Park
5	Fallen Heroes Park
6	Mountain View Park
7	Nicklaus Park
8	Palmer Park
9	Rangel Park
10	Seneca Springs Park
11	Shadow Hills Park
12	Beaumont Sports Park
13	Stetson Park
14	Stewart Park
15	Sunny Hills Park
16	Trevino Park
17	Veteran's Park
18	Wild Flower Park

No.	Beaumont-Cherry Valley RPD Parks
19	Noble Creek Community Park
20	Beaumont Women's Club
No.	**HOA Parks/Rec Centers**
21	The Canyon Club (Fairway Canyon)
22	Tournament Hills 1 Park 1
23	Tournament Hills 1 Park 2
24	Tournament Hills 2 Park
25	The Lodge (Four Seasons Rec Center 1)
26	The Summit (Four Seasons Rec Center 2)
27	Four Seasons Trails/ Open Space
28	Solera Club House
29	Solera Park and Trails
30	Sundance PA 45
31	Sundance PA 51
32	Sundance PA 25
33	Sunshine Park

No.	Future Parks
34	Four Seasons Rec Center 3
35	Sundance PA 32 Rec Center
36	Sundance PA 37 Park
37	Heartland Park Areas (Parcel 14 & 19)
38	Noble Creek Vistas SP Park and OS
39	Kirkwood SP Park Areas
40	Fairway Canyon PA 17
41	Fairway Canyon PA 21B
42	Tournament Hills 3 Park

EDUCATION

The residents within the Planning Area are served by Beaumont Unified School District (BUSD) educational facilities and services. BUSD also serves residents of Cherry Valley and portions of Banning. Currently, BUSD operates five elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. BUSD's existing school facilities are listed in Table 6.2, BUSD Existing Schools.

TABLE 6.2 BUSD EXISTING SCHOOLS

School	Grades	Location
Anna M. Hause	Transition K-5	1015 Carnation Lane
Brookside Elementary	K-5	38755 Brookside Avenue
Chavez Elementary	K-5	1730 Cherry Avenue
Palm Elementary	K-5	751 Palm Avenue
Sundance Elementary	K-5	1520 East 8th Street
Three Rings Ranch Elementary	K-5	1040 Claiborne
Tournament Hills Elementary	K-5	36611 Champions Drive
Mountain View Middle School	6-8	200 Cougar Way
San Gorgonio Middle School	6-8	650 Magnolia Avenue
Beaumont High School	9-12	39139 Cherry Valley Blvd

Source: Beaumont Unified School District. Available at http://www.beaumont-ca.schoolloop.com/schools, accessed February 22, 2017.

In addition to traditional educational facilities, BUSD provides continuing education facilities for Grades 9 through 12 at Glenview Continuation High School located at 939 East 10th Street. For the 2015/2016 school year, there was adequate capacity at the elementary and high school levels, as shown in Table 6.3, Existing School Capacity and Enrollment. However, the middle schools currently show a shortage in capacity.

TABLE 6.3 EXISTING SCHOOL CAPACITY AND ENROLLMENT

School Level	2015/2016 Facility Capacity	2015/2016 Student Enrollment	Capacity Excess Or (Shortage)
Elementary (Grades K-6)	5,657	5,272	385
Middle School (Grades 7-8)	1,190	1,329	(139)
High School (Grades 9-12)	4,108	2,767	1,341
Total	**10,955**	**9,368**	**1,587**

Source: Beaumont Unified School District. School Facility Needs Analysis, March 11, 2016, Table 6.

BUSD will experience growth that will continue to press school capacities. The BUSD's 2016 School Facility Needs Analysis[1] identifies that BUSD can expect an additional 25,728 residential units through build-out (i.e. when all possible development that can occur within the service boundary of BUSD has occurred). Future projections indicate there will be a shortage in future school capacity and the BUSD will need to construct at least two elementary schools, one middle school and one high school to accommodate anticipated development over the next 20 years.[11]

[11] Beaumont Unified School District. *School Facility Needs Analysis*, March 11, 2016, pp. 11, 17-18

LIBRARY

Beaumont Library

The Beaumont Library District (BLD) was established in August 1911, founded a year earlier than the City, and is one of only a dozen special district libraries in the State of California. Special District Public Libraries are governed by a Board of Trustees. The BLD is independent of both City and County governments and receives support from the Laura May Stewart Foundation and the Friends of the Library non-profit organizations. Beaumont's "Carnegie Library" was funded by Andrew Carnegie and opened in 1914. An addition was built onto the 1914 building in 1966 and a community room was built in 1981. The Beaumont Library, located at 125 E. Eight Street, currently serves over 80,000 residents of the City of Beaumont, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County, all of which lie within the District boundaries. The Library serves to provide services for adults as well as children and teens, with a total of 56,745 volumes, and 14,490 registered borrowers utilizing the collections.

The general rule of thumb for public libraries is to provide 0.5 to 1.0 square feet of space per capita, although better libraries across the country tend to have even more space. There are various other ratios, such as volumes per capita, seating per capita, etc., and the ratios vary depending upon the size of the service population.[12] Currently, the Library building is about 12,000 square feet or 0.17 square feet per capita. Over the last several years, architectural plans and drawings for a building of slightly more than 40,000 square feet have been developed that would place the Library within the suggested range.[13]

Beaumont Library Today

The current collection is about 75,000 items. The proposed facility would easily hold 150,000. Despite changing trends, books are not going away. The latest Gallup poll shows that nearly 75% polled prefer printed books, about 19% utilize e-books regularly, with the remaining, listening to audiobooks.[3]

During the past 15 years, rapid housing growth has added to property tax revenues, but the lack of impact fees has meant that the BLD has had to increase the scope of its service from a facility that is now much too small. To meet the demand, advanced technologies were implemented in 2010 before many larger libraries. The library added a radio frequency identification (RFID) self-checkout and self-return system that included mechanized sorting equipment and new personalized "out-from-behind-the-desk" and "Information Concierge" services using wireless radios and headsets. The library's new one gigabyte connection

---

[12] American Planning Association, *Planning the Public Library*. (Available at https://www.planning.org/pas/reports/report241.htm (Accessed April 6, 2017)

[13] Beaumont Library District Principal Librarian, Luren E. Dickinson, April 6, 2017. (email communication).

provides high speed Internet access to those using library computers or their own devices. The library Web site allows for remote access to e-books, e-audio, digital magazines, and more 24 hours a day, 7 days a week.

The BLD has recognized the need for building expansion but issuance of a bond will be necessary. A library foundation is being formed for this purpose. As the population of the City of Beaumont continues to grow, the BLD services will continue to be impacted until adequate facilities are provided.

According to the Public Library Association, new technology will likely affect how and what services libraries offer, including each library's ability to adapt and implement new technologies, such as tablet loaner programs, virtual reality spaces, 3-D printing stations, robotics, and drones utilized for book drop-offs and pickups.[14] Additional trends include utilizing libraries as community builders to help revitalize neighborhoods and downtown areas.[15] Libraries may also serve as community centers for diverse populations, such as non-English speakers, immigrants, lesbian-gay-bisexual-transgender-intersex-and questioning (LGBTIQ) patrons, and disabled patrons seeking information, resources, and support. While technological advancement often implies brick and mortar places and real books will become obsolete, libraries will likely continue to server very important functions for our communities into the future.

PUBLIC UTILITIES AND INFRASTRUCTURE

WATER

The Beaumont-Cherry Valley Water District (BCVWD) provides potable water service to the City of Beaumont and currently serves over 50,000 residents, providing approximately 16,577 service connections, with estimated water demand of 11,000 acre-feet per year (AFY). At present, water supplies available to support development within the City consist primarily of groundwater extracted from the Beaumont Basin (also referred to as the Beaumont Storage Unit (BSU) or Beaumont Management Zone (BMZ)) and Edgar Canyon (aka, Little San Gorgonio Creek). BCVWD also has a non-potable water system designed to convey a blend of non-potable groundwater, recycled water, untreated imported water and potable water, to compensate for water losses. In addition, BCVWD currently owns and operates a groundwater recharge facility and imported water pipeline within the City limits. Additional sources of potable water through imported water are also available to the City through the San Gorgonio Pass Water Agency (SGPWA or "Pass Agency"), which is a State Water Contractor to import water from Northern California through the State Water Project (SWP).

Based on the 2015 BCVWD UWMP, the City has approximately 8,011 AFY of water for use.[16] However, non-potable water supplies are unavailable to the District to date, decreasing its water supply to an estimated 6,600 acre-feet

---

[14] Public Library Association, A Publication of the Public Library Association – Public Libraries Online, *Emerging Tech Trends Require Change Management*, July 1, 2016. Available at http://publiclibrariesonline.org/2016/07/emerging-tech-trends-require-change-management/ accessed March 28, 2017

[15] Public Library Association, A Publication of the Public Library Association – Public Libraries Online, *Community Centered: 23 Reasons Why Your Library is the Most Important Place in Town,* September/October 2011. (Available at http://publiclibrariesonline.org/2013/04/community-centered-23-reasons-why-your-library-is-the-most-important-place-in-town/, accessed April 25, 2017.)

[16] Total of 8,011 AFY includes: 1,500 AFY of groundwater from the Beaumont Basin Adjudication; approximately 451 AFY from unused allocated overlying water rights; approximately 2,260 AFY from the Edgar Canyon Basin; approximately 2,300 AFY of imported water purchased from San Gorgonio Water Agency (SGPWA); and 1,500 AFY of non-potable water supply.

in 2015. The total water demand for 2015 was estimated at 12,453 acre-feet, creating a water deficit of approximately 5,900 acre-feet. Since the UWMP includes a non-potable water supply of 1,500 AFY, the deficiency in water supply is estimated at 4,400 acre-feet, which would be offset by its Beaumont Basin storage account of 39,725 acre-feet. At an annual deficit of 4,400 acre-feet, the storage account would be exhausted in approximately nine years (BCVWD UWMP,[17] P. 4-37). Based on the UWMP estimated demand projections beyond 2020 and the unavailable non-potable water supply, the water deficit will continue to increase causing BCVWD to exhaust its storage account in sooner than nine years.

Additional purchases of imported water will be required to meet the projected water demand through 2035. BCVWD currently receives 3,040 AFY of the SGPWA allocation of SWP water. An additional 4,400 to 9,800 AFY would be required to meet water demands through 2035. To reduce dependency on imported water supplies BCVWD is exploring other alternatives such as conservation, a stormwater capture project, implementation of a groundwater extraction system in San Timoteo Creek, and implementation of a high nitrate groundwater extraction system at the mouth of Little San Gorgonio Creek in Edgar Canyon for non-potable purposes. BCVWD anticipates purchasing recycled water to offset the use of potable water for irrigation purposes and is therefore exploring opportunities with Yucaipa Valley Water District (YVWD) and the City of Beaumont as sources. Although the five-year drought has been declared over by Governor Brown, the future trend for potable water will build on expanding mandatory water conservation measures, reducing system losses, and developing efficiency standards for indoor and outdoor use.[18]

RECYCLED WATER AND GROUNDWATER RECHARGE

At present, recycled water is not being utilized to offset potable water demands within the City of Beaumont. However, the necessary infrastructure to allow for use of recycled water has been master planned, and components of the recycled water distribution system have been constructed by BCVWD. Additional recycled water infrastructure will be constructed as new development occurs within the General Planning Area. The City has an environmental obligation to discharge a minimum of 1.8 million gallons per day (mgd) to Cooper's Creek to sustain the habitat created therein. After that obligation is met, the remainder is available for distribution as recycled water for irrigation. (2006 GPEIR[19] p. 4.15-5).

The City's current NPDES permit (CA0105376) allows the City to discharge recycled water for irrigation purposes. The three approved recycled water discharge locations are: 1) R-001 Tukwet Canyon Golf Course; 2) R-002 Oak Valley Golf Course; and 3) R-003 BCVWD. The City has requested that the Regional Water Quality Control Board reopen their existing permit and include the requirement for a pretreatment program as well as the requirements for utilizing recycled water for groundwater recharge over the groundwater basins.

BCVWD has an active non-potable water conveyance and storage system used for irrigation purposes, part of which forms a loop around the City of Beaumont. The BCVWD is in the process of developing a facilities plan for a recycled water connection with neighboring Yucaipa Valley Water District, as well as discussions with the City for utilizing recycled water from the City's wastewater treatment plant. Any recycled water which is introduced into

---

[17] Beaumont-Cherry Valley Water District, *2015 Draft Urban Water Management Plan*, November 2016. (Available at http://www.bcvwd.org/pdf/BCVWD_UWMP2015.pdf, accessed April 5, 2017.)

[18] State of California, *Executive Order B-40-17*. April 7, 2017. (Available at https://www.gov.ca.gov/docs/4.7.17_Exec_Order_B-40-17.pdf, accessed April 26, 2017).

[19] City of Beaumont, *General Plan Final Environmental Impact Report SCH# 2004061001*, February 2007. Available at the City of Beaumont.

the BCVWD system will offset the existing potable water demand on a gallon for gallon basis. Currently, the District supplies 1,700 acre-feet per year of non-potable water to irrigate landscaping in its service area, with greater expansion expected by 2020. (BCVWD UWMP, p. 9-6).

On July 1, 2003, a five member Watermaster Committee (WC) consisting of representatives from the City of Banning, City of Beaumont, BCVWD, South Mesa Water Company (SMWC), and Yucaipa Valley Water District (YVWD) was appointed by the State of California Superior Court to manage the Beaumont Basin. The Watermaster is charged with developing and implementing a groundwater management plan for the Beaumont Basin, including water quality and quantity considerations. The Watermaster is responsible for providing the legal and practical means of ensuring that the waters of the Basin are put to maximum beneficial use (BBW,[20] pp. 1-1 to 1-3). Additionally, the Watermaster is responsible for maintaining an annual account of all water artificially recharged in the Beaumont Basin, as well as any losses of water supplies or changes to Safe Yield resulting from such recharge water. Sources of groundwater recharge include imported water from the SWP, recycled water, and new water sources developed in the basin since July 2003. The Watermaster has maintained the accounting of groundwater recharge. However, losses from the basin, if any, have not been estimated. (BBW, p. 3-5).

Groundwater recharge is the augmentation of groundwater, by natural or artificial means, with surface water or recycled water. The City of Beaumont is not permitted to use recycled water from its wastewater treatment plant for purposes of groundwater recharge, but is currently pursuing this with the regulatory agencies. Nearby BCVWD has recharge basins that may be a potential location for recycled water recharge. San Gorgonio Pass Water Agency has planned and designed groundwater recharge basins, but has yet to construct them. Recycled water may not be put to beneficial use all the time, but if recycled water can be utilized for groundwater recharge, there is a better likelihood that it will be utilized all of the time. Recycled water has been deemed a “drought-proof” source of water and according to the Governor’s 2016 Update to the California Water Action Plan, the use of recycled water will be encouraged for indirect and direct potable reuse for the foreseeable future.

SEWER

The City of Beaumont controls and manages its sewer collection, conveyance, and treatment system. All sewage generated within the City, as well as some unincorporated areas in Cherry Valley are treated at the Beaumont Wastewater Treatment Plant No. 1 (WWTP), which has a current capacity of 4 million gallons per day (mgd). Treated effluent from the WWTP is discharged to Cooper’s Creek, a tributary of San Timoteo Creek. The WWTP currently treats an estimated 3 mgd average daily flow and is currently designed to hit maximum capacity for the City in 2023. The City is currently in the process of upgrading and expanding the WWTP capacity in accordance with requirements from the Santa Ana Regional Water Quality Control Board. The City aims to increase permitted capacity to 6 mgd and upgrade various system components (e.g., add reverse osmosis and membrane bioreactor) so that the effluent is of such quality to be distributed as “recycled water,” and used for recharging the groundwater basins as well as for providing the necessary capacity to serve the City past the 2023 horizon. The WWTP expansion is anticipated to occur in 2020, prior to the plant reaching capacity.

[20] Beaumont Basin Watermaster, *2015 Annual Report Draft*, August 2016. (Available at http://documents.yvwd.dst.ca.us/ bbwm/documents/2015annualreport-draft160803.pdf, accessed April 5, 2017.)

(THIS PAGE IS INTENTIONALLY LEFT BLANK)

7. SAFETY

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to safety. This includes an overview of fire and police services, hazards, noise, and natural disaster prevention and preparedness.

KEY FINDINGS

- **Inadequate Fire and Police Stations.** There is a police substation in the Fairway Canyon development. However, the City currently lacks adequate police and fire facilities to serve the west end of the community.
- **Seismic Risk.** The City faces medium to high seismic risk from the fault systems that run through the City but low liquefaction potential in the case of an earthquake.
- **Fire Risk.** Moderate, high, and very high fire hazard severity zones are located in the City. A majority of the high and very high fire hazard severity zones are located in the areas of the City near open space in the northern and southern portions of the City.
- **Wind Hazard vs Opportunity.** High winds are common in the City and, while they are a hazard, might offer the City a source of locally generated renewable energy.
- **Climate Change Impacts.** While there is some uncertainty regarding how quickly climate change will occur, climate change will likely exacerbate many hazards and public health issues in Beaumont, including increased risk of extreme heat, increased fire risk, and decreased air quality.
- The predominant sources of noise in Beaumont are motor vehicles on roadways and trains on the Union Pacific railroad. Future development of noise-sensitive land uses such as homes, schools, hospitals, and recreational areas may be exposed to unacceptable noise levels if located near major noise generators.

ANALYSIS

FIRE SERVICES

The City of Beaumont contracts with the Riverside County Fire Department in conjunction with the California Department of Forestry and Fire Protection (Cal Fire) for City-wide fire protection, emergency medical services, and fire safety education. The County and Cal Fire staff serves not only the City of Beaumont, but also provides shared resources with Calimesa and Banning. The City, through its contract with the County and Cal Fire also has access to seven shared engines in San Jacinto, five shared engines in Desert Hot Springs and nine shared engines in Moreno Valley. Stations are required to have a staff of three plus one paramedic. All engine companies, including Beaumont, have a paramedic on staff. The locations of existing stations within the City of Beaumont are shown on Figure 7.1. Current response times in the City of Beaumont for fire services take approximately 8 to 12 minutes. A five-minute response time is the goal of the City. With the recent increase in residential communities on the west end of town, the City has experienced additional concerns regarding the Fire Department's ability to meet acceptable response times.

POLICE SERVICES

The City of Beaumont Police Department (BPD) is located at 660 Orange Street and is one of 11 cities within Riverside County that operates its own Police Department. The BPD utilizes community-oriented policing and problem solving (COPPS) that works with neighborhoods to emphasize crime prevention. The BPD currently operates with a total of 38 sworn staff members. Notably, this is a significant reduction from previous years. During the years 2010 to 2013, the BPD staffed between 56 and 59 sworn officers. Based on the current population of the City (45,118 as of January 2016 per the California Department of Finance), Beaumont has an officer-to-population ratio of 0.84 sworn officers per 1,000 residents. The target service ratio is 1.0 to 1.2 officers per 1,000 residents. The current ratio is down due to the elimination of multiple joint task forces and auxiliary positions. However, the number of officers assigned to patrol has remained constant.[21] Additionally, the BPD staffs a total of 18 non-sworn staff members.[22]

The City is divided into a five-beat patrol grid with each beat having an assigned officer to patrol the area, as reflected in Figure 7.2. The response times are averaging three minutes for in-progress calls, meeting the City's three-minute response time objective. Based on a City size of approximately 31 square miles, the average coverage per regular patrol is approximately 7.75 to 10.33 square miles. However, over 40% of the area of the City is vacant mountainous territory that does not require routine patrol. This substantially reduces the effective average size of patrol areas.[12, 23]

Traffic and homeless populations are the two main safety issues the BPD currently encounters. However, the City does not have a large homeless population. The City partners with local businesses to distribute educational posters for patrons regarding interactions with homeless populations in an effort keep the existing homeless population low. Traffic congestion and traffic related-incidents, especially around school zones create additional concerns for BPD. Like the Fire Department, the growth on the west end of town presents concerns for the BPD in continuing to meet community needs and response times. Violent crime is down in the City and there are no concentrated crime wave areas. However, the older City core sees the most crime, as it is difficult to build Neighborhood Watch programs into this older area because of the number of vacant businesses and structures. The City currently has some surveillance cameras, but has no plans to increase the number of cameras because there is not enough staff to monitor. The police department currently monitors the cameras from the communications center.[19]

---

[21] City of Beaumont Draft Municipal Service Review

[22] City of Beaumont Chief of Police, Sean Thuilliez, February 27, 2017 (email communication).

[23] City of Beaumont Chief of Police, Sean Thuilliez, April 26, 2017 (email communication).

FIGURE 7.1 EMERGENCY FACILITIES MAP

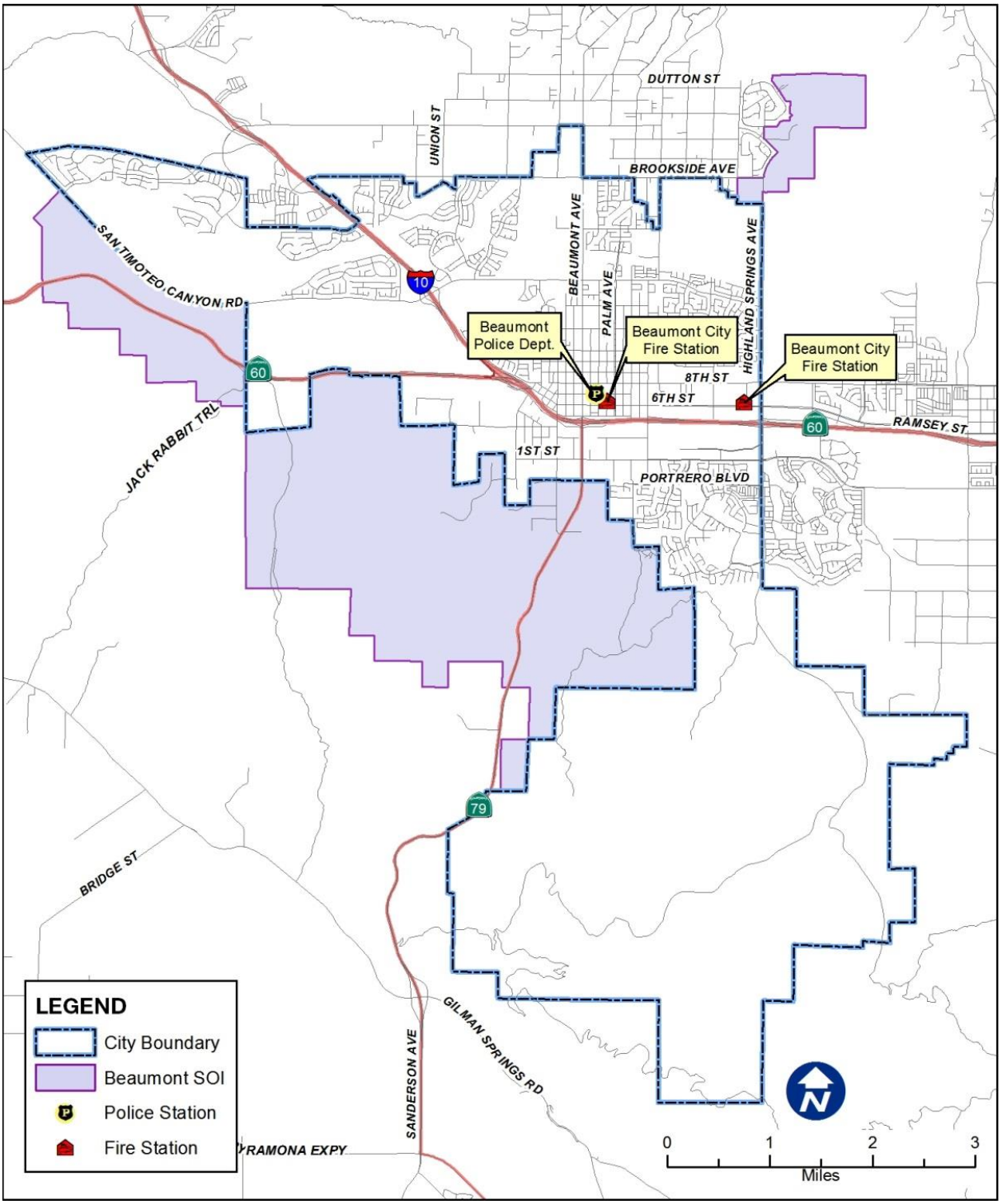


FIGURE 7.2 BEAUMONT POLICE PATROL BEAT MAP

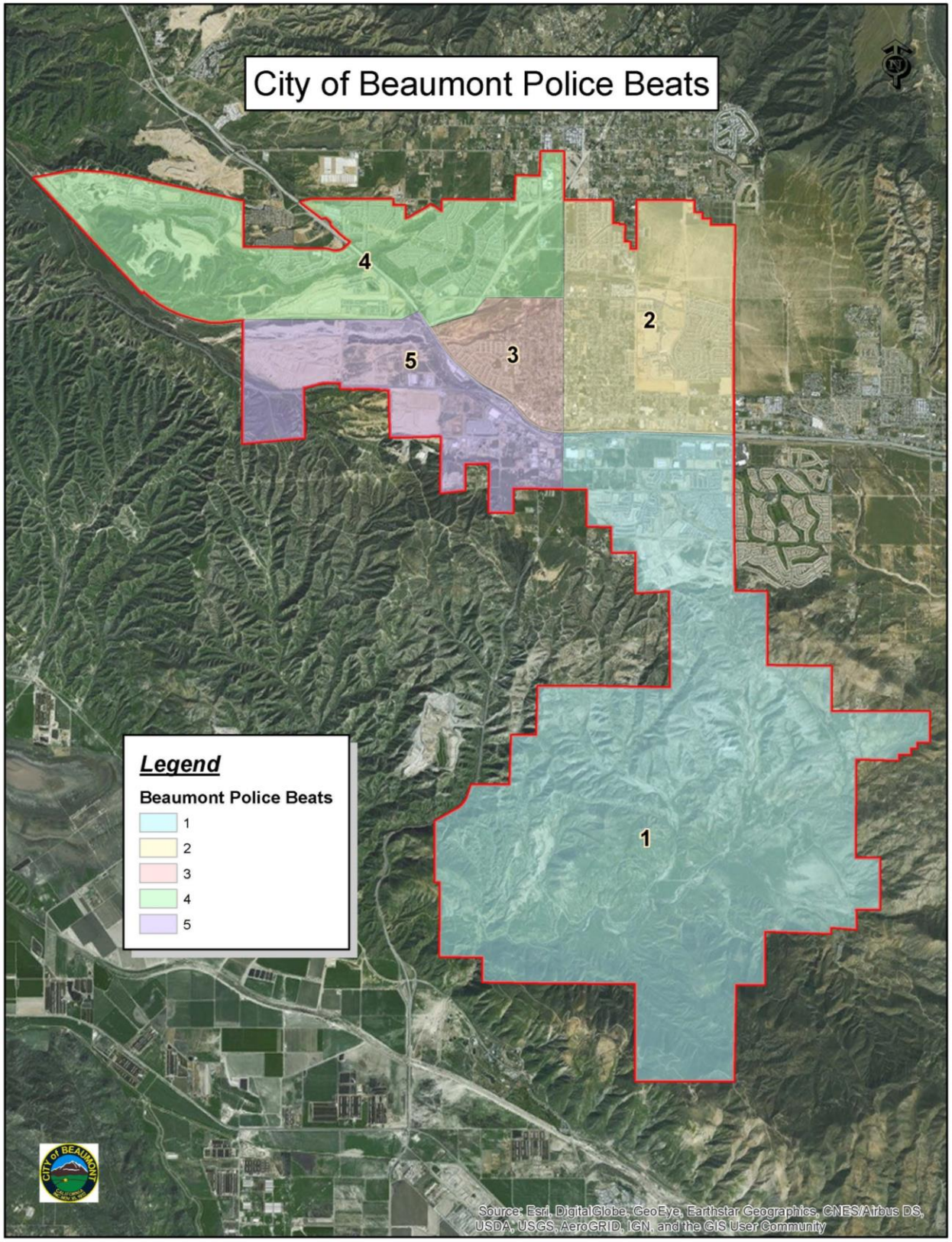


TABLE 7.1 VIOLENT CRIME STATISTICS

Violent Crime	2012	Percentage of Total Crimes
Murder	0	0
Rape	7	7
Robbery	16	16
Assaults (Aggravated)	80	78
Total Violent Crime	**103**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, Crime in the United States 2012. Available at https://ucr.fbi.gov/crime-in-the-u.s/2012/crime-in-the-u.s.-2012/tables/8tabledatadecpdf/table-8-state-cuts/table_8_offenses_known_to_law_enforcement_by_california_by_city_2012.xls, accessed February 27, 2017.

TABLE 7.2 PROPERTY CRIME STATISTICS

Property Crime	2012	Percentage of Total Crimes
Burglary	192	14
Auto Theft	89	6
Larceny-Theft	1,061	79
Arson	7	1
Total Property Crime	**1,342**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, Crime in the United States 2012. Available at https://ucr.fbi.gov/crime-in-the-u.s/2012/crime-in-the-u.s.-2012/tables/8tabledatadecpdf/table-8-state-cuts/table_8_offenses_known_to_law_enforcement_by_california_by_city_2012.xls, accessed February 27, 2017.

HAZARDS

The City of Beaumont is located along the northern boundary of the Peninsular Ranges geomorphic province of Southern California and is located in the San Gorgonio Pass that was created by faulting. The Peninsular Range province containing the San Jacinto Mountains is separated from the San Bernardino Mountains to the north, by a narrow, east-west trending valley known as the San Gorgonio Pass. An elevated alluvial plain, known as the Beaumont Plain, extends through the City, which has been incised by recent erosion along local drainage courses; the most prominent of which include the San Timoteo and Cooper Creeks.

SOILS

Liquefaction is a phenomenon in which loose, water saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater, 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. Areas within Riverside County susceptible to liquefaction hazards have been depicted within the County of Riverside's General Plan. The City of Beaumont has areas of low and moderate liquefaction susceptibility as reflected on Figure 7.3.

Ground subsidence refers to the sudden shrinking or gradual downward settling and compaction of the soil and other surface material with little or no horizontal movement. It may be caused by a variety of human and natural activities including groundwater withdrawal and ground shaking due to earthquakes. Land subsidence and associated fissuring have been documented in some areas of Riverside County. The City of Beaumont has known areas susceptible to ground subsidence as identified on Figure 7.4. The majority of the existing City is in the low susceptible areas, but some of the areas in the western portion of the City, where newer development is proposed, are in a moderate susceptibility area. Future development would need to make sure geotechnical analyses are completed in order to reduce impacts from ground subsidence.

Expansive soils have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins. Although expansive soils are now routinely alleviated by following the Building Code, problems related to past inadequate grading or site preparation practices constantly appear. Expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement and landslides can cause similar damage, but require different mediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation or through the excavation and removal of the expansive soils in the affected area.

FIGURE 7.3 LIQUEFACTION SUSCEPTIBILITY MAP

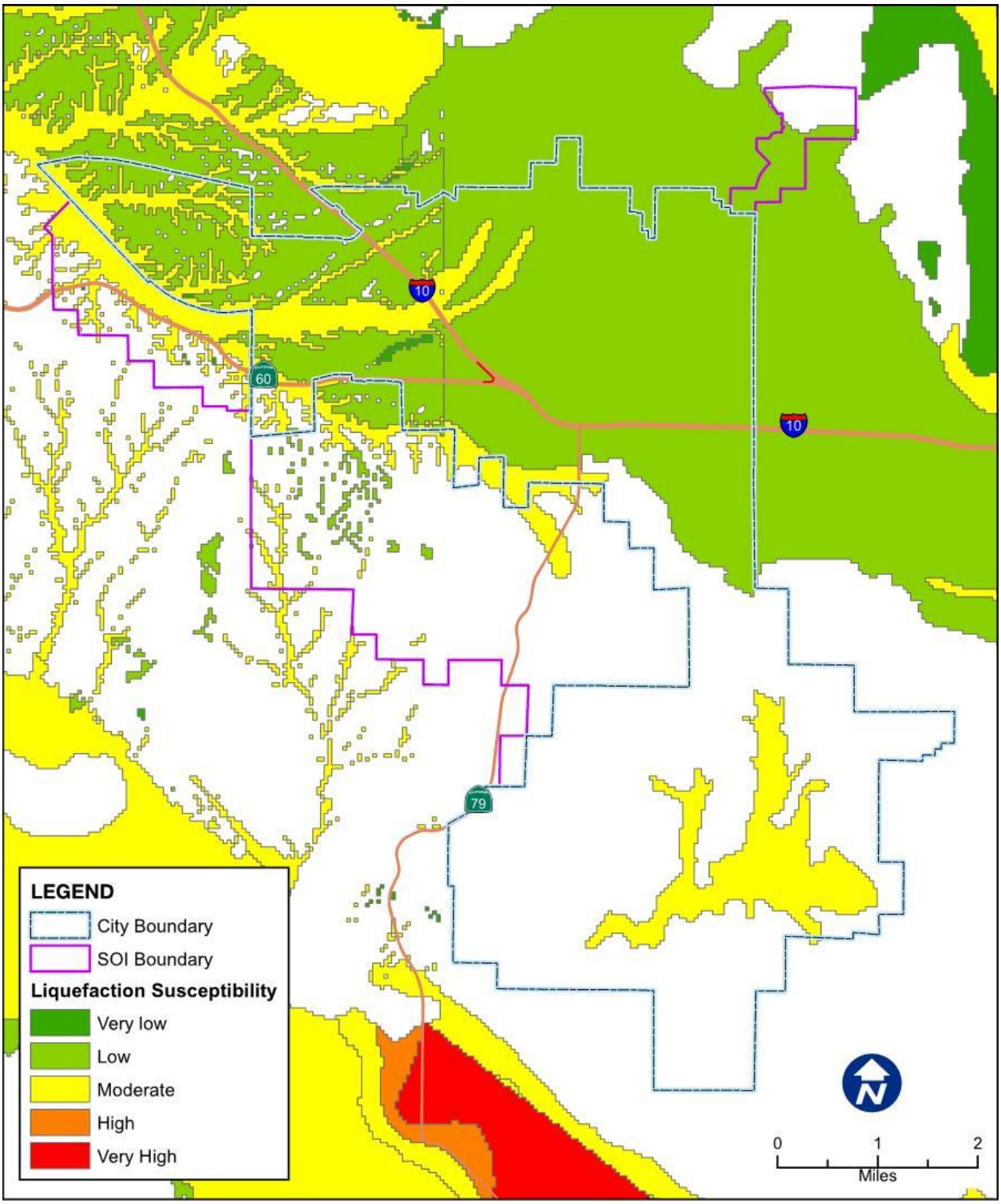
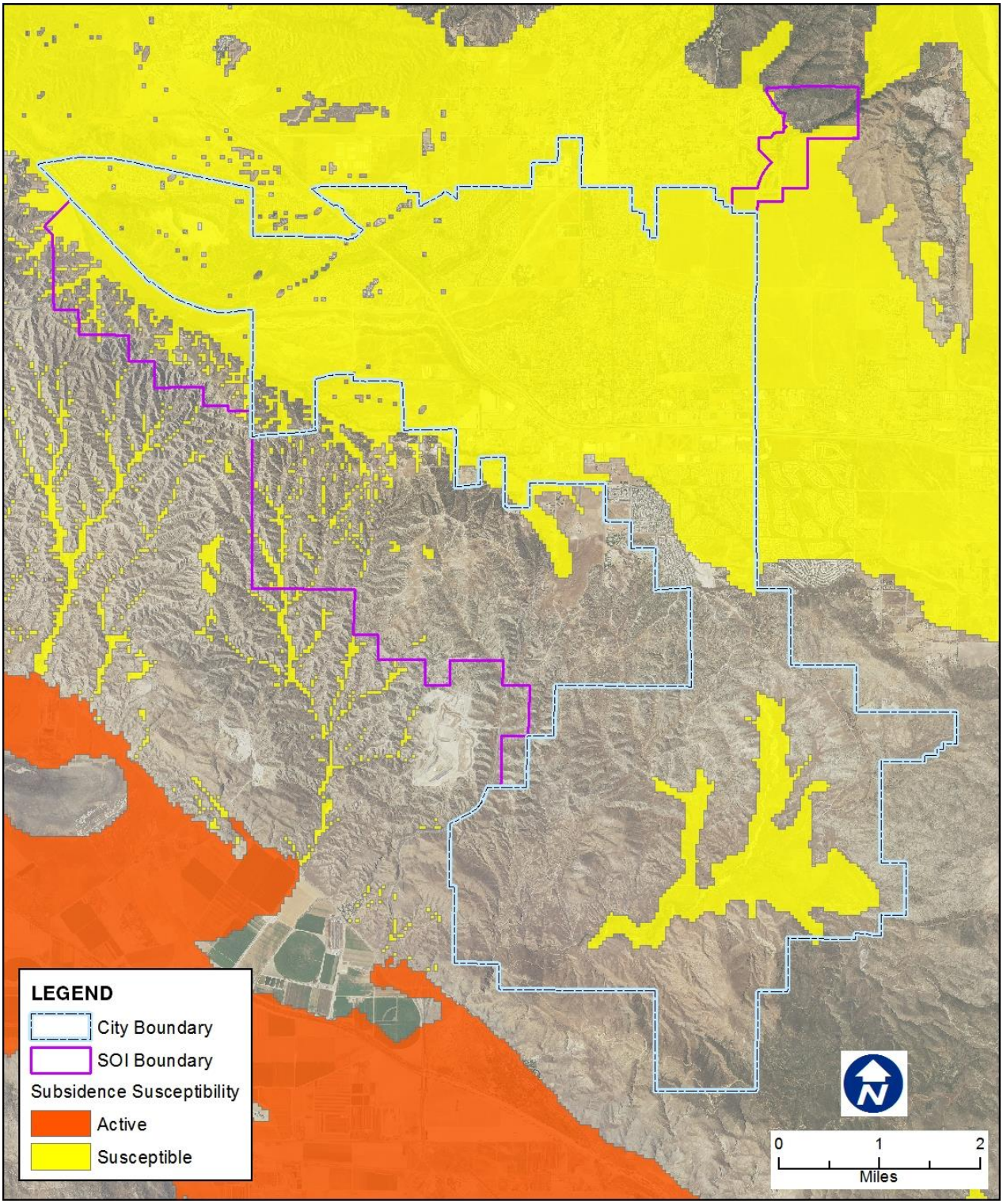


FIGURE 7.4 GROUND SUBSIDENCE MAP



FIRE

Moderate, high, and very high fire hazard severity zones are located in the City, both within the existing city limits and in the sphere of influence. A majority of the high and very high fire hazard severity zones are located in the areas of the City near open space; such as the northern portion of the city near the San Bernardino Mountains, as well as the southern portion of the City, near the open spaces along State Route-79 as reflected in Figure 7.5.

WINDS

High winds are common in the Pass Area and in Beaumont. High winds can be hazardous and result in property damage or risk to residents from falling trees or limbs, damaged power lines, roofs, blowing sand/dust, and soil erosion. Wind-driven sand/dust and soil erosion effects can become acute when soils are exposed during grading and construction activities, or in the course of agricultural tilling and soils preparation. High winds in the City are influenced by the City's proximity to the San Gorgonio Pass, which is one of the windiest places in southern California. The prevailing winds are from the west in spring, summer and early fall. During summer thunderstorms, the winds will sometimes be from the southeast. The westerly winds that blow through the far eastern portion of the Pass are a function of the marine air layer, which develops over Coastal Southern California. When this layer attains a thickness of over 3,000 feet (a condition associated with spring and early summer), it pours cool air through the San Gorgonio Pass and into the Coachella Valley. As such, there should be considerations aimed at mitigating dangers posed by high winds and/or utilizing wind as a renewable energy source.

SEISMIC HAZARDS

The City of Beaumont is located within a seismically active region located at the junction of the Transverse Ranges and the Peninsular Ranges. These two physiographic provinces experience continual seismic activity associated with the lateral movement of the North American and Pacific tectonic plates. The San Andreas Fault system, located northeasterly of the City, is believed to form the boundary between these two plates, although some of the seismic motion is distributed to nearby, related faults. Important faults that could affect the City in the future are identified in Figure 7.6, and include the San Jacinto Fault, the San Andreas Fault Zone, the Banning Fault, and the Beaumont Plains Fault Zone.

FLOOD HAZARDS

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District uses the Beaumont Master Drainage Plan to guide facilities that are needed for current and anticipated future growth. The District has several flood control facilities currently within the City, including, channels, basins, spreading grounds, and culverts.[24]

Flooding within the Planning Area has historically resulted from seasonal storms. Winter storms occur typically between November and April, with the greatest frequency of winter storms occurring between December and March. Winter storms are typically of Pacific origin generated by the interaction of cold Polar Pacific and warm Tropical Pacific air masses. Resulting storm fronts then track eastward over the basin encompassing the City. Precipitation from these storms occasionally lasts for several days, with higher rainfall amounts recorded in the nearby mountains than on the valley floor. Local winter storms may occur concurrent with strong cold fronts or

[24] Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area, Zone Five,* July 1983. (Available at http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%205/Reports/BeaumontMDP_report.pdf, accessed 4/26/17).

deep upper level low pressure centers, and like localized summer storms, may be of high intensity with concentrated precipitation over small areas.

Summer storms normally occur at the end of the dry season and occur more frequently over mountainous portions of the Basin. These storms normally result from moist air flowing into the region from the south and east, and while relatively small in scale, can be severe in intensity.

FIGURE 7.5 FIRE HAZARD SEVERITY ZONES MAP

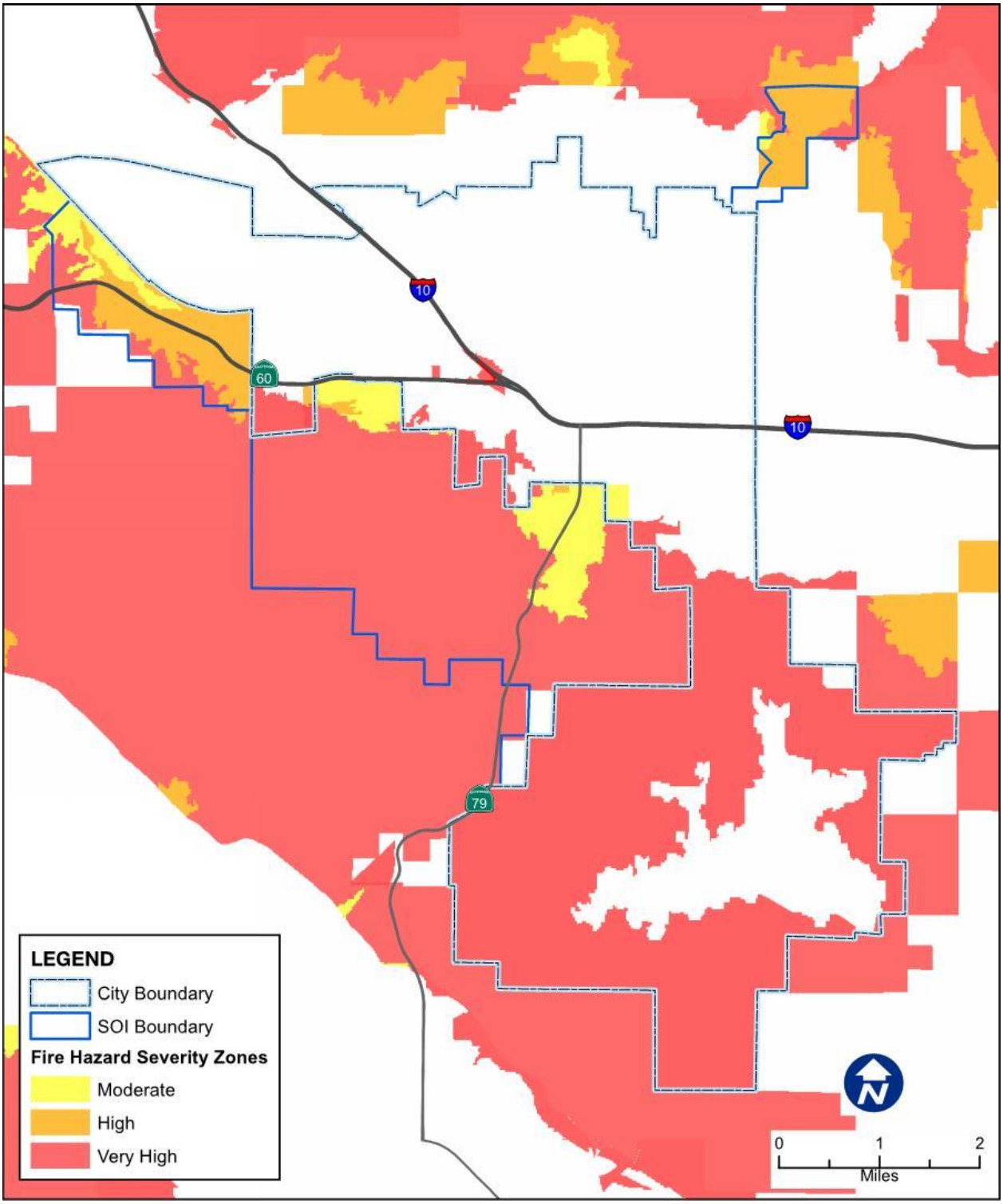


FIGURE 7.6 FAULT ZONES MAP

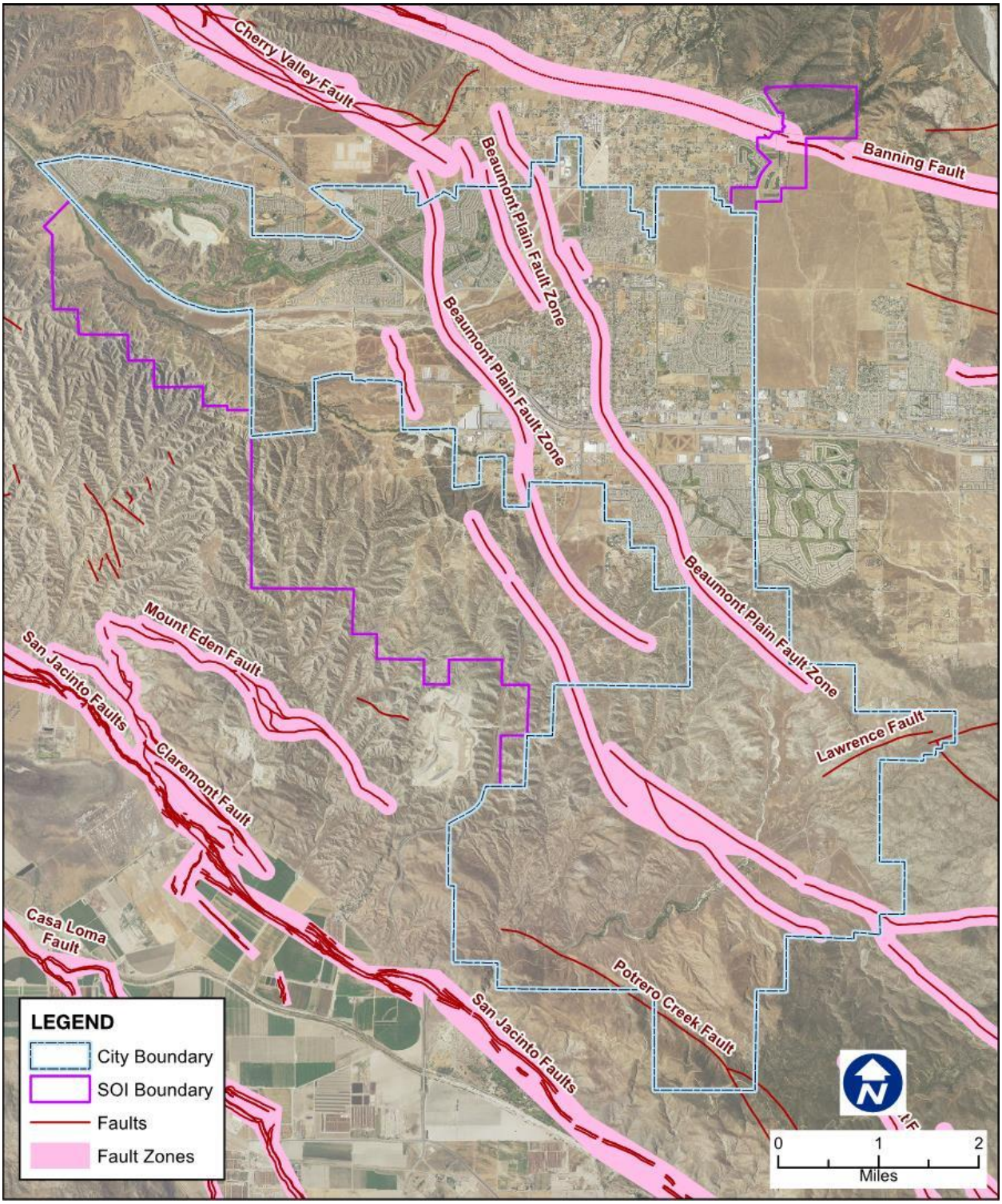
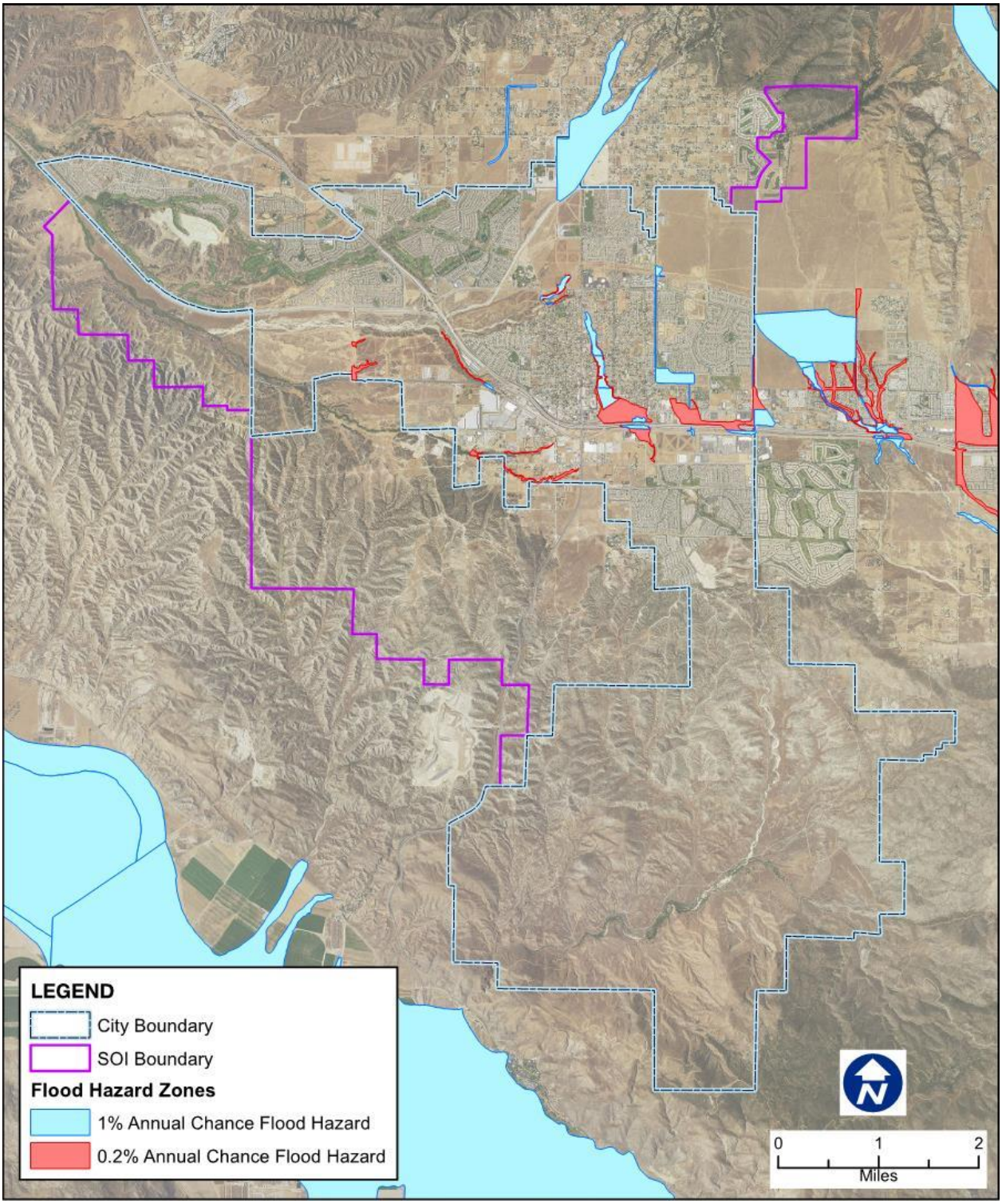


FIGURE 7.7 FLOOD HAZARDS MAP



Mean annual precipitation in the region ranges from three inches in desert areas to over 35 inches in the San Bernardino and San Jacinto Mountains. Regionally, the dry summer months of June, July, and August in both desert and mountain regions regularly yield less than one half-inch of precipitation. Most of the rainfall occurs during the cooler months of November through March, but occasional high-intensity thunderstorms and tropical storms occur in late summer and early fall. Although the ground may be generally dry at the beginning of a storm, sufficient amounts and intensities of rainfall can saturate the surface, substantially reducing percolation and increasing runoff; particularly areas mapped on Figure 7.7.

NATURAL DISASTER PREVENTION AND PREPAREDNESS

The City of Beaumont has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Further, it is an extension of the State Emergency Plan.

CLIMATE CHANGE IMPACTS

Climate change describes the long-term shift in global and regional weather patterns. This includes average annual temperatures and the timing and amount of local precipitation, the frequency and intensity of extreme weather events, sea level changes, and other aspects of weather. Depending on the extent of these changes, climate change may result in significant social, economic, and environmental consequences for residents and businesses.

TEMPERATURE

Since the early 20th century, average surface temperature worldwide has risen at an average rate of 0.15°F per decade (1.5°F per century). Average surface temperatures across the lower 48 states have risen at an average rate of 0.14°F per decade (1.4°F per century). In the US, average surface temperatures have risen more quickly since the late 1970s (0.36 to 0.55°F per decade), with seven of the top ten warmest years on record occurring since 1998.

Scientists predict that over the next century, global temperatures will increase between 2.5°F and 10.4°F, depending upon the amount of future emissions and how the earth responds to those emissions. For California, the average annual temperature is expected to rise 1.8°F to 5.4°F by 2050 and 3.6°F to 9°F by the end of the century. For the Beaumont area, scientists expect average temperatures to increase between 3.7°F and 6.7°F as shown in Figure 7.8

These long-term temperature increases will be experienced along with short-term variation (daily, annual, and multi-year) in temperature related to earth system changes such as El Niño, La Niña, or volcanic eruptions. As a result, temperatures for a single day or year may be higher or lower than the long-term average.

EXTREME HEAT EVENTS

Beaumont is likely to see a significant increase in the number of days when temperature exceeds the extreme heat threshold of 101°F. Between 1950 and 2011, the average number of extreme heat days was four. Under the lower emissions scenario by 2050, the number of extreme heat days could increase to more than 30 per year, and more than 50 per year in the high emissions scenario. Extreme heat events will impact agriculture, public health and even lead to more heat-related deaths, especially for vulnerable populations.

FIGURE 7.8 TEMPERATURE: DEGREES OF CHANGE MAP (1960–2080)

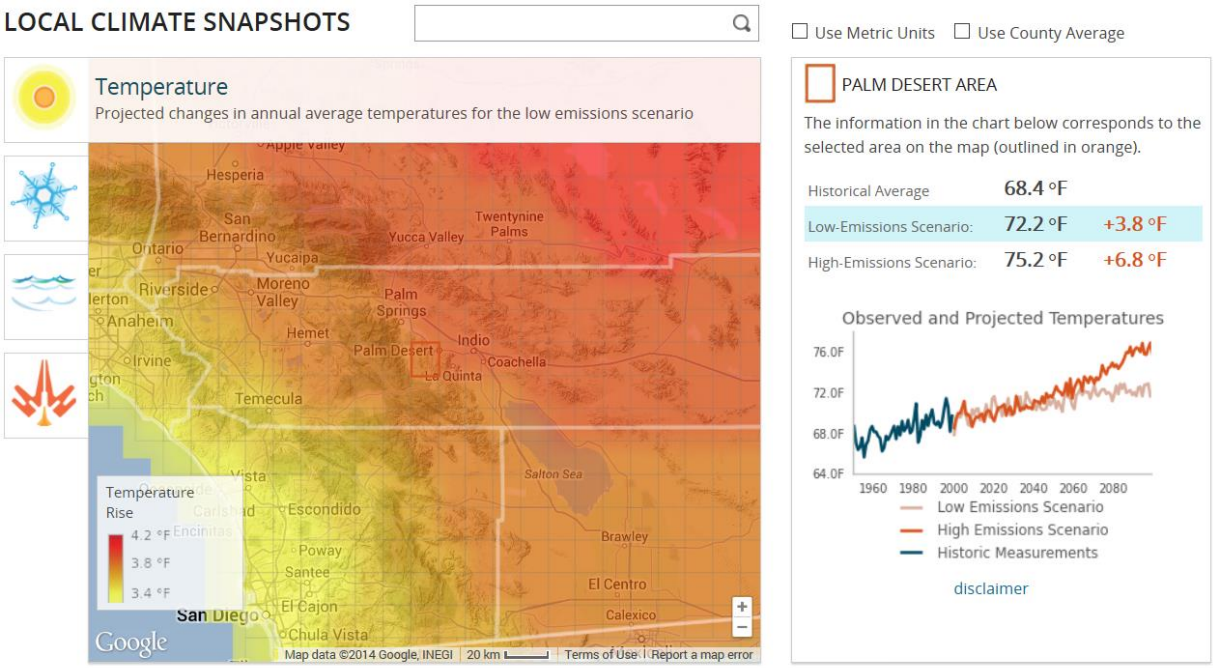
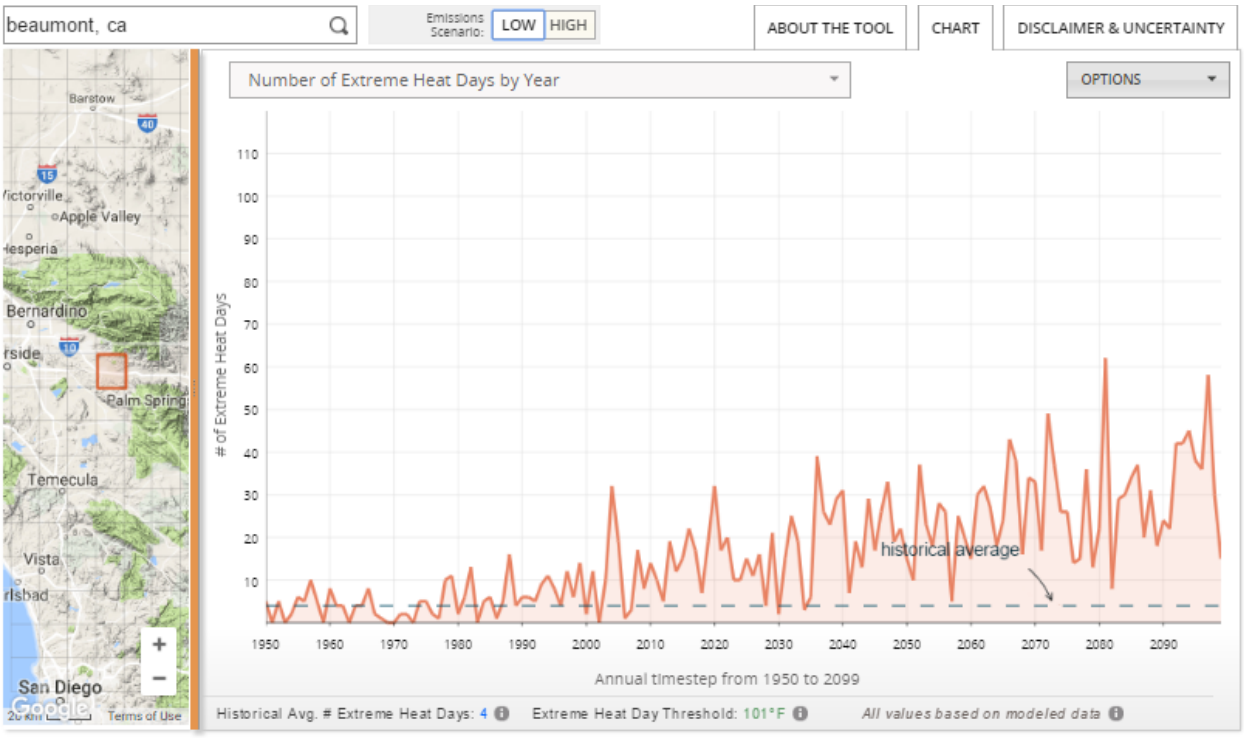


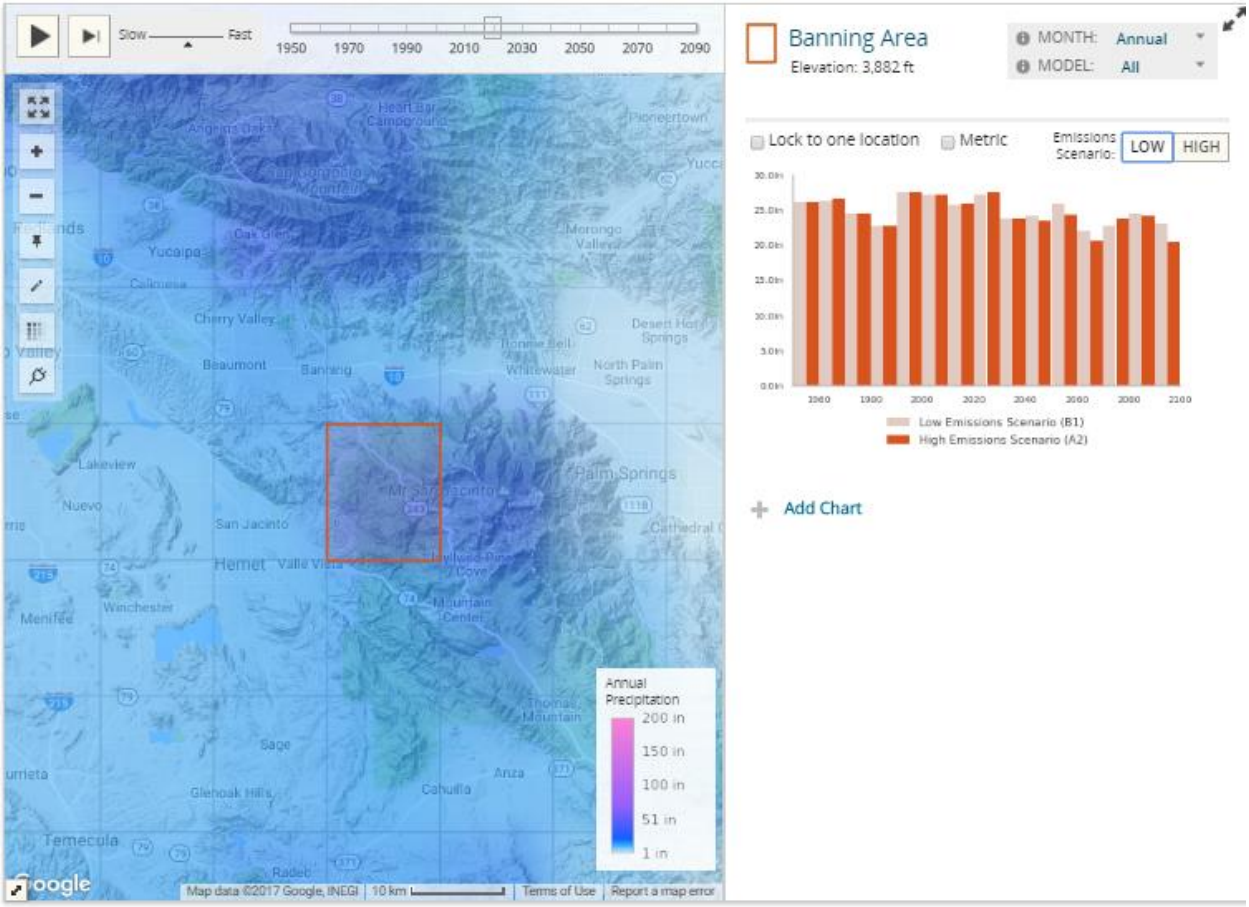
FIGURE 7.9: NUMBER OF EXTREME HEAT DAYS BY YEAR



PRECIPITATION

Research suggests that in California, climate change is likely to decrease annual precipitation amounts by more than 15% by the end of the 21st century. In Beaumont, precipitation is expected to decline over the next century, falling from around 16.2 inches per year to approximately 14.8 inches per year. Seasonal precipitation will change more significantly with March and April receiving less rainfall than in the past. As a result of the seasonal change, Beaumont will likely experience longer periods of drought, as the summer dry season starts earlier in the spring and extends later into the fall.

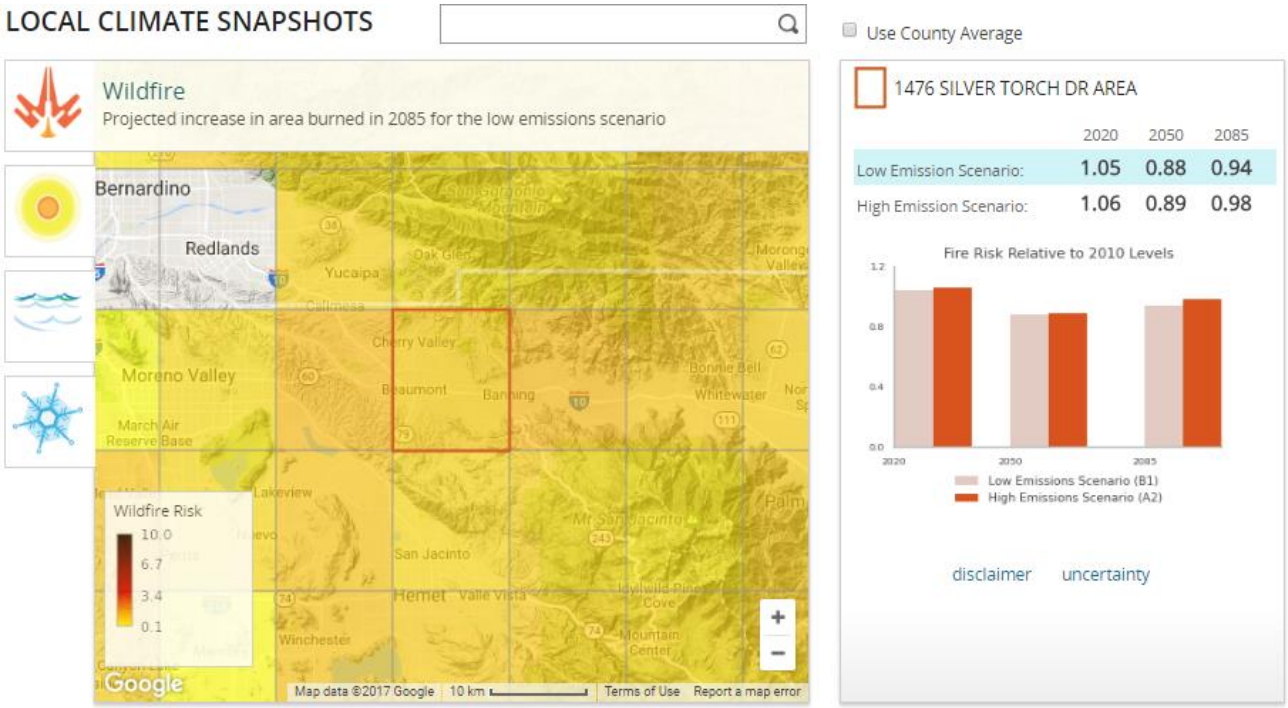
FIGURE 7.10 ANNUAL PRECIPITATION



FIRE HAZARDS AND EMERGENCY MANAGEMENT

Increased temperatures and drier vegetation will lead to more severe and frequent wildfires present new risks and uncertainties that will affect emergency management. Over the next few decades there is a projected increase of 106% (1.06) in area burned by wildfires. An increase in wildfires not only leads to short-term safety issues, but it can lead to long-term public health impacts poor air quality.

FIGURE 7.11: PREDICTED WILDFIRE RISK CHANGE



OTHER POTENTIAL CHANGES

Climate change may also create a variety of changes for California and Beaumont including:

- **Snowpack**: At least a quarter of the Sierra snowpack will be lost by 2050. The snowpack provides natural water storage for the state.
- **Biological resources**: Two-thirds of California's native flora will experience a greater than 80% reduction in suitable climate range within a century.
- **Agriculture:** May very likely see significantly declining yields due to warming.

In California, studies predict that conditions will become hotter and drier, with decreased snow levels and accelerating rates of sea level rise. California should also expect an increase in the intensity of extreme weather events, such as heat waves, droughts, and floods. California's extreme warm temperatures, which have historically occurred in July and August, will most likely extend into June and September.

VULNERABLE POPULATIONS AND PUBLIC HEALTH

A number of factors contribute to the vulnerability of an individual to extreme heat. Internal factors include age (over 65 and infants and children) and medical conditions (e.g., cardiovascular disease, diabetes, and mental illness). For Beaumont, this will include its large aging population including 67% of residents over age 50. It also includes the over 12% of the population that is under age 5 that is growing as the number of young children and more families move to Beaumont. External factors also contribute to climate change vulnerability such as homelessness, poverty, and factors that typically correlate with lower-income people and racial minorities such as living in proximity to freeway, low tree coverage, and lack of lack of access to resources like air conditioning or a vehicle.

Climate change presents serious health risks to California's most vulnerable populations, particularly extreme heat events. The effects of extreme heat on human health are well-documented. Increased temperature or extreme

heat days can increase heat-related mortality, cardiovascular-related mortality, respiratory mortality, and heart attacks, while increasing hospital admissions and emergency department visits. Extreme heat can also affect a person's ability to thermo-regulate, causing heat stress and even death. Exposure to extreme heat during pregnancy is related to lower birth weight, especially in the second and third trimesters. Climate change and rising temperatures are also associated with lower air quality. Atmospheric warming associated with climate change has the potential to increase ground-level ozone in many regions, and high ozone levels have been linked with higher rates of heart disease. Beaumont already has above-average ozone levels, so climate change could further increase ozone levels and exacerbate health issues for the 7% of Beaumont's population with heart disease. Increased wildfires from climate change can also lead to a decrease in air quality that can be particularly harmful to vulnerable populations such as children and infants, and seniors.

Because climate change impacts are closely intertwined with vulnerable populations and inequities, climate adaptation planning presents a unique opportunity to address some of the external factors that contribute to climate change vulnerability, which are also root causes of inequity. Addressing these underlying causes can help increase resilience for all Beaumont community members.

NOISE

Noise sources in the Planning Area fall into five basic categories: freeways, aircraft over flights, traffic from local streets, noise from railroad operations, and stationary sources. The Safety Element of the City's 2007 General Plan (Beaumont, City of, 2007) notes that ambient noise in the City is dominated by transportation-related noise, mainly from I-10 and SR-60, and these remain the dominant noise source today. These noise sources are described below, as well as any potentially significant sources of vibration.

TRANSPORTATION NOISE

The predominant noise source in Beaumont, as in most communities, is motor vehicles. The roadway system in the Planning Area includes a range of facilities: regional freeways, major highways, and other arterial, collector, and local streets. Regional connectivity to the Planning Area is provided by I-10, SR-60, and SR-79. Major roadways within Beaumont include Potrero Boulevard, 6th Street, Oak Valley Parkway/14th Street, Beaumont Avenue, Highland Springs Avenue, and Brookside Avenue. Higher volume roadways within the Planning Area include Beaumont Avenue/SR-79 (23,400 daily vehicle trips on Beaumont Avenue in the 6th Street area, and 12,500 daily vehicle trips on SR-79 near the intersection with California Avenue), Highland Springs Avenue (30,300 daily vehicle trips near I-10, and up to 11,800 daily vehicle trips north of 6th Street), and 6th Street (10,300 daily vehicle trips at the Beaumont Avenue intersection) (Beaumont, City of, 2007).

RAILROAD OPERATIONS NOISE AND VIBRATION

Freight rail service along the Union Pacific Railroad lines located south of and parallel to Oak Valley Parkway and I-10 are also responsible for generating substantial noise levels in the Planning Area. According to the Federal Railroad Administration, the Union Pacific Railroad experiences up to 17 daytime trains (6AM to 6PM) and 17 nighttime trains (6PM to 6AM) on a daily basis (Federal Railroad Administration, 2016). The railroad is also a potentially significant source of ground-borne vibration and noise. The other noise sources discussed in this section do not generally rise to the level of being potentially significant sources of vibration.

CONSTRUCTION, STATIONARY, AND OPERATIONAL NOISE

Other noise generators in Beaumont include industrial operations, construction activities, special event noise, commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems. Loading and materials transfer areas, outdoor materials warehousing operations, and other acoustically

unscreened operations may also create issues of noise impact and use compatibility. Certain types of construction activities, such as pile driving, can also be temporary but significant sources of ground-borne vibration.

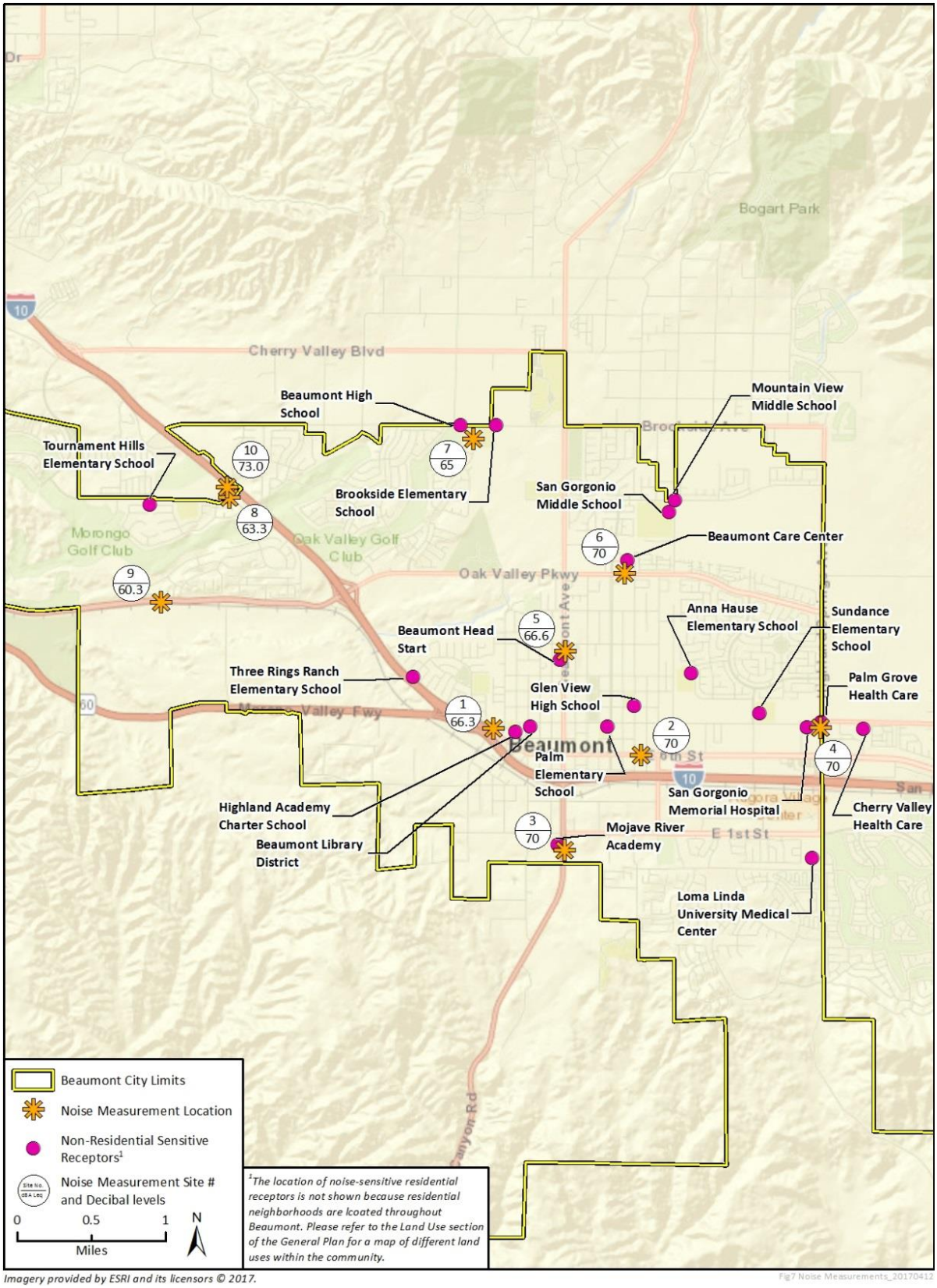
The operation of mechanical equipment is another important source of potentially significant noise. This category includes refrigerator units, chillers, and heating/air conditioner equipment associated with commercial centers. Noise from roof-mounted equipment is especially effective at penetrating into bordering neighborhoods and impacting sensitive receptors. The continual drone associated with fans and compressors can degrade the enjoyment of the outdoors and negatively affect the quality of life for nearby residents.

SENSITIVE NOISE RECEPTORS

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each land use type. The City of Beaumont General Plan defines noise-sensitive land uses as schools, parks, and areas developed as residential (Beaumont, City of, 2007). Additional noise sensitive land uses include libraries, churches, and hospitals and nursing homes. Golf courses, recreational areas, and parks can be sensitive to noise disturbances. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with the use. Sensitive noise receptors are located throughout the City, as shown in Figure 7.12. These noise-sensitive receptors may also be sensitive to high levels of ground-borne noise and vibration, but are not generally located in close proximity to the railroad, which is the only area in Beaumont where long-term ground-borne noise and vibration may rise to this level of significance.

Motor vehicle and train traffic are the predominant source of ambient noise in the Planning Area. Sensitive noise receptors such as residential neighborhoods, hospitals, recreational areas, and schools are located throughout the Planning Area and are exposed to varying ambient noise levels based on proximity to high volume roadways, the railroad, and commercial or industrial operations.

FIGURE 7.12 COMMUNITY NOISE SURVEY LOCATIONS AND SENSITIVE RECEPTORS



Imagery provided by ESRI and its licensors © 2017.

Fig7 Noise Measurements_20170412

COMMUNITY NOISE SURVEY

The greatest source of noise in the Planning Area is traffic on major roadways and freeways. Motor vehicle noise is of concern due to the high number of individual events that create sustained noise levels. As such, ambient noise levels would be expected to be highest during daytime and rush hour, unless congestion substantially slows vehicle speeds.

In order to characterize current ambient noise levels in Beaumont, a Community Noise Survey was carried out for this report. Ten 15-minute noise measurements were recorded during afternoon peak traffic hours, between 3:35PM and 6:15PM on April 12, 2017, using an ANSI Type II integrating sound level meter (refer to Technical Appendix B for noise measurement data). The locations for these measurements were chosen based on proximity to roadways, developed uses, and noise sensitive receptors, during PM peak traffic hours, in order to show peak noise levels from these transportation noise sources. Table 7.3 shows these noise measurement locations and nearby noise sensitive receptors.

The results of the Noise Survey demonstrate that, as expected, noise levels are highest near high-volume roadways such as I-10 (73 dBA, Location 10), SR-79 (70 dBA, Location 3), 6th Street (70 dBA, Location 2), and Highland Springs Avenue (70 dBA, Location 4). Noise levels were lowest near lower-volume roadways such as Oak Valley Parkway (60.3 dBA, Location 9), Champions Drive (63.3 dBA, Location 8), and Oak View Drive (65 dBA, Location 7). These Noise Survey results will also be compared to the results of roadway traffic noise contour modeling that will be done for this General Plan Update in order to ensure that the modeling results are generally consistent with real-world conditions.

TABLE 7.3 PROJECT VICINITY NOISE MONITORING RESULTS

Location Number	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq (dBA)[1]	Lmin (dBA)	Lmax (dBA)
1	NW corner of W 6th St & Veile Ave, near residential, across street from church	4:20PM – 4:35PM	140ft from centerline of 6th St	66.3	60.6	74.2
2	1055 E 6th St, Pioneer Mobile Village	5:53PM – 6:09PM	40ft from centerline of E 6th St	70.0	52.8	91.0
3	East side of Hwy 79, South of 1st St, across from Mojave River Academy	5:10PM – 5:25PM	30ft from centerline of Beaumont Ave/Hwy79	70.0	54.5	91.3
4	West side of Highland Springs Ave, between 6th & 8th St, across from San Gorgonio Memorial	5:23PM – 5:38PM	30ft from centerline of Highland Springs Ave	70.0	53.6	79.9
5	Beaumont Ave directly across from Beaumont Head Start	5:49PM – 6:04PM	30ft from centerline of Beaumont Ave	66.6	44.4	84.8
6	In front of church at 960 Oak Valley Pkwy	4:54PM – 5:09PM	30ft from centerline of Oak Valley Pkwy	70.0	49.1	83.8
7	Oak View Dr, across from Brookside Elementary School	4:24PM – 4:39PM	40ft from centerline of Oak View Dr	65.0	37.4	81.1
8	Champions Dr, by Desert Lawn Dr	3:37PM – 3:52PM	40ft from median of Champions Dr	63.3	55.8	83.8
9	South side of Oak Valley Pkwy, between Apron Ln & Linksman Dr	3:37PM – 3:52PM	30ft from centerline of Oak Valley Rd	60.3	34.5	78.4
10	Desert Lawn Dr, by Champions Dr	3:57PM – 4:12PM	130ft from I-10 median	73.0	66.3	84.9

[1]The equivalent noise level (Leq) is defined as the single steady A-weighted level equivalent to the same amount of energy contained in the actual fluctuating levels over a period of time (i.e., the average noise level). For this measurement the Leq was over a 15-minute period (Leq[15]).

Source: Rincon Consultants, 2017

The City can use these Noise Survey results, the City's noise-related General Plan policies, and the noise and land use compatibility standards shown in Technical Appendix B to practice good noise/land use compatibility planning. The goal of noise/land use compatibility planning is to protect noise-sensitive uses, such as homes, schools, hospitals, and recreational areas, from excessive noise and vibration. The City can achieve this goal in various ways, including:

- Ensuring that noise-sensitive uses are not proposed in areas with potentially high ambient noise levels
- Requiring noise-sensitive developments in such areas to complete noise studies to prove that noise levels will not exceed the City's established noise thresholds and standards
- If it is shown that noise-sensitive development will be exposed to exterior noise levels exceeding the City's thresholds and standards, and it is not feasible or desirable to create sufficient distance separation to meet these thresholds and standards, incorporating noise-attenuating technologies into these developments to reduce interior noise levels to acceptable levels

8. OUR NATURAL RESOURCES

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to natural resources. This includes an overview of biological resources, air quality, greenhouse gases, solid waste and recycling, and energy.

KEY FINDINGS

The following key finding summarize important trends for this chapter:

- **Existing Polluters.** City does have existing sources of Toxic Air Contaminants. Consideration of policies geared toward requiring CARB's recommended setbacks between sensitive uses and point source polluters and land planning for local job creation to promote reductions in vehicle miles traveled, and mobile source emissions is warranted.
- **Biological Resources.** A variety of wildlife is found in the Planning Area, including a large number of common insects, reptiles, birds, and mammals adapted to development. In addition, the naturally occurring habitats have potential to support various special-status wildlife and plant species. Specifically, a total of 22 special-status plant species and 34 special-status wildlife species have been recorded within a 5-mile radius of the Planning Area. Thirteen of these special-status species have a state and/or federal listing status.
- GHG Emissions: The State of California continues to work towards statewide greenhouse gas emissions. For local governments, best practice has evolved to creating and maintaining comprehensive GHG inventories and establishing a wide breadth of measures for emissions reductions. Data indicates Beaumont has relatively efficient housing stock and might drive somewhat less than regional averages, but uses natural gas at greater than average rates.

ANALYSIS

PALEONTOLOGICAL RESOURCES

The City of Beaumont and surrounding area are underlain by geologic units exposed within the narrow-faulted plain of the San Gorgonio Pass, the San Timoteo Badlands, and the rocky highlands of the San Jacinto Mountains. Geologic units include Mesozoic and older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation; paleontologically-sensitive deposits of the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvium; and recent surficial alluvial fan and valley deposits (Morton and Miller 2006; Lancaster et al. 2012).

The paleontologically-sensitive San Timoteo and Mount Eden Formations are exposed within the San Timoteo Badlands in the eastern and southern portions of the city and surrounding area. Stratigraphically below the Mount Eden Formation is the Pliocene to Middle Pleistocene San Timoteo Formation, composed of grayish-green mudrock, yellow-brown medium-grained, poorly indurated lithic arkose, conglomerate deposits with subangular metamorphic pebble clasts, and common reddish-brown paleosols (Albright 1999).

The San Timoteo and Mount Eden Formations have yielded an abundant and diverse fauna that consists of more than 1,700 fossils, including specimens of deer, camel, horse, ground sloth, saber-toothed cat, insectivore, rodent,

birds, fish, amphibian, reptile, mollusk, and plant. The fossils recovered from these deposits help to improve our understanding of the geologic and fossil record for a tectonically active California during the Late Cenozoic and support research that works to constrain dates for paleogeography and paleoclimate reconstructions and the timing of pre-historic faunal migrations.

Quaternary older alluvial deposits underlie a large portion of the city of Beaumont. These sedimentary units were deposited in different types of environments under varying conditions during the Pleistocene glaciation (and interglacial periods) commonly referred to as the Ice Age. Pleistocene alluvial deposits have yielded scientifically significant paleontological resources near the city of Beaumont and throughout Southern California.

Recent alluvial fan, valley, and landslide deposits from the Holocene underlie portions of the city of Beaumont. Holocene age alluvial deposits are typically too young to contain fossilized remains and are usually determined to have a low paleontological resource; however, they may shallowly overlie geologic units with higher paleontological sensitivity.

BIOLOGICAL RESOURCES

The Planning Area, which is located within an area subject to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), is comprised of mostly developed lands in association with industrial, residential, commercial, and agricultural activities. The few undisturbed natural areas that remain in the Planning Area are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Small areas of other native plant communities within the Planning Area include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland.

A variety of wildlife is found in the Planning Area, including a large number of common insects, reptiles, birds, and mammals adapted to development. The naturally occurring habitats have potential to support various special-status wildlife and plant species. A total of 22 special-status plant species and 34 special-status wildlife species have been recorded within a 5-mile radius of the Planning Area. Thirteen of these special-status species have a state and/or federal listing status. The following Threatened and/or endangered species may be found within the Planning Area:

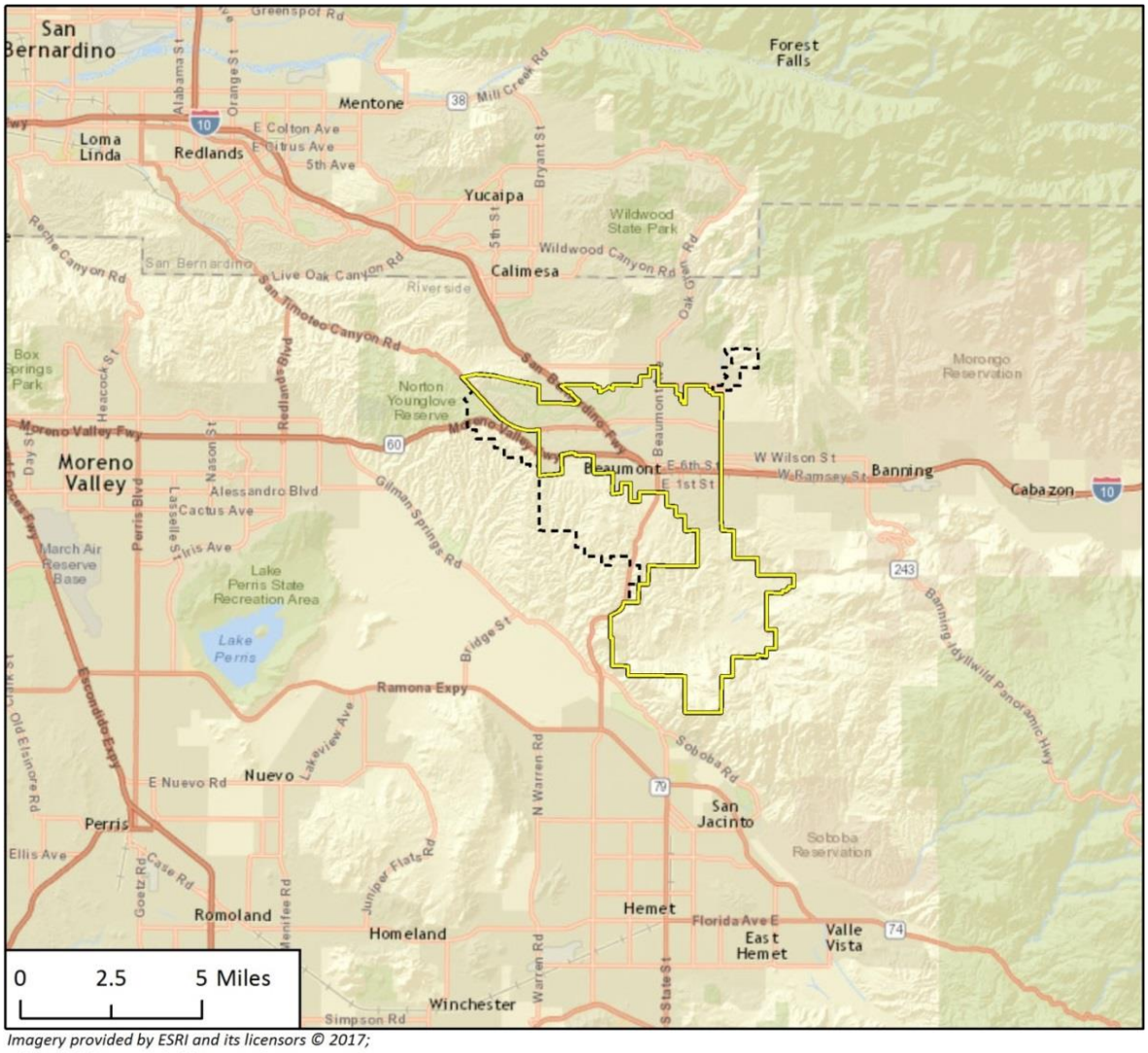
- Coachella Valley Milk-Vetch
- San Jacinto Valley Crownscale
- Mojave Tarplant
- Slender-Horned Spineflower
- Santa Ana River Woollystar
- Swainson's Hawk
- Western Yellow-Billed Cuckoo
- Southwestern Willow Flycatcher
- Coastal California Gnatcatcher
- Least Bell's Vireo
- San Bernardino Kangaroo Rat
- Stephens' Kangaroo Rat
- Lesser Long-Nosed Bat

WESTERN RIVERSIDE MULTIPLE SPECIES HABITAT CONSERVATION PLAN

The Planning Area is located within an area subject to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP identifies 20 Core Areas, 10 Non-contiguous Habitat Blocks, and 28 Linkages between areas of habitat as the system of conserved lands that would meet the MSHCP goals for habitat preservation and species protection. A definition of each of these areas is provided in Volume 1 of the MSHCP. The MSHCP also established conservation targets within each of the member cities and each of the 16 Area Plans in Western Riverside County covered by the Riverside County General Plan. As a local permittee, the City has adopted the MSHCP. Those portions of the Planning Area that are subject to the MSHCP are shown in Figure 8.3. It is important to note that surveys and any attendant mitigation will still be required for development within those areas not subject to the requirements of the MSHCP.

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this “take” of threatened and endangered species. The intent of the MSHCP is for the Wildlife Agencies to grant a “take authorization” for otherwise lawful actions that may incidentally “take” or “harm” species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to take specific plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

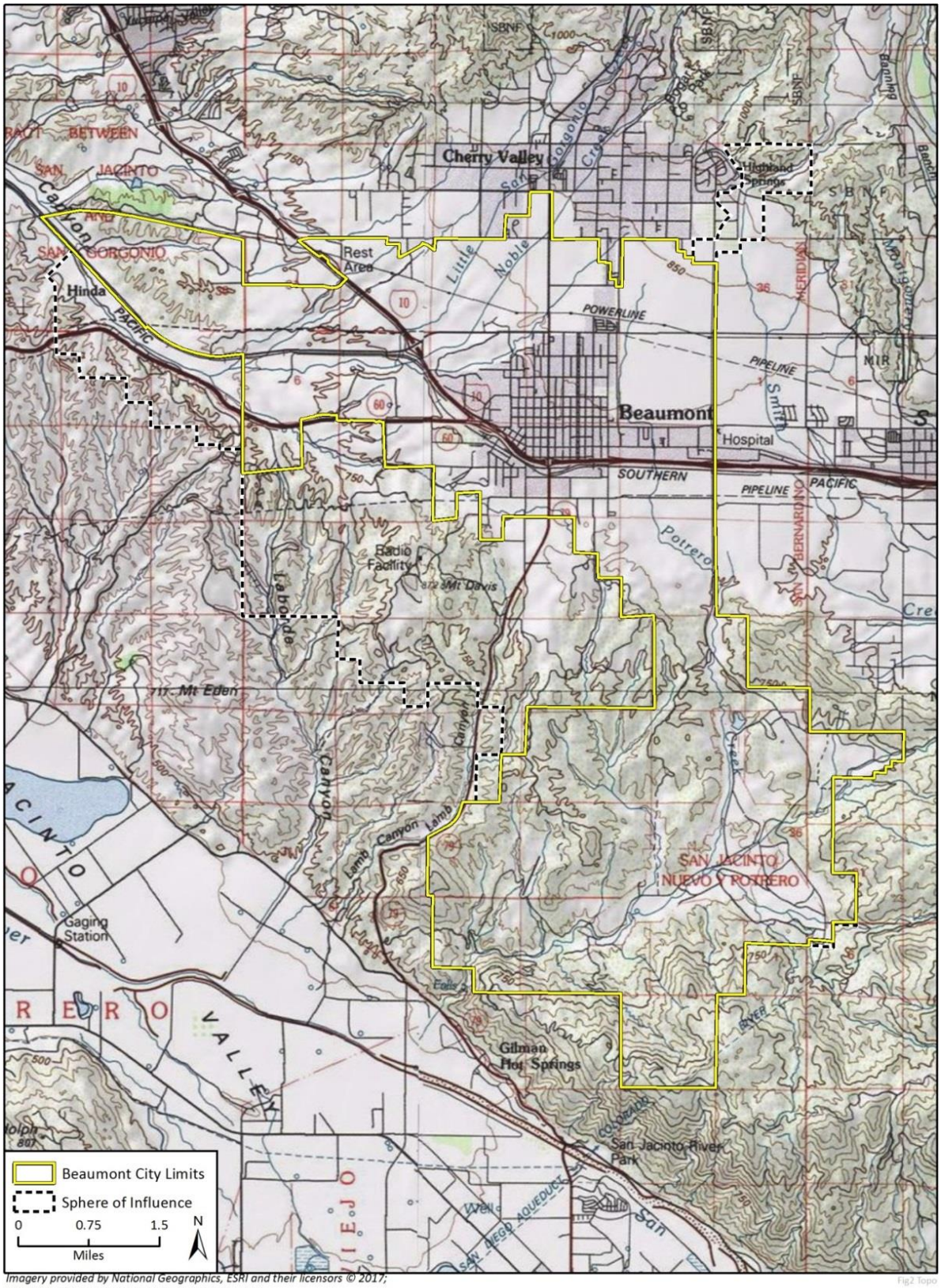
FIGURE 8.1 REGIONAL LOCATION



Imagery provided by ESRI and its licensors © 2017;
Additional data provided by Riverside County, 2016.

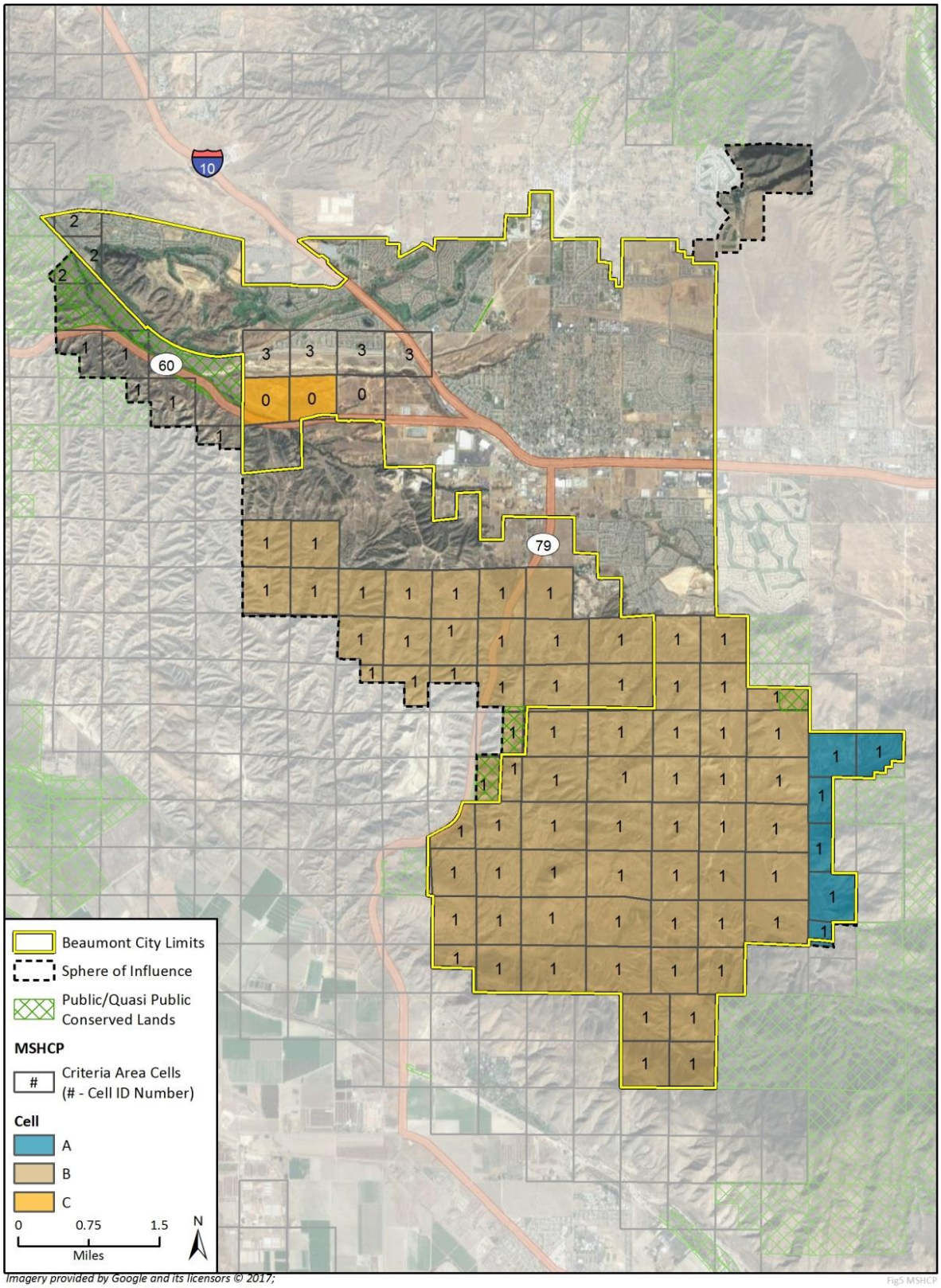
Beaumont City Limits
Sphere of Influence
N

FIGURE 8.2 TOPOGRAPHICAL MAP



Imagery provided by National Geographics, ESRI and their licensors © 2017;
Additional data provided by Riverside County, 2016.

FIGURE 8.3 BEAUMONT IN RELATION TO MSHCP PLANNING AREA



Imagery provided by Google and its licensors © 2017; Additional data provided by Riverside County, 2016.

Fig5 MSHCP

THE PASS AREA PLAN

The Planning Area also occurs wholly within the Riverside County Pass Area Plan, and while the City is not required to adhere to this area plan, areas in the unincorporated Sphere of Influence are. It is therefore important to note that the City' s General Plan Update should consider how The Pass Area Plan relates to the General Plan Update. Specific factors to consider include development adjacent to The Pass Area Plan open space system, its effects on the San Jacinto and Santa Ana watersheds, and impacts to oaks and oak woodlands.

HABITATS/VEGETATION COMMUNITIES

As previously noted, the majority of land cover within the Planning Area is developed. Historically, disturbance of the Planning Area's native vegetation and wildlife has been primarily due to activities associated with cultivation/agriculture. The few undisturbed natural areas that remain in the Planning Area are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Small areas of other native plant communities within the Planning Area include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland. The following paragraphs summarize the major habitats in the Planning Area. Figure 8.4 shows the primary vegetation cover types occurring within the Planning Area. Figure 8.5 shows the locations of important habitats and potential sensitive species within five miles of the Planning Area. The major sensitive ecological areas within the Planning Area are located in the southern portion of the Planning Area.

CHAPARRAL

Chaparral is a vegetation community that is composed of hardy, woody evergreen shrubs that can form a dense, nearly impenetrable scrub. This community is generally found at higher elevations than coastal scrub, and usually on deeper, heavier soils with a moderate moisture content. Chaparral is a fire-adapted community, which means the plant species that form the community have evolved mechanisms for coping with fire and heat.

RIVERSIDEAN SAGE SCRUB

Riversidean sage scrub is a xeric vegetation community that consists of lower elevation plants, generally occurring on dry slopes lower in elevation than chaparral. It is composed of predominantly low growing, aromatic, and generally soft-leaved deciduous shrubs that are not as stiff branched as chaparral plants tend to be.

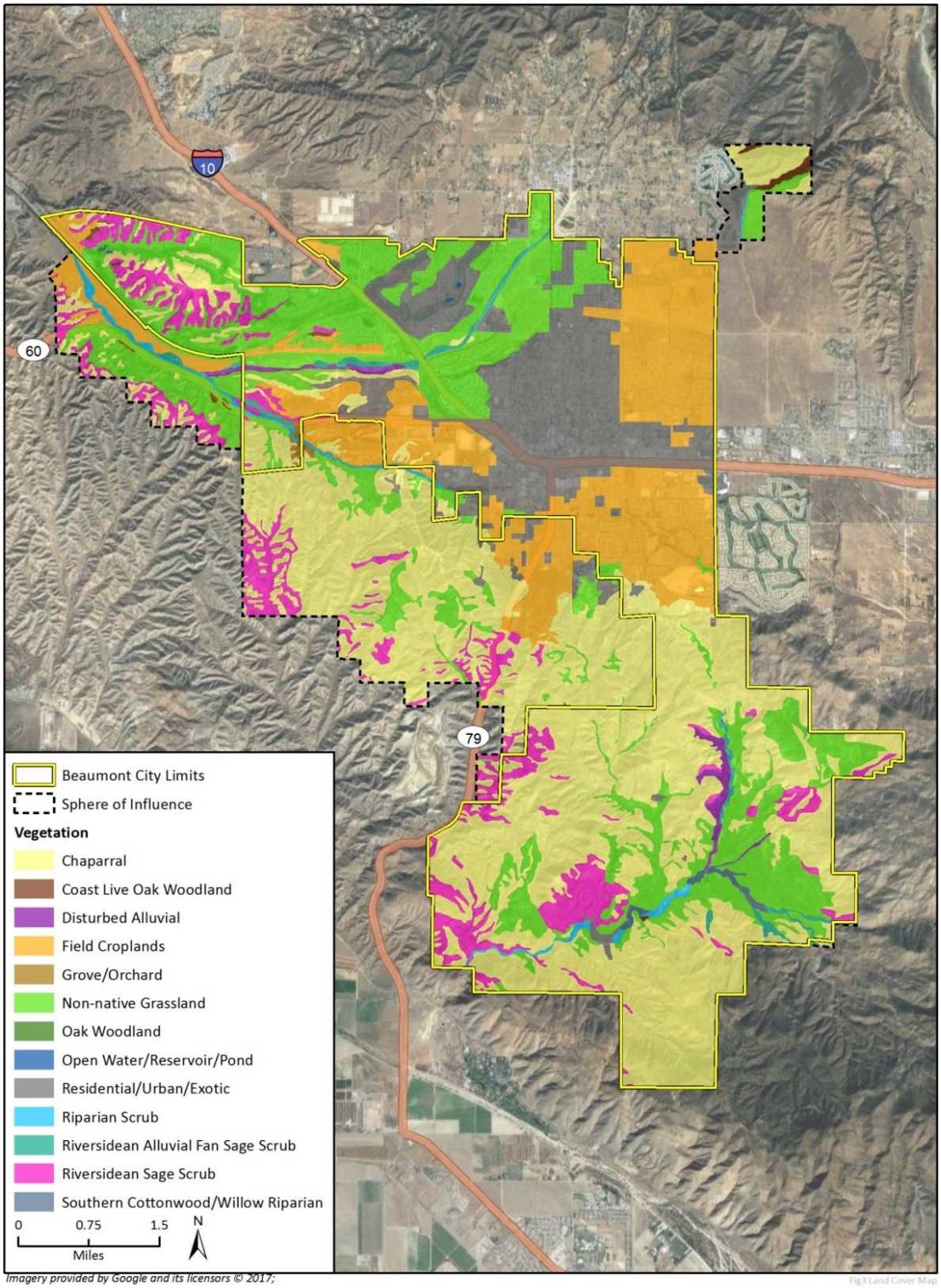
ALLUVIAL FAN SAGE SCRUB

Alluvial fan sage scrub is a vegetation community that occupies coarse alluvial soils of washes and gently sloping alluvial fans, where it is usually indicated by the presence of scalebroom (*Lepidosartum squamatum*) or by a mixture of species typical of Riversidean sage scrub, such as California buckwheat or white sage, together with evergreen species that are more typical of chaparral, such as lemonade berry, sugar bush, hollyleaf cherry, redberry buckthorn, birchleaf mountain mahogany, chaparral yucca, and California juniper.

NON-NATIVE GRASSLANDS

Non-native grassland is a vegetation community that is composed primarily of annual herbs and forbs, and typically lacks a shrub or tree cover. Common grass species include wild oats, soft chess brome, cheat grass, ripgut brome, and red brome. Common forb species include such as filarees, bur clover, and short-podded mustard.

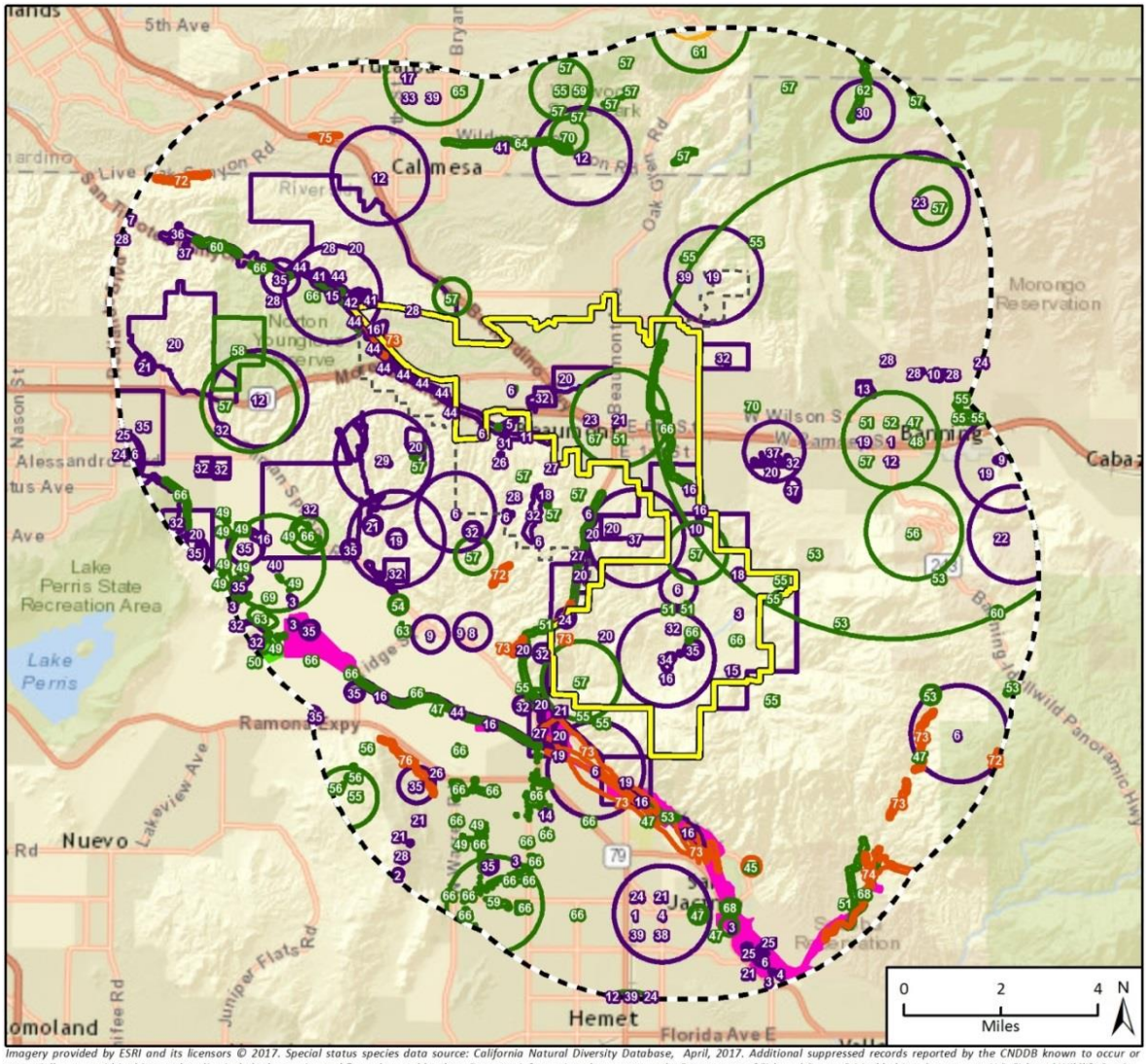
FIGURE 8.4 VEGETATION AND LAND COVER TYPES WITHIN BEAUMONT AS MAPPED BY RCLIS



Imagery provided by Google and its licensors © 2017;
Additional data provided by Riverside County, 2016.

Fig3 Land Cover Map

FIGURE 8.5 BIOLOGICAL RESOURCES WITHIN 5 MILES OF BEAUMONT AS MAPPED BY CNDDB



Imagery provided by ESRI and its licensors © 2017. Special status species data source: California Natural Diversity Database, April, 2017. Additional suppressed records reported by the CNDDB known to occur or potentially occur within this search radius include: burrowing owl & southern rubber boa. For more information please contact the Department of Fish and Game. Critical habitat data source: U.S. Fish and Wildlife Service, December, 2016. Final critical habitat acquired via the USFWS Critical Habitat Portal. It is only a general representation of the data and does not include all designated critical habitat. Contact USFWS for more specific data.

Beaumont City
Sphere of Influence
5-Mile

Natural

Final Critical

San Bernardino Merriam's kangaroo rat
Southwestern willow flycatcher
Spreading

1 - American badger
2 - Bell's sage sparrow
3 - burrowing owl
4 - California glossy snake
5 - California horned lark
6 - coast horned lizard
7 - coast patch-nosed snake
8 - coastal cactus wren
9 - coastal California gnatcatcher
10 - coastal whiptail
11 - Cooper's hawk
12 - Crotch bumble bee
13 - Dulzura pocket mouse
14 - ferruginous hawk
15 - golden eagle
16 - least Bell's vireo
17 - lesser long-nosed bat
18 - loggerhead shrike
19 - Los Angeles pocket mouse
20 - northwestern San Diego pocket mouse
21 - orange-throated whiptail
22 - pallid San Diego pocket mouse
23 - purple martin
24 - red-diamond rattlesnake
25 - San Bernardino kangaroo rat
26 - San Diego black-tailed jackrabbit
27 - San Diego desert woodrat
28 - southern California rufous-crowned sparrow
29 - southern grasshopper mouse
30 - southern mountain yellow-legged frog
31 - southwestern willow flycatcher
32 - Stephens' kangaroo rat
33 - Swainson's hawk
34 - Townsend's big-eared bat
35 - tricolored blackbird
36 - western pond turtle
37 - western spadefoot
38 - western yellow-billed cuckoo
39 - western yellow bat
40 - white-faced ibis
41 - white-tailed kite
42 - yellow-breasted chat
43 - yellow-headed blackbird
44 - yellow warbler
45 - California satintail
46 - California screw moss
47 - chaparral sand-verbena
48 - Coachella Valley milk-vetch
49 - Coulter's goldfields
50 - Davidson's saltscale
51 - Jaeger's milk-vetch
52 - mesa horkelia
53 - Mojave tarplant
54 - mud nama
55 - Parry's spineflower
56 - Payson's jewelflower
57 - Plummer's mariposa-lily
58 - Robinson's pepper-grass
59 - Salt Spring checkerbloom
60 - San Bernardino aster
61 - San Bernardino gilia
62 - San Bernardino grass-of-Parnassus
63 - San Jacinto Valley crownscale
64 - Santa Ana River woollystar
65 - slender-horned spineflower
66 - smooth tarplant
67 - spiny-hair blazing star
68 - white rabbit-tobacco
69 - Wright's trichocoronis
70 - Yucaipa onion
71 - Desert Fan Palm Oasis Woodland
72 - Southern Coast Live Oak Riparian Forest
73 - Southern Cottonwood Willow Riparian Forest
74 - Southern Mixed Riparian Forest
75 - Southern Riparian Forest
76 - Southern Riparian Scrub

RIPARIAN SCRUB

Riparian scrub is a vegetation community that takes a variety of forms, depending on the dominant species. This habitat type has the same potential species composition as a riparian forest, but at a younger successional stage, usually a result of either a more recent disturbance or frequent flooding (Faber and Keller 1985). Riparian scrub is typically found along major drainages, but also occurs in smaller water courses.

SOUTHERN COTTONWOOD-WILLOW RIPARIAN FOREST

Southern cottonwood-willow riparian forest is a tall, open broad-leafed, winter-deciduous forest dominated by Fremont cottonwood (*Populus fremonii*), willows (*Salix* spp.), and western sycamore (*Platanus racemosa*), with an understory usually composed of shrubby willows. The tall riparian trees and dense understory result in an almost full canopy cover. This community occurs at low elevations along the valley floor, typically where the water table is high and/or there is year-round water flow. Frequent winter flows provide areas of scour and sedimentation within the channel.

COAST LIVE OAK WOODLANDS

Coast live oak woodland is a plant community dominated by a single oaks species, coast live oak (*Quercus agrifolia*); however, it may be interspersed with other broadleaf and coniferous trees, including California bay (*Umbellularia californica*), California walnut (*Juglans californica*), and to a lesser extent, other oaks. Typical understory consists of grasses, herbs, and geophytes. Coast live oak woodland is found throughout the California chaparral and woodlands ecoregion of California in the United States and northwestern Baja California in Mexico and is widespread at lower elevations in coastal California, occurring in interior valleys of the Coast Ranges, Transverse Ranges and Peninsular Ranges.

DEVELOPED LANDS

Developed lands are characterized by areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Typically, developed lands consist of permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. For the purpose of this summary report, agricultural areas and disturbed lands are also considered developed lands. Agriculture refers to lands subject to routine and ongoing commercial operations associated with orchards and vineyards, intensively developed agriculture, such as dairies, nurseries, and ranches, and extensive agriculture such as fields, pastures, and row crops. Disturbed land includes areas in which there is sparse vegetative cover and where there is evidence of soil surface disturbance and compaction from previous human activity and/or the presence of building foundations and debris. Vegetation on disturbed land (if present) has a high predominance of non-native and/or weedy species that are indicators of surface disturbance and soil compaction, such as Russian thistle (Salsola tragus), telegraph weed (Heterotheca grandiflora), horehound (Marrubium vulgare), and sow-thistle (Sonchus oleraceus).

SPECIAL-STATUS BIOLOGICAL RESOURCES

The following is a summary of special-status biological resources with potential to occur within the Planning Area. The term special-status biological resources include those plants, animals, vegetation communities, jurisdictional drainages and other sensitive biological resources that are governed under federal, state, and/or local laws and regulations. For the purpose of this report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA) or Native Plant Protection Act;

those recognized as Species of Special Concern (SSC) by the CDFW; and plants occurring on lists 1 and 2 of the CNPS California Rare Plant Rank (CRPR) system.

Plant communities are also considered special-status biological resources if they have limited distributions, have high value for sensitive wildlife, contain special-status species, or are particularly susceptible to disturbance. The CDFW ranks special-status communities as “threatened“ or “very threatened“ and keeps records of their occurrences in the CNDDB.

A total of 22 special-status plant species that are known to occur within the 5-mile radius of the Planning Area, five of which have a state and/or federal listing status, are presented in Technical Appendix B. The general locations of special-status species documented within the Planning Area by the CNDDB (March 2017) are shown in Figure 8.5. Five special-status plants have been mapped within Planning Area limits, including Jaeger's milk-vetch (*Astragalus pachypus* var. *jaegeri*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), spiny-hair blazing star (*Mentzelia tricuspis*), and Parry's spineflower (*Chorizanthe parryi* var. *parryi*).

Several special-status invertebrate, amphibian, fish, reptile, bird, and mammal species that are known or possibly found in the Planning Area. Numerous habitats occur within the Planning Area that can support special-status wildlife species including, but not limited to, Stephen’s kangaroo rat (*Dipodomys stephensi*), San Bernardino Merriam’s kangaroo rat (*D. merriami parvus*), least Bell’s vireo, and western burrowing owl.

SPECIAL-STATUS VEGETATION COMMUNITIES

Special-status vegetation communities are areas that are considered sensitive by federal, state, and/or local agencies due to their rarity and/or value in providing habitat for vegetation, fish, and wildlife. The CDFW classifies southern cottonwood-willow riparian forest, Riversidean alluvial fan scrub, and Riversidean sage scrub as a high priority for inventory (e.g., rare and worthy of consideration). Other special-status communities/areas not defined above, but are present within the Planning Area include drainages, wetlands and associated riparian vegetation.

JURISDICTIONAL RESOURCES

The major water courses associated with the Planning Area are Noble Creek, Little San Gorgonio Creek, and Potrero Creek. Noble Creek and Little San Gorgonio Creek are tributaries of San Timoteo Creek, which drains to the Santa Ana River and eventually to the Pacific Ocean. Potrero Creek is a tributary to the San Jacinto River, which drains into Lake Elsinore. Lake Elsinore has very little outflow, but in years of heavy rainfall it has overflowed into Temescal Creek, a tributary of the Santa Ana River. Any drainages occurring within the Planning Area that have a nexus to Noble Creek, Little San Gorgonio Creek, or Potrero Creek may be considered jurisdictional waters by federal and state regulations.

WILDLIFE CORRIDORS AND PRESERVES

As previously noted, the Planning Area occurs within the regional setting of the Western Riverside MSHCP. The MSHCP is comprised of a variety of existing and proposed Cores and Linkages. As defined by the MSHCP, a Core is a block of habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more MSHCP Covered Species. Linkages are connections between Cores that are of adequate size, configuration and vegetation characteristics to generally provide for "Live-In" habitat and/or provide for genetic flow for identified planning species. Areas identified as Linkages in the MSHCP may also provide movement habitat but not live-in habitat for some species, thereby functioning more as movement corridors.

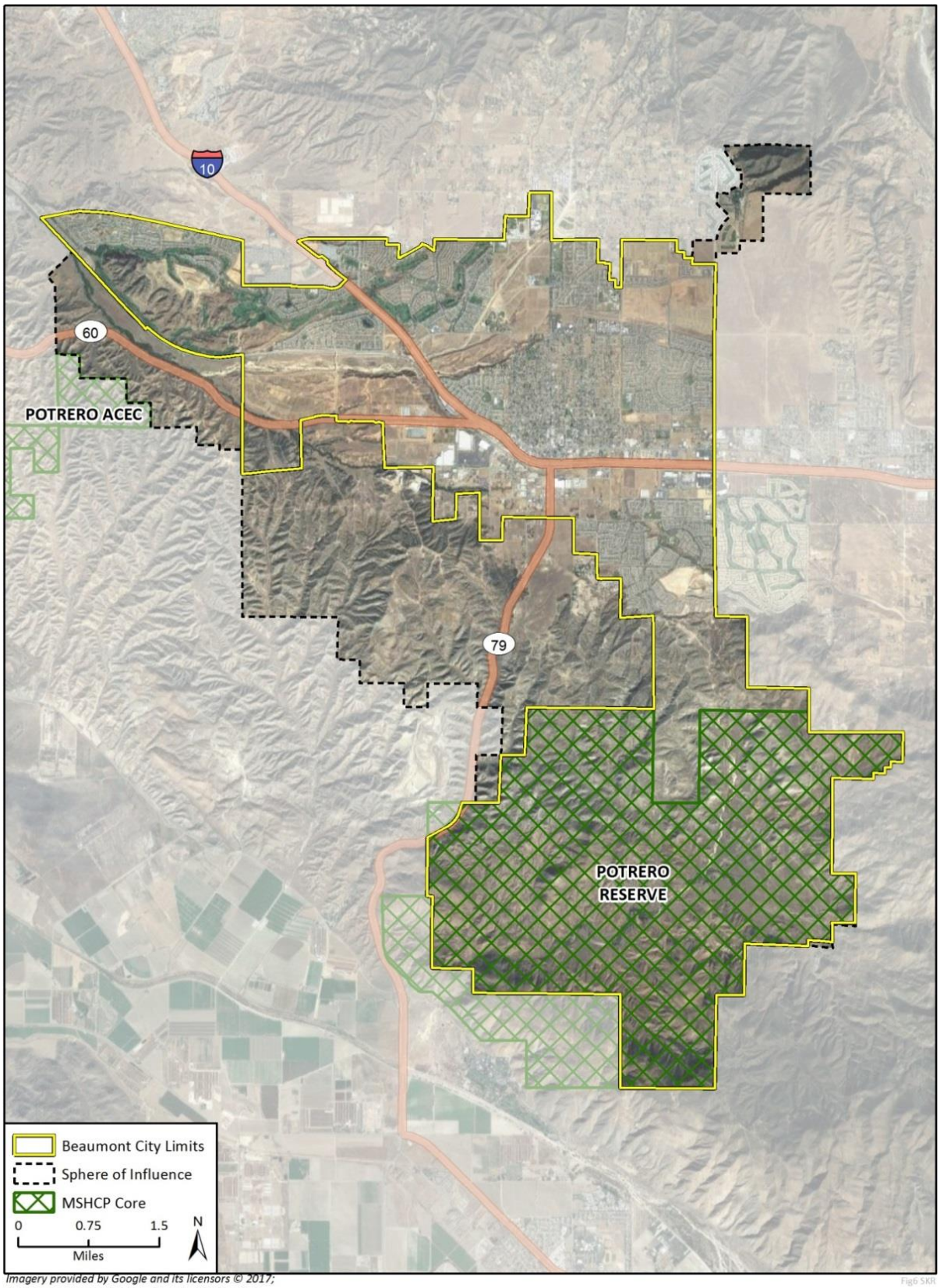
Within the Planning Area, the MSHCP has identified several Cores and Linkages, including Core 3 (Potrero Reserve) located in the southern portion of the Planning Area (Figure 8.6). Core 3 consists mainly of private lands, but also contains a few Public/Quasi-Public parcels. The Core also functions as a Linkage, connecting the San Bernardino

National Forest to the southwest with San Bernardino County and other conserved areas to the north of the Core. With a total acreage of approximately 24,920 acres, the Badlands/Potrero Core is one of the largest MSHCP Core. In addition, the Core is contiguous with other large Cores (Lake Perris/Mystic Lake and San Jacinto Mountains), thus greatly enlarging the functional area of Core 3.

Core 3 has a large proportion of its area unaffected by an urbanized edge and is only partially constrained by existing agricultural use. Within Core 3, important live-In and movement habitat is provided for Bell's sage sparrow (*Artemisiospiza belli*), loggerhead shrike (*Lanius ludovicianus*), cactus wren (*Campylorhynchus brunneicapillus*), southern California rufous-crowned sparrow (*Aimophila ruficeps*), and mountain lion (*Puma concolor*), which have key populations in the Badlands. Potrero Creek and associated alluvial fan sage scrub within the Core also provides habitat for key MSHCP species such as the Stephens' kangaroo rat, Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) and arroyo toad (*Anaxyrus californicus*).

In summary, some areas within the Planning Area have the potential or are known to support protected sensitive biological resources, including, but not limited to, state and federally listed wildlife and plant species; protected wetlands and waters; and wildlife movement corridors and preserves. As such, development and infrastructure projects could result in the loss of these resources within the Planning Area. Therefore, it is recommended that the intent of updates to the Conservation Element of the General Plan should include the addition and/or strengthening of policies for specific avoidance and mitigation measures to sensitive biological resources.

FIGURE 8.6 BEAUMONT MSHCP CORES AND LINKAGES



Imagery provided by Google and its licensors © 2017;
Additional data provided by Riverside County, 2016.

AIR QUALITY

Beaumont is located in the northeastern portion of the South Coast Air Basin (SCAB, Basin). The Basin is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountain ranges, and includes an area that extends from Calimesa on the northwest to Indio on the southeast. The principal source of air pollution affecting Beaumont, and the Banning Pass area, are pollutants transported by wind from the greater Los Angeles Metropolitan area. Air quality is an increasing concern for residents in Beaumont, as the major transportation routes through the City introduce air emissions from trucks, cars and trains. Additionally, in recent years the City has seen proposal for large-scale logistics facilities which attract more cars and diesel trucks. The resultant air quality emissions from these land uses are something that communities across the Inland Empire and Southern California are challenged with.

Air Quality Index Level of Health Concern	Numerical Value
Good	0 – 50
Moderate	51 – 100
Unhealthy for Sensitive Group	101 – 150
Unhealthy	151 – 200
Very Unhealthy	201 – 300
Hazardous	> 300

South Coast Air Quality Management District Air Quality Index Standards

The South Coast Air Quality Management District (SCAQMD) operates 38 permanent monitoring stations in the SCAB and a portion of the Salton Sea Air Basin in Coachella Valley. These monitoring stations are utilized by SCAQMD to provide a daily Air Quality Index for communities within their district boundaries. The Banning Pass Air Quality Monitoring Station is located within the vicinity of the City and started monitoring for ozone, nitrogen dioxide and course (PM10) and fine (PM2.5) particulate matter in 1997. The City of Beaumont lies within a state non-attainment area PM10 and a state and federal non-attainment area for ozone. This means Beaumont is considered to have air quality worse for these pollutants exceeding the ambient air standards set by the State and Federal governments. In light of this, current air quality conditions within the City of Beaumont are considered good with an air quality index of 46.[25]

In the California Air Resources Board (CARB) Multiple Air Toxics Exposure Studies (MATES), risk maps provide information on various Toxic Air Contaminants (TACs) in terms of their relative health risks, as well as their spatial distribution across the Basin. The most recent information can be used to characterize the "background" health risks from both regional and local TAC emission sources based on the available toxics emission inventory for the year 2012. Individuals residing and working within the City of Beaumont are exposed to inhalation cancer risks of no greater than approximately 602 persons per million.[26] It is important to note that the risk maps depict theoretical inhalation cancer risk due to modeled outdoor toxic pollutant levels and do not account for cancer risk due to other types of exposure. The largest contributors to inhalation cancer risk are diesel engines and the MATES program results indicate that diesel particulate matter (DPM) contributes approximately 68% of the total cancer risk. The highest cancer risks within the City are generally adjacent to Interstate 10, where truck traffic and DPM concentrations would likely be highest.

There are several industrial developments within the City that may be significant sources of TACs, which are listed in the SCAQMD Facility Information Detail (FIND) web tool. Example facilities include, but are not limited to,

---

[25] South Coast Air Quality Management District, Beaumont Air Quality Index for March 29, 2017. Available at http://www.aqmd.gov/ accessed March 29, 2017.

[26] SCAQMD, *MATES-IV Carcinogenic Risk Map*. (Available at http://www3.aqmd.gov/webappl/OI.Web/OI.aspx?jurisdictionID=AQMD.gov&shareID=73f55d6b-82cc-4c41-b779-4c48c9a8b15b, accessed March 1, 2017.

several concrete operations, a steel fabrication plant, plastic manufacturer, and plating, stamping, and tooling manufacturing facility. Locations of TAC emitter facilities are shown on Figure 8.7, and include the following:

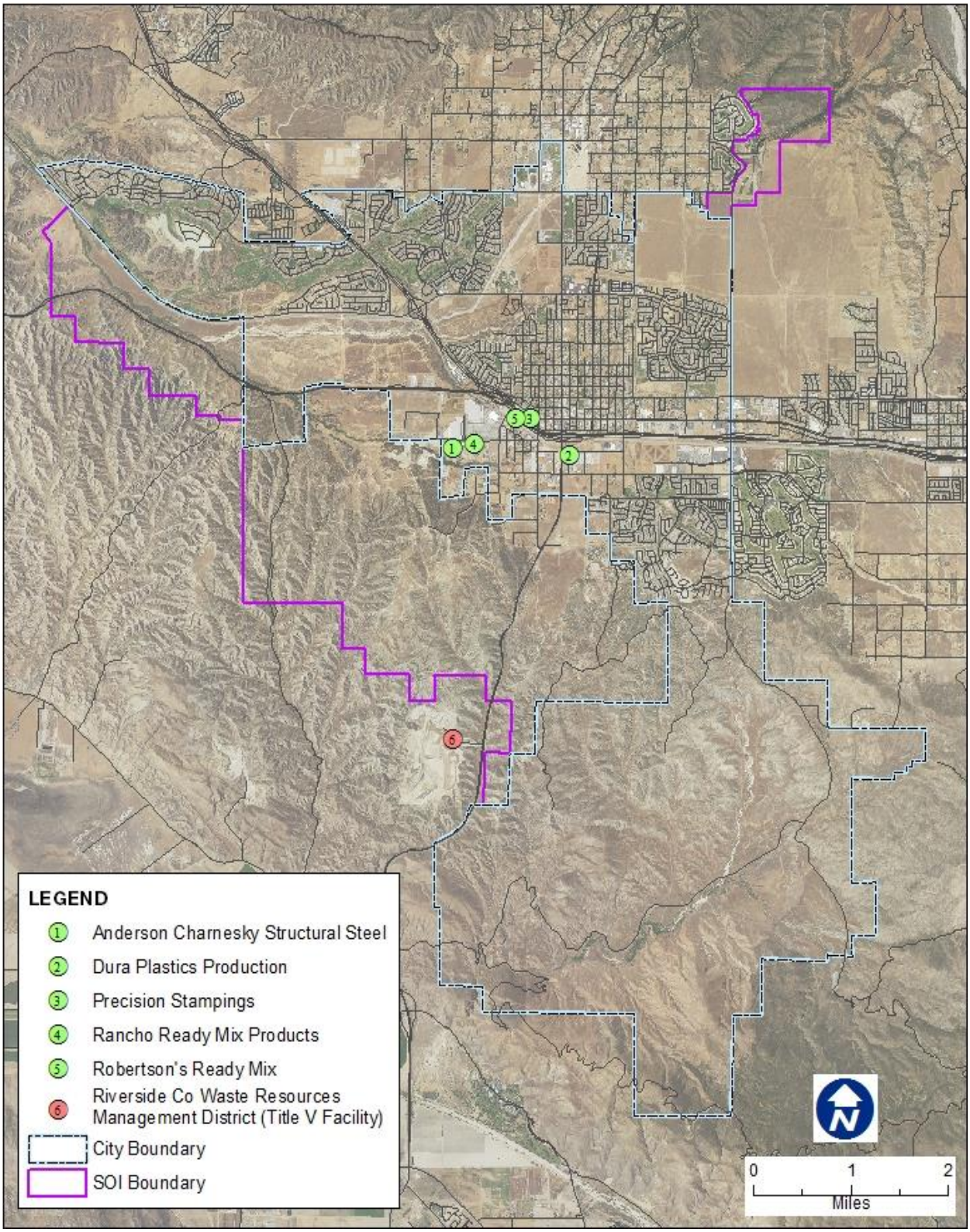
- Anderson Charnesky Structural Steel, Inc.
- Dura Plastic Production, Inc.
- Precision Stampings, Inc.
- Rancho Ready Mix Products, LP
- Robertson's Ready Mix – Beaumont #7

Additionally, the US Environmental Protection Agency oversees Title V to standardize air quality permits and the permitting process for major sources of emissions across the country. There is one registered Title V facility within the City, the Lamb Canyon Landfill located at 16411 Lamb Canyon Road. Annual emissions from this facility for the year 2016 include 5 criteria pollutants and 18 toxic pollutants.

CARB recommends avoidance of siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day. Additional recommendations for sensitive land uses include avoidance of placing such uses within 300 feet of any dry-cleaning operation using perchloroethylene. For such operations with two or more machines, setback should be increased to 500 feet. Consultation with the local air quality district should be made for operations utilizing three or more machines. No sensitive uses should be placed within the same building of such operations. CARB further recommends new sensitive land uses should not be placed within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) and that a 50-foot setback is recommended for all other typical gas station facilities from sensitive land uses. [27]

[27] California Air Resource Board, *Air Quality and Land Use Handbook: A Community Health Perspective, Table 1-2: Summary of Basis for Advisory Recommendations,* dated April 2005. (Available at https://www.arb.ca.gov/ch/handbook.pdf, accessed March 29, 2017.)

FIGURE 8.7 LARGE POLLUTERS MAP



ENERGY AND GREENHOUSE GAS EMISSIONS

Climate change, driven by human-generated greenhouse gas emissions is one of the most urgent environmental issues of our time. The effects of climate change have the potential to increase the severity of hazards and number of facilities susceptible to damage. New natural hazard event threats, such as extreme heat or precipitation events that have not been previously considered in emergency operations planning in Beaumont may occur. The resiliency of the city's population, infrastructure and economy are important considerations. While these effects may see long-term planning incrementally adapt land use patterns, infrastructure and the built environment may provide the most options and the most efficient course of action. Moreover, reducing GHG-generating activities has valuable co-benefits, such as cost-savings from reduced energy consumption and health benefits from improved air quality and more active transportation.

ENERGY

Building energy consumption is typically the second leading producer of greenhouse gas emissions for cities. The tables below show the breakdown of energy consumption by residential and non-residential and electricity and natural gas.

TABLE 8.1 ELECTRICITY CONSUMPTION FOR BEAUMONT AND RIVERSIDE COUNTY, 2012

	Countywide (kWh)	County Per Capita (kWh)	Beaumont (kWh)	Beaumont Per Capita (kWh)
Non-Residential	8,576,253,077	3,781	85,868,511	2,178
Residential	6,672,257,901	2,942	98,608,434	2,501
Total	15,248,510,978	6,723	184,476,945	4,680

Source: California Energy Commission

TABLE 8.2 NATURAL GAS CONSUMPTION FOR BEAUMONT AND RIVERSIDE COUNTY, 2012

	Countywide (Therms)	County Per Capita (Therms)	Beaumont (Therms)	Beaumont Per Capita (Therms)
Non-Residential	125,596,694	55	8,919,051	226
Residential	242,957,288	107	4,615,641	117
Total	368,553,982	163	13,534,692	343

Source: California Energy Commission

In 2012, a total of 4,680 kWh of electricity per capita was consumed, significantly lower than the countywide average of 6,723 kWh. Beaumont's lower per capita electricity consumption may be largely attributed to its lower non-residential (commercial/industrial) consumption. For natural gas consumption, it was the opposite effect: in Beaumont 50% per more natural per capita is consumed than the countywide per capita average. Again, the difference in consumption may be attributed to the non-residential sector. In Beaumont, non-residential natural gas consumption is 4 times greater than for Riverside County. It appears that industrial and commercial use in Beaumont have a greater reliance on natural gas energy than electricity.

GREENHOUSE GASES

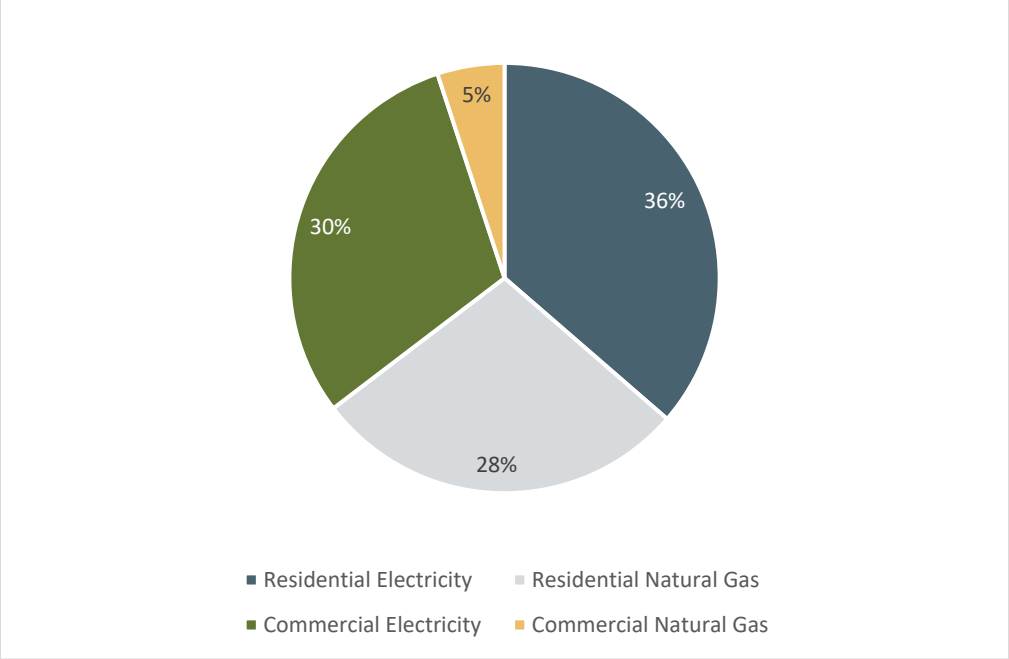
In 2015, Beaumont conducted a greenhouse gas emissions inventory as part of its Climate Action Plan (CAP). The Beaumont CAP focused exclusively on the building energy sector, and did not include transportation, waste or other GHG sources. Transportation is typically the main source of GHG emissions for cities. For Western Riverside County, emissions from the transportation sector accounted for 3,317,387 $MTCO_{2e}$, or 57% of the total emissions in the subregion or 1.5 metric tons of carbon per person.

Approximately two-thirds (67%) of Beaumont's emissions originated from electricity consumption, and the rest (33%) originated from natural gas consumption. Overall, residential sources accounted for 64% of total GHG, outpacing GHG commercial sources (36%).

TABLE 8.3 GHG EMISSIONS BY SECTOR

Building Energy Sectors		
Sub-sector and Source	**GHG Emissions (MTCO2e)**	**% of Total Emissions**
Residential		
Electricity	31,555	36%
Natural Gas	24,535	28%
Commercial/Industrial		
Electricity	27,479	31%
Natural Gas	4,741	5%
Total	**88,310**	**100%**

FIGURE 8.8 DISTRIBUTION OF GHG EMISSIONS



This Beaumont CAP GHG inventory served as a baseline for projecting future emissions. It is estimated that GHG emissions from Beaumont's building energy sector will increase by approximately 46%, from 88,310 $MTCO_{2e}$ to 129,137 $MTCO_{2e}$ by 2020. These increases are driven largely by population growth and a subsequent increase in the housing stock in the City.

The Beaumont CAP recommends a target reduction of 28% of its 2012 baseline level by 2020, which translates to a GHG emissions level of 63,583 MTCO2e/year. This target is not officially adopted by the City of Beaumont. The CAP also provides GHG-reduction strategies for existing residential buildings and privately-owned commercial and industrial buildings as well as an implementation plan and timeline for achieving these reductions. Opportunities for further reducing Beaumont's carbon emissions could be achieved through additional reduction strategies targeting emissions from waste and transportation.

SOLID WASTE AND RECYCLING

Solid waste disposal services for residential and commercial uses in Beaumont are provided by the commercial vendor, Waste Management. Solid waste collected from Beaumont residents and businesses is hauled to one of a few Riverside County landfills, including the El Sobrante and Lamb Canyon Landfills. The City manages several recycling programs for pharmaceutical items, batteries, as well as bulky items. Free household hazardous waste disposal is provided by the County of Riverside at Lamb Canyon Landfill on Saturdays.

REFERENCES

American Ornithologists' Union (AOU) and Cooper Ornithological Society. 2017. *Check-list of North American Birds*. Retrieved from http://www.aou.org/checklist/north (February 10, 2017).

Baldwin B. G., Goldman, D. H., Keil D. J., Patterson R., Rosatti T. J. (editors). 2012. *The Jepson Manual: Vascular Plants of California, Second Edition, Thoroughly Revised and Expanded.* University of California Press. Berkeley, California.

Bowers, N., R. Bowers, & K. Kaufman. 2004. *Mammals of North America.*

Burt, W.H., and R.P. Grossenheider. 1980. *A Field Guide to the Mammals of North American North of Mexico.* The Peterson Field Guide Series.

California Department of Fish and Wildlife. 2017a. California Natural Diversity Database, RareFind 5 (V 5.2.7) (February 2017).

California Department of Fish and Wildlife. 2017b. Biogeographic Information and Observation System (BIOS) (V 5.49.25). Retrieved from http://bios.dfg.ca.gov (February 2017).

California Department of Fish and Wildlife. 2017c. *Special Animals List.* Biogeographic Data Branch, California Natural Diversity Database. Updated January 2017.

California Department of Fish and Wildlife. 2017d. Sp*ecial Vascular Plants, Bryophytes, and Lichens List.* Biogeographic Data Branch, California Natural Diversity Database. Updated January 2017.

California Native Plant Society (CNPS), Rare Plant Program. 2017. *Inventory of Rare and Endangered Plants* (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org (February 2017).

City of Beaumont. 2007. *General Plan.* Accessed via: http://www.ci.beaumont.ca.us/index.aspx?NID=121

City of Beaumont. (2007). City of Beaumont General Plan.

City of Beaumont. (2015). Title 9: Public Peace, Morals, and Welfare. Retrieved April 2017, from City of Beaumont Municipal Code: http://www.ci.beaumont.ca.us/DocumentCenter/View/894

City of Beaumont. (2016). Ordinance No. 1067. Retrieved April 2017, from City of Beaumont Municipal Code: http://www.ci.beaumont.ca.us/DocumentCenter/View/27455

County of Riverside. 2003. Multiple Species Habitat Conservation Plan. Available at: http://wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/

County of Riverside. 2017. Riverside County Land Information System. Available at: http://gisweb.interwestgrp.com/RCLIS/

Faber, P.M. and E. Keller. 1985. The Ecology of Riparian Habitats of the Southern California Coastal Region: A Community Profile. USDI Fish and Wildlife Service Biological Report. 152 pp.

Federal Railroad Administration. (2016). US DOT Crossing Inventory Form for Riverside County. Retrieved April 2017, from http://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Xingqryloc.aspx

Federal Transit Administration. (2006). Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06). Available at https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/fta-noise-and-vibration-impact-assessment.

Google Earth. 2017. Available at: http://earth.google.com/

Hickman, J.C. (Ed.). 1993. *The Jepson Manual: Higher Plants of California.* University of California Press. Berkeley, California.

Holland, Robert F. 1986. *Preliminary Descriptions of the Terrestrial Natural Communities of California.* California Department of Fish and Wildlife, Nongame Heritage Program. 156 pgs.

ICF Jones & Stokes. 2009. Technical Noise Supplement. November. (ICF J&S 00183.08) Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. *A Manual of California Vegetation, Second Edition.* California Native Plant Society, Sacramento.

Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California.* Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration.

Stebbins, Robert C. 2003. *Western Reptiles and Amphibians, Third Edition. Peterson* Field Guides. Houghton Mifflin Company, 514 pages.

United States Department of Agricultural, Natural Resources Conservation Service. 2016a. Web Soil Survey. Retrieved from http://websoilsurvey.nrcs.usda.gov/app (February 15, 2017).

United States Fish and Wildlife Service. 1973. *The Endangered Species Act of 1973,* as amended (16 U.S.C. 1531 et seq.).

United States Fish and Wildlife Service. 2017a. Critical Habitat Portal. Retrieved from http://criticalhabitat.fws.gov (February 17, 2017).

United States Fish and Wildlife Service. 2017b. Information Planning and Conservation System (IPAC) Retrieved from: http://ecos.fws.gov/ipac/gettingStarted/index

United States Fish and Wildlife Service. 2017c. *National Wetlands Inventory.* Retrieved from http://wetlands.fws.gov (February 16, 2017).

Wilson, D.E. and Reeder, D.M. 2005. *Mammal Species of the World.* A Taxonomic and Geographic Reference (3rd edition), Johns Hopkins University Press, 2,142 pp. Retrieved from http://www.departments.bucknell.edu/biology/resources/msw3/browse.asp (February 17, 2017).

TECHNICAL APPENDIX A

TECHNICAL APPENDIX B

CalEEMod Version: CalEEMod.2016.3.2

Date: 1/20/2020 12:29 PM

Beaumont GP - 2040 City Non VMT - Riverside-South Coast County, Summer

Beaumont GP - 2040 City Non VMT

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	884.20	1000sqft	20.30	884,196.00	0
General Light Industry	11,502.30	1000sqft	264.06	11,502,295.00	0
Apartments Low Rise	7,941.00	Dwelling Unit	496.31	7,941,000.00	22711
Single Family Housing	23,081.00	Dwelling Unit	7,493.83	41,545,800.00	66012
Regional Shopping Center	7,103.43	1000sqft	163.07	7,103,425.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per City only General Plan Land Use Summary. Based on Max Residential density and Typical non-residential intensity.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Not Modelled. VMT modelled seperatley.

Woodstoves - Assumed no wood burning fireplaces in apartments.

Fleet Mix - Not Modeled

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberNoFireplace	794.10	1,191.15
tblFireplaces	NumberWood	397.05	0.00
tblLandUse	LandUseSquareFeet	884,200.00	884,196.00
tblLandUse	LandUseSquareFeet	11,502,300.00	11,502,295.00
tblLandUse	LandUseSquareFeet	7,103,430.00	7,103,425.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	ST_TR	9.91	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	SU_TR	8.62	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00
tblVehicleTrips	WD_TR	9.52	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						
Energy	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**7,888.0612**	**967.0080**	**16,459.7032**	**39.1147**	**0.0000**	**2,128.8384**	**2,128.8384**	**0.0000**	**2,128.8384**	**2,128.8384**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						
Energy	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**7,888.0612**	**967.0080**	**16,459.7032**	**39.1147**	**0.0000**	**2,128.8384**	**2,128.8384**	**0.0000**	**2,128.8384**	**2,128.8384**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/17/2020	1/16/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Light Industry	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Office Building	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Regional Shopping Center	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Single Family Housing	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						
NaturalGas Unmitigated	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	338841	3.6542	31.2266	13.2879	0.1993		2.5247	2.5247		2.5247	2.5247						
General Light Industry	1.02386e+006	11.0417	100.3786	84.3180	0.6023		7.6288	7.6288		7.6288	7.6288						
General Office Building	8405.92	0.0907	0.8241	0.6923	4.9400e-003		0.0626	0.0626		0.0626	0.0626						
Regional Shopping Center	43204.4	0.4659	4.2357	3.5580	0.0254		0.3219	0.3219		0.3219	0.3219						
Single Family Housing	1.93477e+006	20.8651	178.3020	75.8732	1.1381		14.4159	14.4159		14.4159	14.4159						
Total		**36.1175**	**314.9670**	**177.7294**	**1.9700**		**24.9539**	**24.9539**		**24.9539**	**24.9539**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	338.841	3.6542	31.2266	13.2879	0.1993		2.5247	2.5247		2.5247	2.5247						
General Light Industry	1023.86	11.0417	100.3786	84.3180	0.6023		7.6288	7.6288		7.6288	7.6288						
General Office Building	8.40592	0.0907	0.8241	0.6923	4.9400e-003		0.0626	0.0626		0.0626	0.0626						
Regional Shopping Center	43.2044	0.4659	4.2357	3.5580	0.0254		0.3219	0.3219		0.3219	0.3219						
Single Family Housing	1934.77	20.8651	178.3020	75.8732	1.1381		14.4159	14.4159		14.4159	14.4159						
Total		**36.1175**	**314.9670**	**177.7294**	**1.9700**		**24.9539**	**24.9539**		**24.9539**	**24.9539**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						
Unmitigated	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	134.3350					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1,365.7390					0.0000	0.0000		0.0000	0.0000						
Hearth	6,275.4768	622.6114	13,731.8854	37.0093		2,089.6845	2,089.6845		2,089.6845	2,089.6845						
Landscaping	76.3928	29.4296	2,550.0884	0.1353		14.2000	14.2000		14.2000	14.2000						
Total	**7,851.9436**	**652.0410**	**16,281.9738**	**37.1446**		**2,103.8845**	**2,103.8845**		**2,103.8845**	**2,103.8845**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	134.3350					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1,365.7390					0.0000	0.0000		0.0000	0.0000						
Hearth	6,275.4768	622.6114	13,731.8854	37.0093		2,089.6845	2,089.6845		2,089.6845	2,089.6845						
Landscaping	76.3928	29.4296	2,550.0884	0.1353		14.2000	14.2000		14.2000	14.2000						
Total	**7,851.9436**	**652.0410**	**16,281.9738**	**37.1446**		**2,103.8845**	**2,103.8845**		**2,103.8845**	**2,103.8845**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.2

Date: 1/20/2020 12:30 PM

Beaumont GP - 2040 City Non VMT - Riverside-South Coast County, Winter

Beaumont GP - 2040 City Non VMT

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	884.20	1000sqft	20.30	884,196.00	0
General Light Industry	11,502.30	1000sqft	264.06	11,502,295.00	0
Apartments Low Rise	7,941.00	Dwelling Unit	496.31	7,941,000.00	22711
Single Family Housing	23,081.00	Dwelling Unit	7,493.83	41,545,800.00	66012
Regional Shopping Center	7,103.43	1000sqft	163.07	7,103,425.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per City only General Plan Land Use Summary. Based on Max Residential density and Typical non-residential intensity.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Not Modelled. VMT modelled seperatley.

Woodstoves - Assumed no wood burning fireplaces in apartments.

Fleet Mix - Not Modeled

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberNoFireplace	794.10	1,191.15
tblFireplaces	NumberWood	397.05	0.00
tblLandUse	LandUseSquareFeet	884,200.00	884,196.00
tblLandUse	LandUseSquareFeet	11,502,300.00	11,502,295.00
tblLandUse	LandUseSquareFeet	7,103,430.00	7,103,425.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	ST_TR	9.91	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	SU_TR	8.62	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00
tblVehicleTrips	WD_TR	9.52	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						
Energy	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**7,888.0612**	**967.0080**	**16,459.7032**	**39.1147**	**0.0000**	**2,128.8384**	**2,128.8384**	**0.0000**	**2,128.8384**	**2,128.8384**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						
Energy	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**7,888.0612**	**967.0080**	**16,459.7032**	**39.1147**	**0.0000**	**2,128.8384**	**2,128.8384**	**0.0000**	**2,128.8384**	**2,128.8384**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/17/2020	1/16/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Light Industry	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Office Building	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Regional Shopping Center	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Single Family Housing	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						
NaturalGas Unmitigated	36.1175	314.9670	177.7294	1.9701		24.9539	24.9539		24.9539	24.9539						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	338841	3.6542	31.2266	13.2879	0.1993		2.5247	2.5247		2.5247	2.5247						
General Light Industry	1.02386e+006	11.0417	100.3786	84.3180	0.6023		7.6288	7.6288		7.6288	7.6288						
General Office Building	8405.92	0.0907	0.8241	0.6923	4.9400e-003		0.0626	0.0626		0.0626	0.0626						
Regional Shopping Center	43204.4	0.4659	4.2357	3.5580	0.0254		0.3219	0.3219		0.3219	0.3219						
Single Family Housing	1.93477e+006	20.8651	178.3020	75.8732	1.1381		14.4159	14.4159		14.4159	14.4159						
Total		**36.1175**	**314.9670**	**177.7294**	**1.9700**		**24.9539**	**24.9539**		**24.9539**	**24.9539**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	338.841	3.6542	31.2266	13.2879	0.1993		2.5247	2.5247		2.5247	2.5247						
General Light Industry	1023.86	11.0417	100.3786	84.3180	0.6023		7.6288	7.6288		7.6288	7.6288						
General Office Building	8.40592	0.0907	0.8241	0.6923	4.9400e-003		0.0626	0.0626		0.0626	0.0626						
Regional Shopping Center	43.2044	0.4659	4.2357	3.5580	0.0254		0.3219	0.3219		0.3219	0.3219						
Single Family Housing	1934.77	20.8651	178.3020	75.8732	1.1381		14.4159	14.4159		14.4159	14.4159						
Total		**36.1175**	**314.9670**	**177.7294**	**1.9700**		**24.9539**	**24.9539**		**24.9539**	**24.9539**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						
Unmitigated	7,851.9436	652.0410	16,281.9738	37.1446		2,103.8845	2,103.8845		2,103.8845	2,103.8845						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	134.3350					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1,365.7390					0.0000	0.0000		0.0000	0.0000						
Hearth	6,275.4768	622.6114	13,731.8854	37.0093		2,089.6845	2,089.6845		2,089.6845	2,089.6845						
Landscaping	76.3928	29.4296	2,550.0884	0.1353		14.2000	14.2000		14.2000	14.2000						
Total	**7,851.9436**	**652.0410**	**16,281.9738**	**37.1446**		**2,103.8845**	**2,103.8845**		**2,103.8845**	**2,103.8845**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	134.3350					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1,365.7390					0.0000	0.0000		0.0000	0.0000						
Hearth	6,275.4768	622.6114	13,731.8854	37.0093		2,089.6845	2,089.6845		2,089.6845	2,089.6845						
Landscaping	76.3928	29.4296	2,550.0884	0.1353		14.2000	14.2000		14.2000	14.2000						
Total	**7,851.9436**	**652.0410**	**16,281.9738**	**37.1446**		**2,103.8845**	**2,103.8845**		**2,103.8845**	**2,103.8845**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.2

Date: 1/20/2020 12:44 PM

Beaumont GP - 2040 SOI Non VMT - Riverside-South Coast County, Summer

Beaumont GP - 2040 SOI Non VMT

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	931.16	1000sqft	21.38	931,157.00	0
General Light Industry	10,258.03	1000sqft	235.49	10,258,032.00	0
Apartments Low Rise	6,136.00	Dwelling Unit	383.50	6,136,000.00	17549
Single Family Housing	3,691.00	Dwelling Unit	1,198.38	6,643,800.00	10556
Regional Shopping Center	2,403.56	1000sqft	55.18	2,403,556.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per SOI only General Plan Land Use Summary. Based on Max. Residental density and Typical non-residential intensity.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Not Modeled.VMT Modelled seperately.

Woodstoves - Assumed no wood burning fireplaces in apartments.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	PhaseEndDate	5/16/2058	1/16/2020
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberNoFireplace	613.60	920.40
tblFireplaces	NumberWood	306.80	0.00
tblLandUse	LandUseSquareFeet	10,258,000.00	10,258,032.00
tblLandUse	LandUseSquareFeet	2,403,560.00	2,403,556.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	ST_TR	9.91	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	SU_TR	8.62	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00
tblVehicleTrips	WD_TR	9.52	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	1.0200e-003	0.0000	0.0000	9.3000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0200e-003**	**0.0000**	**0.0000**	**9.3000e-004**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	1.0200e-003	0.0000	0.0000	9.3000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0200e-003**	**0.0000**	**0.0000**	**9.3000e-004**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						
Energy	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**1,762.0406**	**341.4263**	**4,325.9142**	**11.1775**	**0.0000**	**550.0216**	**550.0216**	**0.0000**	**550.0216**	**550.0216**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						
Energy	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**1,762.0406**	**341.4263**	**4,325.9142**	**11.1775**	**0.0000**	**550.0216**	**550.0216**	**0.0000**	**550.0216**	**550.0216**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/17/2020	1/16/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Light Industry	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Office Building	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Regional Shopping Center	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Single Family Housing	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						
NaturalGas Unmitigated	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	261822	2.8236	24.1287	10.2675	0.1540		1.9508	1.9508		1.9508	1.9508						
General Light Industry	913105	9.8472	89.5201	75.1969	0.5371		6.8035	6.8035		6.8035	6.8035						
General Office Building	8852.37	0.0955	0.8679	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660						
Regional Shopping Center	14618.9	0.1577	1.4332	1.2039	8.6000e-003		0.1089	0.1089		0.1089	0.1089						
Single Family Housing	309398	3.3367	28.5132	12.1333	0.1820		2.3053	2.3053		2.3053	2.3053						
Total		**16.2606**	**144.4631**	**99.5307**	**0.8869**		**11.2346**	**11.2346**		**11.2346**	**11.2346**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	261.822	2.8236	24.1287	10.2675	0.1540		1.9508	1.9508		1.9508	1.9508						
General Light Industry	913.105	9.8472	89.5201	75.1969	0.5371		6.8035	6.8035		6.8035	6.8035						
General Office Building	8.85237	0.0955	0.8679	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660						
Regional Shopping Center	14.6189	0.1577	1.4332	1.2039	8.6000e-003		0.1089	0.1089		0.1089	0.1089						
Single Family Housing	309.398	3.3367	28.5132	12.1333	0.1820		2.3053	2.3053		2.3053	2.3053						
Total		**16.2606**	**144.4631**	**99.5307**	**0.8869**		**11.2346**	**11.2346**		**11.2346**	**11.2346**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						
Unmitigated	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	56.4304					0.0000	0.0000		0.0000	0.0000						
Consumer Products	522.1764					0.0000	0.0000		0.0000	0.0000						
Hearth	1,142.9050	187.6338	3,417.8262	10.2476		534.2862	534.2862		534.2862	534.2862						
Landscaping	24.2682	9.3293	808.5574	0.0429		4.5009	4.5009		4.5009	4.5009						
Total	**1,745.7800**	**196.9632**	**4,226.3836**	**10.2905**		**538.7870**	**538.7870**		**538.7870**	**538.7870**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	56.4304					0.0000	0.0000		0.0000	0.0000						
Consumer Products	522.1764					0.0000	0.0000		0.0000	0.0000						
Hearth	1,142.9050	187.6338	3,417.8262	10.2476		534.2862	534.2862		534.2862	534.2862						
Landscaping	24.2682	9.3293	808.5574	0.0429		4.5009	4.5009		4.5009	4.5009						
Total	**1,745.7800**	**196.9632**	**4,226.3836**	**10.2905**		**538.7870**	**538.7870**		**538.7870**	**538.7870**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.2

Date: 1/20/2020 12:45 PM

Beaumont GP - 2040 SOI Non VMT - Riverside-South Coast County, Winter

Beaumont GP - 2040 SOI Non VMT

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	931.16	1000sqft	21.38	931,157.00	0
General Light Industry	10,258.03	1000sqft	235.49	10,258,032.00	0
Apartments Low Rise	6,136.00	Dwelling Unit	383.50	6,136,000.00	17549
Single Family Housing	3,691.00	Dwelling Unit	1,198.38	6,643,800.00	10556
Regional Shopping Center	2,403.56	1000sqft	55.18	2,403,556.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per SOI only General Plan Land Use Summary. Based on Max. Residental density and Typical non-residential intensity.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Not Modeled.VMT Modelled seperately.

Woodstoves - Assumed no wood burning fireplaces in apartments.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	PhaseEndDate	5/16/2058	1/16/2020
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberNoFireplace	613.60	920.40
tblFireplaces	NumberWood	306.80	0.00
tblLandUse	LandUseSquareFeet	10,258,000.00	10,258,032.00
tblLandUse	LandUseSquareFeet	2,403,560.00	2,403,556.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	15.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	49.97	0.00
tblVehicleTrips	ST_TR	9.91	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	25.24	0.00
tblVehicleTrips	SU_TR	8.62	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	42.70	0.00
tblVehicleTrips	WD_TR	9.52	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	1.0200e-003	0.0000	0.0000	9.3000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0200e-003**	**0.0000**	**0.0000**	**9.3000e-004**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	1.0200e-003	0.0000	0.0000	9.3000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0200e-003**	**0.0000**	**0.0000**	**9.3000e-004**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						
Energy	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**1,762.0406**	**341.4263**	**4,325.9142**	**11.1775**	**0.0000**	**550.0216**	**550.0216**	**0.0000**	**550.0216**	**550.0216**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						
Energy	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**1,762.0406**	**341.4263**	**4,325.9142**	**11.1775**	**0.0000**	**550.0216**	**550.0216**	**0.0000**	**550.0216**	**550.0216**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/17/2020	1/16/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Light Industry	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
General Office Building	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Regional Shopping Center	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512
Single Family Housing	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						
NaturalGas Unmitigated	16.2606	144.4631	99.5307	0.8869		11.2346	11.2346		11.2346	11.2346						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	261822	2.8236	24.1287	10.2675	0.1540		1.9508	1.9508		1.9508	1.9508						
General Light Industry	913105	9.8472	89.5201	75.1969	0.5371		6.8035	6.8035		6.8035	6.8035						
General Office Building	8852.37	0.0955	0.8679	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660						
Regional Shopping Center	14618.9	0.1577	1.4332	1.2039	8.6000e-003		0.1089	0.1089		0.1089	0.1089						
Single Family Housing	309398	3.3367	28.5132	12.1333	0.1820		2.3053	2.3053		2.3053	2.3053						
Total		**16.2606**	**144.4631**	**99.5307**	**0.8869**		**11.2346**	**11.2346**		**11.2346**	**11.2346**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	261.822	2.8236	24.1287	10.2675	0.1540		1.9508	1.9508		1.9508	1.9508						
General Light Industry	913.105	9.8472	89.5201	75.1969	0.5371		6.8035	6.8035		6.8035	6.8035						
General Office Building	8.85237	0.0955	0.8679	0.7290	5.2100e-003		0.0660	0.0660		0.0660	0.0660						
Regional Shopping Center	14.6189	0.1577	1.4332	1.2039	8.6000e-003		0.1089	0.1089		0.1089	0.1089						
Single Family Housing	309.398	3.3367	28.5132	12.1333	0.1820		2.3053	2.3053		2.3053	2.3053						
Total		**16.2606**	**144.4631**	**99.5307**	**0.8869**		**11.2346**	**11.2346**		**11.2346**	**11.2346**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						
Unmitigated	1,745.7800	196.9632	4,226.3836	10.2906		538.7870	538.7870		538.7870	538.7870						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	56.4304					0.0000	0.0000		0.0000	0.0000						
Consumer Products	522.1764					0.0000	0.0000		0.0000	0.0000						
Hearth	1,142.9050	187.6338	3,417.8262	10.2476		534.2862	534.2862		534.2862	534.2862						
Landscaping	24.2682	9.3293	808.5574	0.0429		4.5009	4.5009		4.5009	4.5009						
Total	**1,745.7800**	**196.9632**	**4,226.3836**	**10.2905**		**538.7870**	**538.7870**		**538.7870**	**538.7870**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	56.4304					0.0000	0.0000		0.0000	0.0000						
Consumer Products	522.1764					0.0000	0.0000		0.0000	0.0000						
Hearth	1,142.9050	187.6338	3,417.8262	10.2476		534.2862	534.2862		534.2862	534.2862						
Landscaping	24.2682	9.3293	808.5574	0.0429		4.5009	4.5009		4.5009	4.5009						
Total	**1,745.7800**	**196.9632**	**4,226.3836**	**10.2905**		**538.7870**	**538.7870**		**538.7870**	**538.7870**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Date: 1/21/2020 9:11 AM

Beaumont GP - 2040 City VMT Only - Riverside-South Coast County, Summer

Beaumont GP - 2040 City VMT Only

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Parking	134,255.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Traffic VMT Calculations. 2040 Citywide service population.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Per Traffic VMT Calculations. 2040 Citywide only VMT rates per service population.

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00

tblVehicleTrips	CC_TL	8.40	1.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	28.90
tblVehicleTrips	SU_TR	0.00	28.90
tblVehicleTrips	WD_TR	0.00	28.90

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	6.8000e-004	0.0000	0.0000	6.2000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.8000e-004**	**0.0000**	**0.0000**	**6.2000e-004**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	6.8000e-004	0.0000	0.0000	6.2000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.8000e-004**	**0.0000**	**0.0000**	**6.2000e-004**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	2,276.0050	24,548.7229	9,961.1734	64.6211	3,006.1629	18.6484	3,024.8113	803.3845	17.3233	820.7079						
Total	**2,277.2513**	**24,548.8452**	**9,974.7932**	**64.6221**	**3,006.1629**	**18.6967**	**3,024.8597**	**803.3845**	**17.3717**	**820.7562**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	2,276.0050	24,548.7229	9,961.1734	64.6211	3,006.1629	18.6484	3,024.8113	803.3845	17.3233	820.7079						
Total	**2,277.2513**	**24,548.8452**	**9,974.7932**	**64.6221**	**3,006.1629**	**18.6967**	**3,024.8597**	**803.3845**	**17.3717**	**820.7562**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/20/2020	1/19/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2,276.0050	24,548.7229	9,961.1734	64.6211	3,006.1629	18.6484	3,024.8113	803.3845	17.3233	820.7079						
Unmitigated	2,276.0050	24,548.7229	9,961.1734	64.6211	3,006.1629	18.6484	3,024.8113	803.3845	17.3233	820.7079						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Parking	3,879,969.50	3,879,969.50	3879969.50	1,412,308,898	1,412,308,898
Total	3,879,969.50	3,879,969.50	3,879,969.50	1,412,308,898	1,412,308,898

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Parking	0.00	1.00	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Parking	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Unmitigated	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Total	**1.2463**	**0.1224**	**13.6198**	**1.0200e-003**		**0.0483**	**0.0483**		**0.0483**	**0.0483**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Total	**1.2463**	**0.1224**	**13.6198**	**1.0200e-003**		**0.0483**	**0.0483**		**0.0483**	**0.0483**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Date: 1/21/2020 9:12 AM

Beaumont GP - 2040 City VMT Only - Riverside-South Coast County, Winter

Beaumont GP - 2040 City VMT Only

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Parking	134,255.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Traffic VMT Calculations. 2040 Citywide service population.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Per Traffic VMT Calculations. 2040 Citywide only VMT rates per service population.

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00

tblVehicleTrips	CC_TL	8.40	1.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	28.90
tblVehicleTrips	SU_TR	0.00	28.90
tblVehicleTrips	WD_TR	0.00	28.90

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	6.8000e-004	0.0000	0.0000	6.2000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.8000e-004**	**0.0000**	**0.0000**	**6.2000e-004**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	6.8000e-004	0.0000	0.0000	6.2000e-004	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**6.8000e-004**	**0.0000**	**0.0000**	**6.2000e-004**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	1,824.0411	23,853.0661	10,570.7510	58.2823	3,006.1629	19.0612	3,025.2241	803.3845	17.7186	821.1031						
Total	**1,825.2874**	**23,853.1884**	**10,584.3707**	**58.2833**	**3,006.1629**	**19.1095**	**3,025.2724**	**803.3845**	**17.7669**	**821.1514**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	1,824.0411	23,853.0661	10,570.7510	58.2823	3,006.1629	19.0612	3,025.2241	803.3845	17.7186	821.1031						
Total	**1,825.2874**	**23,853.1884**	**10,584.3707**	**58.2833**	**3,006.1629**	**19.1095**	**3,025.2724**	**803.3845**	**17.7669**	**821.1514**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/20/2020	1/19/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,824.0411	23,853.0661	10,570.7510	58.2823	3,006.1629	19.0612	3,025.2241	803.3845	17.7186	821.1031						
Unmitigated	1,824.0411	23,853.0661	10,570.7510	58.2823	3,006.1629	19.0612	3,025.2241	803.3845	17.7186	821.1031						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Parking	3,879,969.50	3,879,969.50	3879969.50	1,412,308,898	1,412,308,898
Total	3,879,969.50	3,879,969.50	3,879,969.50	1,412,308,898	1,412,308,898

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Parking	0.00	1.00	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Parking	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Unmitigated	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Total	**1.2463**	**0.1224**	**13.6198**	**1.0200e-003**		**0.0483**	**0.0483**		**0.0483**	**0.0483**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	1.2463	0.1224	13.6198	1.0200e-003		0.0483	0.0483		0.0483	0.0483						
Total	**1.2463**	**0.1224**	**13.6198**	**1.0200e-003**		**0.0483**	**0.0483**		**0.0483**	**0.0483**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Beaumont GP - 2040 SOI VMT Only

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Parking	32,949.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Traffic VMT Calculations. Based on 2040 SOI service population only.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Per Traffic VMT Calculations. 2040 SOI VMT per service population only.

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	CC_TL	8.40	1.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00

tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	33.30
tblVehicleTrips	SU_TR	0.00	33.30
tblVehicleTrips	WD_TR	0.00	33.30

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.4679	0.0000	0.0000	0.4463	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.4679**	**0.0000**	**0.0000**	**0.4463**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.4679	0.0000	0.0000	0.4463	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.4679**	**0.0000**	**0.0000**	**0.4463**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	643.6227	6,942.0392	2,816.8820	18.2739	850.1013	5.2735	855.3748	227.1860	4.8988	232.0848						
Total	**643.9286**	**6,942.0693**	**2,820.2246**	**18.2742**	**850.1013**	**5.2854**	**855.3867**	**227.1860**	**4.9107**	**232.0967**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	643.6227	6,942.0392	2,816.8820	18.2739	850.1013	5.2735	855.3748	227.1860	4.8988	232.0848						
Total	**643.9286**	**6,942.0693**	**2,820.2246**	**18.2742**	**850.1013**	**5.2854**	**855.3867**	**227.1860**	**4.9107**	**232.0967**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/20/2020	1/19/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	643.6227	6,942.0392	2,816.8820	18.2739	850.1013	5.2735	855.3748	227.1860	4.8988	232.0848						
Unmitigated	643.6227	6,942.0392	2,816.8820	18.2739	850.1013	5.2735	855.3748	227.1860	4.8988	232.0848						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Parking	1,097,201.70	1,097,201.70	1097201.70	399,381,419	399,381,419
Total	1,097,201.70	1,097,201.70	1,097,201.70	399,381,419	399,381,419

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Parking	0.00	1.00	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Parking	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Unmitigated	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Total	**0.3059**	**0.0300**	**3.3426**	**2.5000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Total	**0.3059**	**0.0300**	**3.3426**	**2.5000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Date: 1/21/2020 8:59 AM

Beaumont GP - 2040 SOI VMT Only - Riverside-South Coast County, Winter

Beaumont GP - 2040 SOI VMT Only

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Parking	32,949.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Traffic VMT Calculations. Based on 2040 SOI service population only.

Construction Phase - Not Modeled

Off-road Equipment - Not Modeled

Vehicle Trips - Per Traffic VMT Calculations. 2040 SOI VMT per service population only.

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	CC_TL	8.40	1.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00

tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	33.30
tblVehicleTrips	SU_TR	0.00	33.30
tblVehicleTrips	WD_TR	0.00	33.30

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.4679	0.0000	0.0000	0.4463	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.4679**	**0.0000**	**0.0000**	**0.4463**	**0.0000**						

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.4679	0.0000	0.0000	0.4463	0.0000						
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.4679**	**0.0000**	**0.0000**	**0.4463**	**0.0000**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	515.8136	6,745.3171	2,989.2621	16.4814	850.1013	5.3902	855.4915	227.1860	5.0106	232.1966						
Total	**516.1195**	**6,745.3471**	**2,992.6047**	**16.4817**	**850.1013**	**5.4021**	**855.5034**	**227.1860**	**5.0224**	**232.2085**						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	515.8136	6,745.3171	2,989.2621	16.4814	850.1013	5.3902	855.4915	227.1860	5.0106	232.1966						
Total	**516.1195**	**6,745.3471**	**2,992.6047**	**16.4817**	**850.1013**	**5.4021**	**855.5034**	**227.1860**	**5.0224**	**232.2085**						

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/20/2020	1/19/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	515.8136	6,745.3171	2,989.2621	16.4814	850.1013	5.3902	855.4915	227.1860	5.0106	232.1966						
Unmitigated	515.8136	6,745.3171	2,989.2621	16.4814	850.1013	5.3902	855.4915	227.1860	5.0106	232.1966						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Parking	1,097,201.70	1,097,201.70	1097201.70	399,381,419	399,381,419
Total	1,097,201.70	1,097,201.70	1,097,201.70	399,381,419	399,381,419

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Parking	0.00	1.00	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Parking	0.566189	0.033707	0.192293	0.100413	0.008756	0.004001	0.016522	0.070107	0.001420	0.001057	0.004327	0.000696	0.000512

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Unmitigated	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Total	**0.3059**	**0.0300**	**3.3426**	**2.5000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.3059	0.0300	3.3426	2.5000e-004		0.0119	0.0119		0.0119	0.0119						
Total	**0.3059**	**0.0300**	**3.3426**	**2.5000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**						

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California

Roberta Thomas, MA, RPA, and Michael Mirro, MA, RPA

Prepared By

Applied EarthWorks, Inc.
133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107

Prepared For
Melissa Perez, Senior Environmental Planner
Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506

February 2018

National Archaeological Database (NADB)
Type of Study: Literature Search, Cultural Resource Sensitivity Analysis
USGS 7.5' Quadrangles: Beaumont, CA; El Casco, CA; San Jacinto, CA
Acreage: 24,813 acres
Level of Investigation: CEQA Desktop constraints analysis
Key Words: Beaumont; General Plan Update; San Bernardino County; Riverside County; CEQA

MANAGEMENT SUMMARY

Applied EarthWorks, Inc. (Æ) was retained by Albert A. Webb Associates to conduct a desktop analysis to assess the cultural resource sensitivity for the City of Beaumont's General Plan Update (Project) in Riverside County, California. The proposed Project is an update to the City's 2006 General Plan. The City of Beaumont (City) is the lead agency for the purposes of the California Environmental Quality Act (CEQA).

This report summarizes the methods and results of the baseline cultural resource assessment of the Project area. This assessment included archaeological and historical background research, communication with Native American tribal representatives, and a desktop analysis of cultural resource sensitivity. The purpose of the investigation was to determine the potential for the Project to impact historical resources under CEQA and to develop mitigation measures to ensure that any impacts to historical resources are less than significant.

The cultural literature and records searches at the Eastern Information Center (EIC) of the California Historical Resources Information System at the University of California, Riverside, indicated that 293 cultural resources have been documented within the city of Beaumont, the city of Beaumont's Sphere of Influence, and the proposed Annexation area. The majority of these (n = 201) are built-environment resources consisting in large part of single family residences, but also include commercial properties, civic buildings, transmission lines, flood control structures, roadways, and at least one trail. The remaining resources consist of 52 prehistoric archaeological sites, 35 historical archaeological sites, and 5 sites containing both historical and prehistoric components.

As part of the cultural resource assessment of the Project area, Æ also requested a search of the Sacred Lands Files (SLF) from the Native American Heritage Commission (NAHC). Results of the SLF search indicate that there are known Native American cultural resources within the Project area and that the Torres-Martinez Desert Cahuilla Indians should be contacted for more information. Native American individuals and organizations, including the Torres-Martinez Desert Cahuilla Indians, were contacted to elicit information on Native American resources within the proposed Project area. Of the 22 different groups and/or individuals contacted, six responses have been received to date. The Agua Caliente Band of Cahuilla Indians (ACBCI) indicated that the Project is outside the Tribe's reservation boundaries but within the Tribe's Traditional Use Area (TUA). As such, the ACBCI Tribal Historic Preservation Office requests copies of any cultural resource documentation (report and site records) generated in connection with this Project. The Augustine Band of Cahuilla Mission Indians stated that the Tribe is unaware of any specific cultural resources in the area and recommends contacting a tribe(s) in closer proximity to the Project. However, the Tribe does recommend Native American monitoring and requests to be informed if any cultural resources are discovered. The San Manuel Band of Mission Indians (SMBMI) indicated that a portion of the Project area lies within Serrano ancestral territory and, as such, the Project is of interest to the SMBMI. The SMBMI stated that the western portion of the Project, within San Timoteo Canyon and the Badlands, is rich in

cultural material and important to the Tribe. The Serrano Nation of Mission Indians indicated that the Project area and surrounding vicinity are sensitive for Native American cultural resources and the Tribe would like to be notified if any Native American resources are discovered. The Soboba Band of Luiseno Indians stated that even though the Project is outside the Tribe's existing reservation the Project area is within the Tribe's TUA and in close proximity to known sites. As such, the Tribe made five requests because of the multiple areas of potential impact identified during an in-house database search. Finally, the Viejas Band of Kumeyaay Indians stated that the Tribe determined the Project has little significance or ties to the Viejas. As such, the Tribe recommends contacting tribes in closer proximity to the Project but still requests to be notified of any inadvertent discoveries.

A copy of the final report will be placed on file at the EIC.

CONTENTS

1 INTRODUCTION....1
1.1 PROJECT LOCATION AND DESCRIPTION....1
1.2 REGULATORY CONTEXT....1
1.2.1 California Environmental Quality Act....1
1.2.2 Other State Statutes and Regulations....4
1.3 REPORT ORGANIZATION....5

2 SETTING....6
2.1 ENVIRONMENTAL SETTING....6
2.2 PREHISTORIC SETTING....6
2.2.1 Early Archaic Period (ca. 9500–7000 B.P.)....8
2.2.2 Middle Archaic Period (ca. 7000–4000 B.P.)....10
2.2.3 Late Archaic Period (ca. 4000–1500 B.P.)....13
2.2.4 Saratoga Springs Period (ca. 1500–750 B.P.)....15
2.2.5 Late Prehistoric Period (ca. 750–410 B.P.)....18
2.2.6 Protohistoric Period (ca. 410–180 B.P.)....19
2.3 ETHNOGRAPHIC SETTING....21
2.4 HISTORICAL SETTING....23
2.4.1 The Spanish Period (1769–1822)....23
2.4.2 Mexican Rancho Period (1822–1848)....23
2.4.3 American Period (1848–Present)....24
2.4.4 City of Beaumont....25

3 CULTURAL RESOURCE LITERATURE AND RECORDS SEARCH....26
3.1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS....26
3.2 CULTURAL RESOURCES REPORTED WITHIN THE PROJECT AREA....29

4 NATIVE AMERICAN COORDINATION....31

5 CULTURAL RESOURCE SENSITIVITY STUDY....34
5.1 METHODS....34
5.2 RESULTS....34
5.2.1 Geography and Topography....34
5.2.2 Records Search Data....37
5.2.3 Historical Map and Aerial Photograph Review....37
5.3 SENSITIVITY AREAS DISCUSSION....38

6 MANAGEMENT RECOMMENDATIONS....40

7 REFERENCES....41

APPENDICES

A Native American Coordination
B Cultural Resources Within the Project Area

FIGURES

Figure 1-1 Project vicinity map. 2
Figure 1-2 Project location map. 3
Figure 5-1 Project sensitivity map. 35

TABLES

Table 3-1 Previous Cultural Studies within the Project Area 26

1
INTRODUCTION

On behalf of Albert A. Webb Associates, Applied EarthWorks, Inc. (Æ) conducted a desktop analysis to assess the cultural resource sensitivity for the City of Beaumont's (City) General Plan Update (Project) in Riverside County, California. The Project requires discretionary approval from the City and thus is subject to compliance with the California Environmental Quality Act (CEQA), as amended. Matthew Tennyson, M.A., RPA, served as Principal Investigator; Roberta Thomas, MA, RPA, served as Project Manager/Archaeologist and authored this report; and Michael Mirro, MA, RPA, served as GIS Analyst/Geoarchaeologist and contributing author.

1.1 PROJECT LOCATION AND DESCRIPTION

The Project is located within the City of Beaumont and its Sphere of Influence (SOI) in north-central Riverside County, approximately 70 miles east of downtown Los Angeles, within the San Gorgonio Pass region along Interstate 10 (I-10) and State Route 60 (SR 60) (Figure 1-1). Specifically, the Project is within portions of Township 2 South, Range 1 West, Sections 24-36; Township 2 South, Range 2 West, Sections 44-36; Township 3 South, Range 1 West, Sections 1-28 and 32-36; Township 3 South, Range 1 East, Sections 19 and 30-31; Township 3 South, Range 2 West, Sections 1-3 and 12-13; Township 4 South, Range 1 East, Section 6; and Township 4 South, Range 1 West, Sections 1-4 and 10-11 on the El Casco, San Jacinto, and Beaumont, CA 7.5-minute U.S. Geological Survey quadrangles (Figure 1-2).

The proposed Project is an update to the City's 2007 General Plan. The Planning Area (Project area) encompasses approximately 26,371 acres (41 square miles), of which 19,188 acres (30 square miles) are within the corporate boundaries of the City and 7,183 acres (11 square miles) are within the City's Sphere of Influence (SOI). The City is bordered by the County of Riverside and City of San Jacinto to the south, County of Riverside and City of Banning to the east, the County of Riverside to the west, and the City of Calimesa and community of Cherry Valley to the north. The existing City limits generally extend north and south of I-10 and SR 60. The City's SOI encompasses areas to the south of I-10 and SR 60 in the regions referred to as Lamb Canyon, Laborde Canyon, portions of the San Timoteo Badlands and Poppet Flats.

1.2 REGULATORY CONTEXT

1.2.1 California Environmental Quality Act

The Project is subject to compliance with the CEQA, as amended. The CEQA Statutes and Guidelines (Title 14 California Code of Regulations [CCR] Section [§] 15064.5) direct lead agencies to determine whether a project will have a significant impact on significant historical resources. Generally, a cultural resource shall be considered historically significant if it is

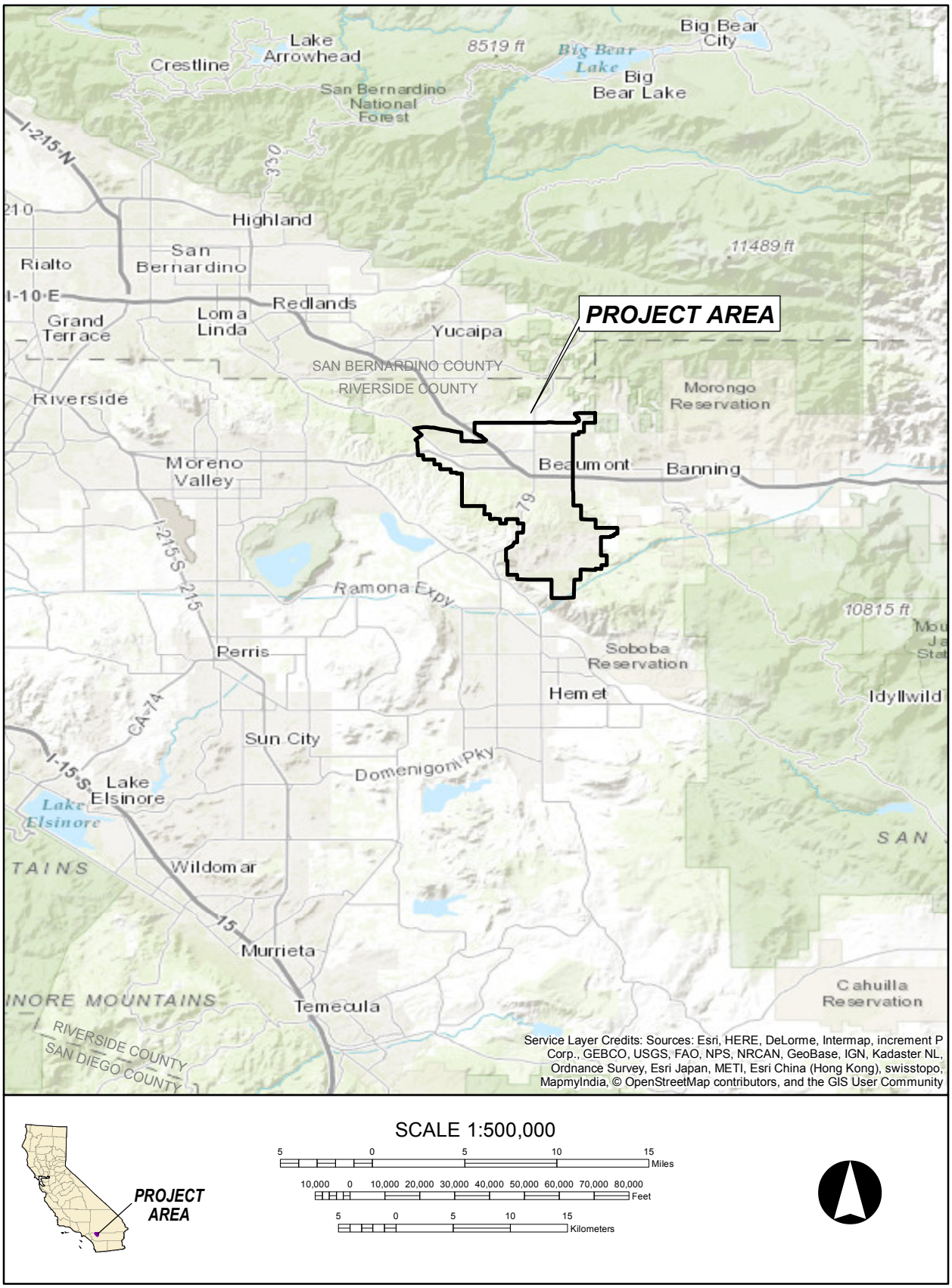


Figure 1-1 Project vicinity map.

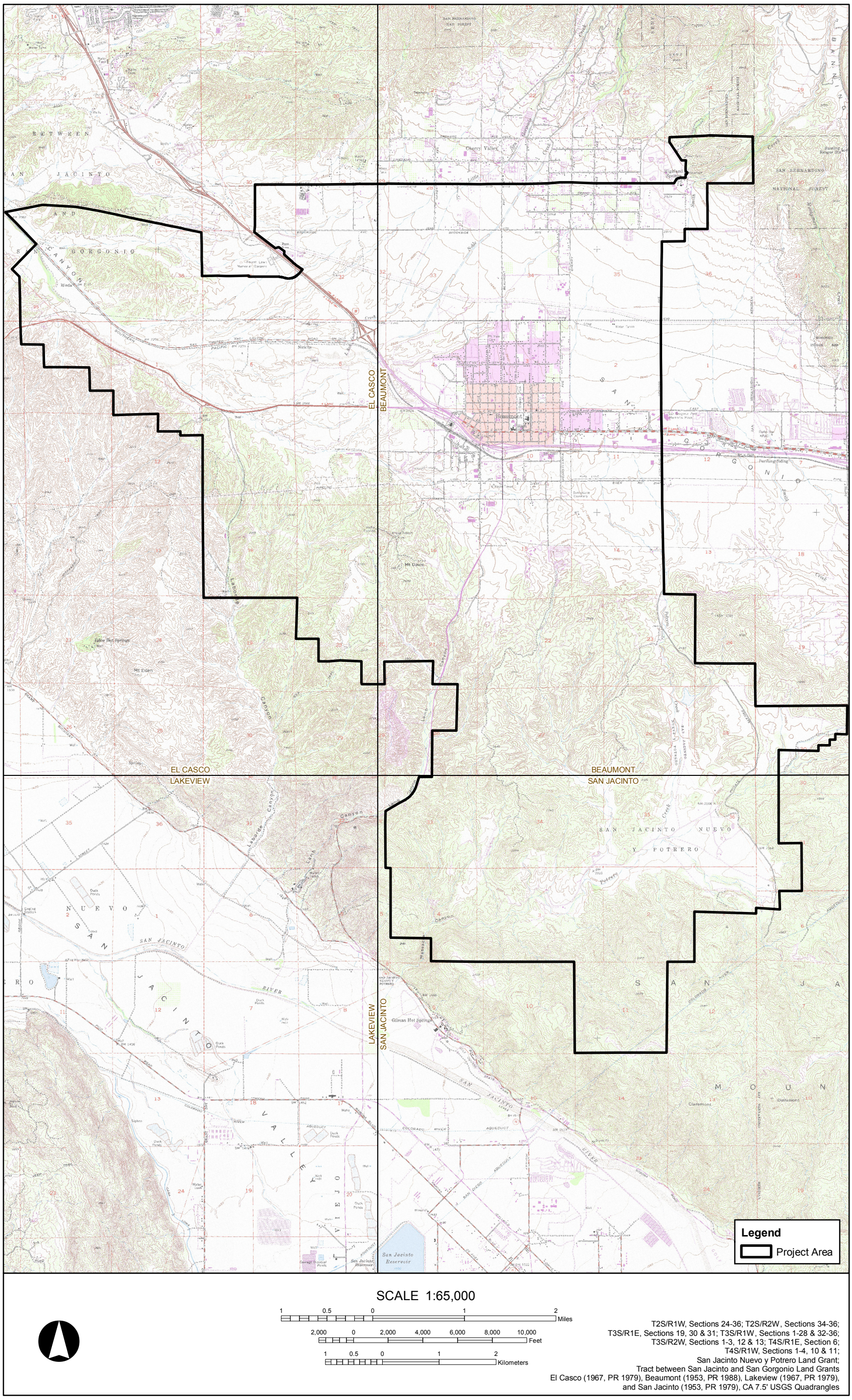


Figure 1-2 Project location map.

45 years old or older; possesses integrity of location, design, setting, materials, workmanship, feeling, and association; and meets the requirements for listing in the California Register of Historical Resources (CRHR) under any one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history [14 CCR § 15064.5].

The cited statutes and guidelines specify how cultural resources are to be managed in the context of proposed projects, such as the current Project. Prehistoric and historical archaeological sites as well as standing structures and other built-environment features deemed historically significant must be considered in project planning and development. A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (Public Resources Code [PRC] § 21084.1).

1.2.2 Other State Statutes and Regulations

California Government Codes 65092; 65351; 65352, 65352.3; 65352.4; 65352.5; and 65560 (Senate Bill 18)

As of March 1, 2005, California Government Codes 65092; 65351; 65352; 65352.3; 65352.4; 65352.5; and 65560, formerly known as Senate Bill 18 (SB 18), requires that cities and counties contact and consult with Native American tribes prior to amending or adopting any general plan or specific plan, or designing lands as open space. The purpose of SB 18 is to involve Native Americans at the onset of the planning process to allow for considerations concerning the protection of traditional tribal cultural places in the context of broad local land use policy prior to individual site-specific, project level, and land use decisions. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3). At least 45 days before a local government adopts or substantially amends a general plan or specific plan, the local government must refer the proposed action to agencies, including Native American tribes, for review and comment.

California Assembly Bill 52

Signed into law in September 2014, California Assembly Bill 52 (AB 52) created a new class of resources—tribal cultural resources—for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are included or determined eligible for inclusion in the CRHR, included in a local register of historical resources, or are determined by the lead

CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult in good faith with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to impact a tribal cultural resource such that it would cause a substantial adverse change constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

Native American Heritage Commission

PRC § 5097.91 established the NAHC, whose duties include maintaining the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. PRC § 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

1.3 REPORT ORGANIZATION

This report documents the results of a desktop cultural resource assessment of the Project area for the proposed Project. Chapter 1 has introduced the scope of the work. Chapter 2 synthesizes the natural and cultural setting of the Project area and surrounding region. Chapter 3 presents the results of the cultural resource literature and records search conducted at the Eastern Information Center (EIC) of the California Historical Resource Information System (CHRIS), housed at the University of California, Riverside. Chapter 4 summarizes the Sacred Lands File (SLF) search with the NAHC and Native American communications. The cultural resource sensitivity study methods employed during this investigation and findings are outlined in Chapter 5 and management recommendations and proposed mitigation measures provided in Chapter 6. This is followed by bibliographic references and appendices.

2
SETTING

This chapter describes the prehistoric, ethnographic, and historical cultural setting of the Project area to provide a context for understanding the nature and significance of cultural properties identified within the region. Prehistorically, ethnographically, and historically, the nature and distribution of human activities in the region have been affected by such factors as topography and the availability of water and natural resources. Therefore, prior to a discussion of the cultural setting, the environmental setting of the area is summarized below.

2.1 ENVIRONMENTAL SETTING

The City of Beaumont is within the San Gorgonio Pass region of Southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California. The region surrounding the City is a geologically complex area, in part due to movement along the San Andreas fault, Banning fault, San Gorgonio fault, and others (Lancaster et al. 2012; SCEDC 2013; Yule 2009). Annual precipitation in the area ranges from 18 to 20 inches. The City encompasses a portion of the South Coast Bioregion that is sparsely vegetated with scrub brush and grasses and populated by a variety of reptiles, small mammals, birds, and insects.

The Peninsular Ranges extend approximately 125 miles from the Los Angeles Basin to the tip of Baja California and are bounded by the Elsinore fault zone and the Colorado Desert in the east and the Pacific Coast on the west (Morton and Miller 2006). The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the Southern California batholith; and Cenozoic marine and terrestrial deposits. The highest point in the range is San Jacinto Peak at 10,805 feet above mean sea level (Norris and Webb 1976).

2.2 PREHISTORIC SETTING

This section describes the prehistoric cultural setting of the area to provide a context for understanding the types, nature, and significance of the prehistoric cultural resources identified within the vicinity of the Project area. The data presented herein regarding the sequence of prehistoric use, adaptation, and occupation of the interior valleys and mountain localities that include the Project area, are summarized from a synthesis of more than 10 years of archaeological research conducted as part of the Eastside Reservoir Project (ESRP) (now known as Diamond Valley Lake), located approximately 15 miles south of the Project area (Goldberg et al. 2001). To further understand the types and nature of the prehistoric cultural deposits identified within the Project area within the frame of a wider geographical context, a review of the coastal (Wallace 1955, 1978; Warren 1968) and desert (Warren 1980; Warren and Crabtree 1986) regional chronologies to which most researchers have subscribed is also provided.

The prehistory of inland southern California has been less thoroughly understood than that of the adjacent desert and coastal regions. Prior to the ESRP studies, no comprehensive synthesis had been developed specifically for the interior valley and mountain localities of cismontane southern California that include the Project area. The lack of an adequate culture history for this portion of California can be attributed to at least three major factors: (1) the nature and scope of investigations in the region, where research has been concentrated for the most part at single sites or on specific problems; (2) the complex historical sequence of investigations and discoveries, combined with a tendency on the part of many authors to explain similarities in assemblages to cultural diffusion; and (3) the confusion of typological and chronological terminology, which has led to ill-defined units that alternately describe time periods, tool morphology, social groupings, or technological adaptations (see Goldberg and Arnold 1988).

Two regional chronologies are widely cited in the archaeological literature for the prehistory of the coastal regions of southern California (Wallace 1955, 1978; Warren 1968). These chronologies are generalized temporal schemes based on the presence or absence of certain artifact types; both chronologies span the known prehistoric occupation of coastal southern California. The units used by Wallace are “horizons” or “periods,” which are extensive in space but restricted in time. The units employed by Warren are “traditions,” which may be spatially restricted but display temporal continuity. A more recent chronological synthesis for coastal southern California has been provided by Koerper and Drover (1983). This synthesis employs Wallace’s (1955) horizon terminology, but uses radiometric data to order stylistic changes observed in the artifact assemblages, which are interpreted as temporal indications of cultural change over time.

In the absence of absolute chronological indicators for most inland sites, researchers have generally employed typological cross dating of artifact types from either coastal or desert sequences, often as the sole means for assigning age to archaeological sites within the interior valleys, including the Project area. However, two large reservoir projects, first the Perris Reservoir Project (O’Connell et al. 1974), and then most recently, the Eastside Reservoir Project (Goldberg et al. 2001), generated large data sets that have built upon one another to provide a basis for resolving some of these regional discrepancies. Thus, the following discussion of the prehistoric cultural setting for the Project study region is drawn from the cultural sequence developed for the ESRP study area. This chronology was based first on artifact cross dating and geomorphological interpretations, and then refined with radiocarbon and obsidian hydration dates (Onken and Horne 2001; Robinson 1998, 2001). The resultant chronology draws heavily on a cultural sequence defined by Warren (1984) that is based largely on archaeological work conducted in the Colorado and Mojave deserts. However, because Warren’s chronology used temporal period names that suggest links to the Mojave, these were replaced in the ESRP chronology by value neutral terms.

For purposes of this report, the discussion will begin at 9500 Before Present (B.P.), because no evidence of the earlier Paleo-Indian Period (ca. 12,000–9500 B.P.) has been found within the vicinity of the Project area. It should be noted however, that an isolated burial, CA-RIV-5786, was found during excavation of a portion of Salt Creek Channel near ESRP; a single radiocarbon date from this burial yielded an uncalibrated date of 7380 ± 300 B.P. (McDougall 1995).

2.2.1 Early Archaic Period (ca. 9500–7000 B.P.)

The Early Archaic period saw a continuation of weather patterns resulting in the desert interior apparently much more favorable for human occupation than the cismontane valleys of southern California. It has been postulated that small, highly mobile groups still traveled over a wide home range utilizing highly portable tool kits to procure and process critical resources, with brief and anticipated intervals of seasonal sedentism. However, because of the arid conditions within the interior valley areas, prehistoric use of the general study area would still have been negligible; populations would still have favored the coastal or interior desert regions. Nonetheless, those populations exploiting the interior valleys would still have been tethered to the few reliable, drought-resistant water sources such as Lake Elsinore, Mystic Lake, and possibly the Cajalco Basin (Goldberg et al. 2001).

Archaeological sites documented within the vicinity of the Project area dating to the Early Archaic or containing meager evidence suggestive of sporadic use during this time period are rare, supporting the hypothesis of negligible prehistoric use of the inland valley areas of western Riverside County during this period. Within the ESRP study area, only two site components are firmly dated to the Early Archaic. One component includes a single human burial at CA-RIV-5786 dating to 7380 ± 300 B.P. and capped by several large, highly shaped metates (McDougall 1995). The second is the lower cultural component at CA-RIV-5086, a small temporary camp dated with obsidian hydration data and stratigraphic information to the Early Archaic; this component contained a relatively sparse scatter of flaked and ground stone artifacts and faunal remains, but no cultural features, suggesting that CA-RIV-5086 was initially utilized as a resource extraction locale, possibly situated adjacent to a wetlands environment during the Early Archaic period.

Although much of the data gathered during the ESRP studies seem to corroborate the notion of sporadic use of the study region by small, highly mobile bands utilizing highly portable tool kits during the Early Archaic, the data from CA-RIV-5786, and one other site (CA-RIV-6069) investigated recently, seem to contradict this theory. Identified during the Metropolitan Water District's Inland Feeder Pipeline Project, CA-RIV-6069 is situated on an alluvial fan emanating north from the Lakeview Mountains in western Riverside County, just above the floor of the San Jacinto Valley and south of Mystic Lake; numerous springs are present along the mountain front overlooking the embayment (Horne and McDougall 2008). The cultural deposits at CA-RIV-6069 were encountered at depths ranging from 1.5 meters (5 feet) to 3.9 meters (13 feet) below the modern ground surface; the vertical distribution of cultural materials and features documented indicates that two distinct cultural strata representing two periods of cultural occupation are present. A more intensive cultural occupation was encountered between approximately 2.7 meters (9 feet) to 3.9 meters (13 feet) below the modern ground surface; eight radiocarbon assays from cultural features identified in this lower component range from 7940 to 8370 B.P. A less intensive period of site use is represented by materials and features encountered between 1.5 meters (5 feet) to 2.4 meters (8 feet) below the ground surface; charcoal recovered from an intact fire hearth within the upper component was assayed to 2230 B.P., or to the Late Archaic Period. These data suggest that the lower component at CA-RIV-6069 is the oldest prehistoric cultural deposit ever investigated in the greater San Jacinto Valley, and among the oldest deposits ever investigated in inland southern California.

Emergency data-recovery excavations in a portion of CA-RIV-6069 yielded an extensive assemblage of flaked and ground stone tools, marine and terrestrial faunal remains, and bone and shell tools and ornaments. Additionally, 15 discrete cultural features were identified, including intact fire hearths, ground stone artifact caches, and concentrations of artifacts, fire-altered rock, and unmodified manuported cobbles representing remnants of former activity areas; 12 of these cultural features were encountered within the lower cultural component. It should also be noted that the lower component identified at CA-RIV-6069 yielded 37 intentionally molded and fired ceramic objects, possibly the oldest ceramic industry identified to date in the Western Hemisphere (Horne and McDougall 2008). As well, the presence of numerous cultural features at CA-RIV-6069, and the extreme degree of fragmentation, fire alteration, and reuse/recycling of large, highly shaped ground stone implements suggests fairly intensive residential use (either repeated or long term) of CA-RIV-6069 during the Early Archaic. The presence of several artifact caches suggests that site reuse was anticipated. Thus, CA-RIV-6069 may have been a destination point with a predictable resource base that was located on a scheduled, seasonal collecting round. Resource predictability, and the planning depth and organizational characteristics necessary to take full advantage of it, fosters expectations of site reoccupation and longer-term residential occupations.

One other site containing an Early Archaic component worthy of note is CA-RIV-2798/H, or the Lake Elsinore Site. CA-RIV-2798/H is situated at the mouth of the outlet channel of Lake Elsinore, one of the only natural lakes in southern California. Data-recovery excavations at the site, conducted in 1993 by Statistical Research, Inc., revealed stratified cultural deposits attaining depths of nearly 3 meters (10 feet) and containing a fairly large assemblage of flaked stone tools (bifaces, unifaces, projectile points, small flake tools, and crescents); a variety of ground stone implements were also collected (Grenda 1997). Documented features include several fire hearths and hearth clean-out refuse deposits, rock clusters, and ground stone caches. Of the eight radiometric assays available for the site, one assay of 8400 ± 60 B.P. from marine shell, coupled with the crescents, suggests that the initial occupation of the Lake Elsinore site may have occurred during the later portion of the Early Holocene (Grenda 1997:279). Two additional radiometric assays (4800 ± 60 B.P. and 4530 ± 80 B.P.) and six dart points, as well as several cultural features indicate that the site occupation intensified during the Middle Holocene; during subsequent periods of the Late Holocene, site occupation apparently became more sporadic and less intensive (Grenda 1997:279–284).

In summary, few sites dating to the Early Archaic have been documented within the region, supporting the theory of negligible use of the inland areas of southern California at this time because of arid conditions. Many of these sites contain only scant evidence of Early Archaic use in the form of obsidian hydration rind measurements, suggesting ephemeral site use by small, highly mobile groups. However, some sites dating to this time period (e.g., CA-RIV-2798/H and the lower cultural component at CA-RIV-6069) do contain evidence of fairly sedentary residential occupations, and evidence that site reuse was anticipated, suggesting a predictable availability of water and other critical resources. These sites have been found invariably near large, drought-resistant, inland water sources, and may have been destination points on a scheduled, seasonal round.

2.2.2 Middle Archaic Period (ca. 7000–4000 B.P.)

The Middle Archaic saw a reversal of the weather patterns which had prevailed throughout much of cismontane southern California for several millennia. By about 6000 B.P., local environmental conditions ameliorated while conditions in the deserts deteriorated, reaching maximum aridity of the postglacial period (Antevs 1955; Hall 1985; Haynes 1967; Mehringer and Warren 1976; Spaulding 1991, 1995). Spaulding (2001) proposes that a westerly air flow pattern returned to southern California, while the monsoonal weather patterns in the deserts retreated. As a result, the inland areas may have seen increased effective moisture, while the interior deserts, no longer receiving moist monsoonal flow and now in the rainshadow of the Transverse and Peninsular ranges, became quite arid. This suggests that cismontane southern California, including the Project study region, may have been a relatively more hospitable environment than the interior deserts during the middle Holocene.

Due to both the amelioration of the local environmental conditions and the deterioration of the conditions in the interior deserts, it was postulated that the inland areas of cismontane southern California would see an increase in prehistoric use and occupation after about 6000 B.P. as compared to the earlier periods (Goldberg et al. 2001). The Middle Archaic components, identified in the ESRP studies, include several intensively used residential bases and/or temporary camps containing abundant cultural debris including temporally diagnostic artifacts (Pinto and Silver Lake projectile points, crescents), at least nine complex lithic scatters which appear to have functioned as resource extraction and processing sites, and one human burial covered with large rocks and ground stone artifacts. In addition, evidence of ephemeral Middle Archaic use is present at several sites in the form of isolated radiocarbon-dated features and/or sparse scatters of obsidian debitage dated by obsidian hydration methods. The more intensively used residential locations occur along alluvial fan margins, while less intensively used areas tend to be situated on arroyo bottoms or upland benches (Goldberg et al. 2001).

In coastal southern California, the early traditions gave way to what Warren refers to as the "Encinitas Tradition" by about 7000 to 8000 B.P.; Wallace's "Period II: Food Collecting" also would be subsumed under this tradition. Inland San Diego County sites dating to this period have been assigned to the "La Jolla/Pauma Complex" by True (1958). This interval has been described frequently as the "Milling Stone Horizon" because of the preponderance of milling tools in the archaeological assemblages of sites dated to this era (Basgall and True 1985; Kowta 1969; Wallace 1955).

In the coastal and inland regions of southern California, this period of cultural development is marked by the technological advancements of seed grinding for flour and possibly the first use of marine resources, such as shellfish and marine mammals. The artifact inventory of this period is similar to that of the previous period and includes crude hammerstones, scraper planes, choppers, large drills, crescents, and large flake tools. This assemblage also includes large leaf-shaped projectile points and knives; manos and milling stones used for hard-seed grinding; and likely nonutilitarian artifacts, such as beads, pendants, charmstones, discoidals, spherical stones, and cogged stones (Kowta 1969; True 1958; Warren et al. 1961).

Although sites assigned to this stage of cultural development are similar in many respects, their content, structure, and age can vary. This variability is largely due to geographical differences

between the coast and interior; the primary difference between the archaeological assemblages of coastal and inland sites appears to be related to subsistence. Coastal occupants gathered fish and plant resources, while hunting was generally less important (projectile points are rare). The inland occupants primarily collected hard seeds and hunted small mammals; therefore, projectile points are more common in inland assemblages. King (1967:66–67) suggests that the coastal sites probably represent more permanent occupations than are found in the interior, since coastal inhabitants were sustained by more reliable and abundant food resources. A more mobile subsistence round was likely necessary for inland inhabitants. It is possible, too, that inland and coastal sites of this period represent seasonal movement by the same groups of people.

These inconsistencies in content, structure, and age of sites assignable to the "Milling Stone Horizon" have been reviewed by Goldberg and Arnold (1988:12–13, 46–50). In their discussion, the presence of a single technology (the milling stone and mano) to define a temporally meaningful analytic unit of cultural development is seen to be problematic and does not explain the variability in site assemblages and dates of this period. They argue that to assign all sites that contain milling stones and manos to the period from 8000 to 2000 B.P. implies a "cultural unity" among the peoples who deposited these artifacts. However, decades of research have documented significant variability in subsistence emphasis, mortuary practices, and nonutilitarian artifacts (e.g., cogged stones, discoidals, beads), notwithstanding great similarities in one element of the tool kit—the milling stone and the mano.

In the desert regions of southern California, the "Pinto Period" succeeded the "Lake Mojave Period," beginning at approximately 7000 B.P. and lasting to 4000 or 3500 B.P. Relatively recent paleoecological and paleohydrological evidence suggests maximum aridity in the desert regions between ca. 7000 and 5000 B.P., with amelioration beginning at approximately 5500 B.P. and continuing through 4000 B.P. (Spaulding 1991, 1995). As an adaptive response to these changing climatic conditions, the Pinto Period is characterized by necessary shifts in prehistoric subsistence practices and adaptations, with greater emphasis placed on the exploitation of plants and small animals than the preceding Lake Mojave Period, as well as a continued focus on artiodactyls (Warren 1980, 1984).

The distinctive characteristics of the "Pinto Basin Complex" as defined by Campbell and Campbell (1935) are projectile points of the Pinto series, described by Amsden (1935) as weakly shouldered, indented-base projectile points that are coarse in manufacture as well as form. Other diagnostic artifact types of this period include: large and small leaf-shaped bifaces; domed and heavy-keeled scrapers; numerous core/cobble tools; large blocky metates evincing minimal wear and small, thin, extensively used milling slabs; and shaped and unshaped manos. Throughout most of the California desert region, sites containing elements of the Pinto Basin Complex (e.g., those in the Pinto Basin, Tiefort Basin, Salt Springs, and Death Valley) are small and usually limited to surface deposits suggestive of temporary and perhaps seasonal occupation by small groups of people (Warren 1984:413).

Interestingly, one site discovered during the ESRP studies evinces purely Lake Mojave and Pinto period materials. This site, CA-RIV-5045, also known as the Diamond Valley Pinto Site, is very unique in that Pinto and Lake Mojave materials are found within well-stratified, radiometrically defined cultural deposits. In addition to the numerous dart projectile points recovered indicative of the Pinto period (i.e., Pinto-series and Silver Lake-series), these deposits contain abundant and

diverse faunal assemblages, an extensive array of flaked stone tools and ground stone implements, as well as intact cultural features ascribable to specific periods of occupation. Radiometric data, feature types, and artifact/ecofact assemblage characteristics indicate that CA-RIV-5045 was occupied most intensively between 6200–5600 B.P., and functioned as a winter-time residential base during this period (McDougall 2001).

As was noted earlier, it was posited that cismontane southern California would see an increase in human activity after about 6000 B.P. in response to changing environmental conditions. At this time, local environmental conditions ameliorated and conditions in the interior deserts reached the maximum aridity of the postglacial period. The number of sites dating to the Middle Archaic documented at the ESRP certainly increased during this period, and it is plausible that the apparent increase in human use and occupation of the ESRP study area during the Middle Archaic is related to both the amelioration of the local environment and the deterioration of the desert interior (Goldberg et al. 2001).

The distribution of sites and variety of site types (i.e., residential bases, temporary camps, and a variety of ephemeral resource extraction and processing sites) dating to the Middle Archaic at the ESRP suggest that overall use of the region likely conformed to a rest-rotation collecting strategy involving relatively brief intervals of sedentism during the midwinter ebb of yearly productivity, followed by warm-season residential movements through a series of resource procurement camps in a seasonal round (Goldberg and Horne 2001). A key feature of rest-rotation collecting is a reliance on stored foods during the interval of winter sedentism. Logistic mobility, or the collection and transport of critical resources to the home residential base, also played an important role in resource procurement, especially during the interval of seasonal sedentism and consumption of stored foods. Another key feature of this strategy is the regular rotation of settlements on a yearly or multi-yearly basis to new areas to avoid the declining rates of return associated with continuous exploitation of the same areas.

It is of interest that although the indices used to measure residential mobility for the Early and Middle Archaic components documented at the ESRP study area indicate that these early components evince a more mobile land-use strategy than later periods, and that the Middle Archaic strategy registers more mobile than the Early Archaic strategy, most data convincingly show that neither of these early periods can be characterized as fully mobile. The fragmentation of bottom grinding stones (i.e., metates, milling slabs), ranging between 80 and 100 percent for nearly all ESRP components throughout prehistory, clearly indicates that occupations were fairly sedentary or that sites were consistently reused, with ground stone being cached and reused until it was no longer functional (Klink 2001a). In addition, the occurrence of artifact and toolstone caches at several Middle Archaic sites suggests that site reuse was anticipated (Horne 2001).

While most chronometric data from the ESRP Middle Archaic components are too gross to confirm whether intensified use of the ESRP study area began after the posited ca. 6000 B.P. termination of the postglacial thermal maximum, some reliable radiocarbon assays support that proposition. Dates from three separate residential components, CA-RIV-4628/H Locus A, CA-RIV-4629/H Locus B, and CA-RIV-5045 Locus B, all postdate 6000 B.P. when tree-ring calibrations are taken into account. No reliable radiocarbon samples date Middle Archaic occupation to the postglacial thermal maximum in the ESRP study area (Goldberg 2001:570).

2.2.3 Late Archaic Period (ca. 4000–1500 B.P.)

The Late Archaic Period was one of cultural intensification in southern California. The beginning of the Late Archaic coincides with the Little Pluvial, a period of increased moisture in the region. Effective moisture continued to increase in the desert interior by approximately 3600 B.P. and lasted throughout most of the Late Archaic. This ameliorated climate allowed for more extensive occupation of the region. By approximately 2100 B.P., however, drying and warming increased, perhaps causing resource intensification.

At the ESRP study area, 23 archaeological localities show evidence that their primary use was during the Late Archaic, while eight others yielded evidence of some activity during the period. Late Archaic site types documented within the ESRP study area include residential bases with large, diverse artifact assemblages, abundant faunal remains, and cultural features, as well as temporary bases, temporary camps, and task-specific activity areas. In general, sites showing evidence of the most intensive use tend to be on range-front benches adjacent to permanent water sources such as perennial springs or larger streams, while less intensively used locales occur either on upland benches or on the margins of active alluvial fans (Goldberg 2001).

Evidence from the ESRP also suggests increased sedentism during this period, with a change to a semi-sedentary land-use and collection strategy. The profusion of features, and especially refuse deposits in Late Archaic components, suggests that seasonal encampments saw longer use and more frequent reuse than during the latter part of the Middle Archaic, with increasing moisture improving the conditions of southern California after ca. 3100 B.P. (Horne 2001). Drying and warming after ca. 2100 B.P. likely exacted a toll on expanding populations, influencing changes in resource procurement strategies, promoting economic diversification and resource intensification, and perhaps resulting in a permanent shift towards greater sedentism (Goldberg 2001).

Technologically, the artifact assemblage of this period was similar to that of the preceding Middle Archaic; new tools were added either as innovations or as “borrowed” cultural items. Diagnostic projectile points of this period are still fairly large (dart point size), but also include more refined notched (Elko), concave base (Humboldt), and small stemmed (Gypsum) forms (Warren 1984). Late in the period, Rose Spring arrow points appeared in the archaeological record in the deserts, reflecting the spread of the bow and arrow technology from the Great Basin and the Colorado River region. However, this projectile point type was not found at the ESRP study area, and there is no evidence suggesting that the bow and arrow had come into use at this time in the inland regions of southern California.

Concerning the cultural sequences for Late Archaic coastal sites, for the period after about 5000 B.P., Warren (1968) and Wallace (1978) diverge in their chronological sequences for the coastal regions of southern California. Warren’s “Encinitas Tradition” includes all areas outside the Chumash territory of the Santa Barbara coastal zone and continues until approximately 1250 B.P. Wallace, on the other hand, identifies a transition beginning approximately 5000 B.P., marking the onset of “Period III: Diversified Subsistence.” In his original 1955 sequence, Wallace said this period, generally referred to as the “Intermediate Horizon,” was largely based on changes in the archaeological assemblages of sites from the Santa Barbara coastal region. This horizon is characterized by a greater variety of artifacts, suggesting a greater variety of

utilized food resources. Although this interval of human occupation in coastal southern California is poorly defined and dated because of the paucity of representative sites, many researchers in southern California have retained Wallace's original "Intermediate Horizon" as a classification for sites dating between 5000 and 1500 B.P.

The subsistence base during this period broadened. The technological advancement of the mortar and pestle may indicate the use of acorns, an important storable subsistence resource. Hunting also presumably gained importance. An abundance of broad, leaf-shaped blades and heavy, often stemmed or notched projectile points have been found in association with large numbers of terrestrial and aquatic mammal bones. Other characteristic features of this period include the appearance of bone and antler implements and the occasional use of asphaltum and steatite. Most chronological sequences for southern California recognize the introduction of the bow and arrow by 1500 B.P., marked by the appearance of small arrow points and arrow shaft straighteners.

Some archaeologists have suggested that the changes in the coastal artifact assemblages dating to this period were the result of an influx or incursion of "Shoshonean" people from interior desert areas to the coastal regions (Rogers 1929; Wallace 1978). However, there is virtually no agreement among researchers as to the timing of the initial Shoshonean incursion into the study region; estimates generally range from 1,000 to more than 6,000 years ago, and few researchers acknowledge or question the assumption that Shoshoneans arrived to the study region and replaced some other cultural group (Goldberg and Arnold 1988:50–56). Other archaeologists suggest that cultural transition from the earlier "Milling Stone Horizon" to the succeeding "Intermediate Horizon" coastal and inland assemblages reflects progressive economic changes (e.g., trade) rather than population replacement (King 1982; Koerper 1981; Moratto 1984:164).

In general, cultural patterns remained similar in character to those of the preceding horizon. However, the material culture at many coastal sites became more elaborate, reflecting an increase in sociopolitical complexity and increased efficiency in subsistence strategies (e.g., the introduction of the bow and arrow for hunting). The settlement subsistence patterns and cultural development during this period are not well understood because of a lack of data; however, the limited data do suggest that the duration and intensity of occupation at the base camps increased, especially toward the latter part of this period.

In the eastern desert regions of southern California, the "Gypsum Period" (ca. 4000 to 1500 B.P.) is generally coeval with Wallace's "Intermediate Horizon." A trend toward increasing effective moisture, which began in the late middle Holocene, culminated in a pronounced pluvial episode between approximately 3700 and 3500 B.P. At that time, a number of basins in the Mojave and Owens river drainages supported perennial lakes (Enzel et al. 1992). No comparable events are evident earlier in the paleohydrological record, developed largely since Warren's (1984) work, that date to 5000 to 4500 B.P., the dates that encompass Warren's so-called "Little Pluvial." After the end of pluvial conditions (ca. 3500 B.P.), conditions typified by greater effective moisture appear to have persisted until approximately 3,000 years ago. An episode of aridity exceeding that of the present may have occurred about 2500 B.P., but there is evidence for increased effective moisture again between approximately 2000 and 1400 years B.P. (Spaulding 1991, 1995).

In addition to diagnostic projectile points, Gypsum Period sites include leaf-shaped points, rectangular-based knives, flake scrapers, T shaped drills and, occasionally, large scraper planes, choppers, and hammerstones (Warren 1984:416). Manos and milling stones are also common. A technological innovation introduced during this period was the mortar and pestle, used for processing acorns and hard seeds, such as those derived from the hollyleaf cherry and mesquite pod. This correlates with a warming and drying trend that began around 2100 B.P., which appears to have resulted in resource intensification. In addition, the frequencies of grinding tools show increasing importance of plant foods throughout the Late Archaic, with a substantially greater emphasis after 2000 B.P. (Goldberg 2001). Other artifacts include arrow shaft smoothers, incised slate and sandstone tablets and pendants, bone awls, Olivella shell beads, and Haliotis beads and ornaments. A wide range of perishable items dating to this period was recovered from Newberry Cave, including atlatl hooks, dart shafts and foreshafts, sandals and S twist cordage, tortoise-shell bowls, and split-twig animal figurines. The presence of both Haliotis and Olivella shell beads and ornaments and split-twig animal figurines indicates that the California desert occupants were in contact with populations from the southern California coast, as well as the southern Great Basin (e.g., Arizona, Utah, and Nevada).

Technologically, the artifact assemblage of this period is similar to that of the preceding Pinto Period; new tools also were added either as innovations or as “borrowed” cultural items. Included are the mortar and pestle, used for processing hard seeds (e.g., mesquite pods), and the bow and arrow, as evidenced by the presence of Rose Spring projectile points late in this period. Ritual activities became important, as evidenced by split-twig figurines (likely originating from northern Arizona) and petroglyphs depicting hunting scenes. Finally, increased contact with neighboring groups likely provided the desert occupants important storable foodstuffs during less productive seasons or years, in exchange for valuable lithic materials such as obsidian, chalcedonies, and cherts. The increased carrying capacity and intensification of resources suggests higher populations in the desert with a greater ability to adapt to arid conditions (Warren 1984:420).

2.2.4 Saratoga Springs Period (ca. 1500–750 B.P.)

Because paleoenvironmental conditions were little changed from the preceding period, cultural trends in the early portion of the Saratoga Springs Period were, in large part, a continuation of the developments begun during the end of the Late Archaic Period. However, the Medieval Warm, a period of even more persistent drought, began by 1060 B.P., and conditions became significantly warmer and drier. These climatic changes were experienced throughout the western United States (Jones et al. 1999; Kennett and Kennett 2000), although the inland areas of cismontane southern California may have been less affected than the desert interior. The Medieval Warm continued through the first 200 years of the Late Prehistoric Period until approximately 550 B.P. (Spaulding 2001).

Firm evidence of Saratoga Springs Period occupation was documented at seven site components within the ESRP study area, while three other sites exhibit evidence of ephemeral use at this time. Six other localities within the ESRP study area yielded either obsidian with hydration bands suggesting Saratoga Springs age or Saratoga Springs projectile points (a large triangular form associated with use of the bow and arrow which began to appear in the ESRP study area at this time) but without evidence of sustained site use during this period. The focal shift of

prehistoric activity from alluvial fan margins to mountain-front benches adjacent to permanent water sources, which was initiated during the Late Archaic, is also evidenced in the Saratoga Springs site locations (Goldberg 2001).

Within the ESRP study area, the Saratoga Springs Period is seemingly marked by a reduction in the number of refuse deposits and, to a slightly lesser extent, hearths. Interestingly, when accounting for sample size, the frequency of artifact and toolstone caches was more than doubled during the Saratoga Springs Period from the preceding Late Archaic, while the frequency of human remains reached the highest point of any time in the archaeological record. Midden-altered sediments also appear for the first time during this period (Horne 2001).

However, it is of interest that most Saratoga Springs components identified within the ESRP study area actually date to the Medieval Warm Interval; only one component did not. When components dating to the Medieval Warm segment of the Saratoga Springs Period are segregated and combined with Medieval Warm components from the Late Prehistoric Period, it reveals that the frequency of refuse deposits and artifact and toolstone caches during the Medieval Warm is slightly higher than during the Late Archaic and much higher than during the latter portion of the Late Prehistoric Period. The frequency of human remains (all of which are unburned) during the Medieval Warm is also much higher than during the Late Archaic and Protohistoric Period; no human remains were found in components of the Late Prehistoric Period after the Medieval Warm Interval (Horne 2001).

During the ESRP studies, it was anticipated that intensive use of the inland areas of cismontane southern California during the Medieval Warm may have been curtailed altogether owing to inhospitable climate and concomitant decline in water and food sources. However, while land-use and procurement strategies experienced profound changes at this time, the response to deteriorating conditions was not abandonment of the inland areas, but rather intensification. Apparently, climatic conditions of warming and drying that may have begun ca. 2100 B.P., toward the end of the Late Archaic, had already triggered an intensification process that established productive strategies for dealing with resource stress. With the onset of the Medieval Warm, those strategies were further refined and intensified (Goldberg 2001).

Not only did the data indicate that the ESRP study area was used on at least a semi-permanent basis during the Medieval Warm Interval, but that residential bases show evidence (e.g., refuse deposits, midden development) that activities intensified at those settlements. People were also intentionally caching toolstone and ground stone tools, suggesting that they anticipated returning to the same locations. Characteristics of the ESRP ground stone assemblages from the Medieval Warm demonstrate that plant foods were more important than in any other period; plant processing intensified and acorns apparently became an important staple (Klink 2001a). The faunal assemblages also show that resource stress was accommodated with similar strategies by intensifying the use of lagomorphs and by further expanding diet breadth, adding animals (i.e. medium-sized carnivores) to the diet that were rarely consumed during other periods (McKim 2001). The most abundant evidence of trade also occurs in the Medieval Warm components identified at the ESRP, suggesting that this was another mechanism for dealing with resource stress (Goldberg 2001).

However, two factors identified during the ESRP studies indicate that these adaption strategies may not have been completely successful in dealing with the resource stress brought about by the Medieval Warm. First, the indices which differentiate degrees between planned and actual mobility indicate that occupations were considerably shorter than had been anticipated during the Saratoga Springs Period. Substantially long-term occupation at any given location may have been difficult given the presumably low levels of environmental productivity at this time. This suggests that not only were conditions harsh, they may also have been unpredictable. This may account for a larger number of residential locations than had been anticipated, a pattern in response to arid conditions that has also been identified on the central California coast (Lebow 2000). Second, while the burial population discovered throughout the ESRP study area was surprisingly small, the relative proportion of those from the Medieval Warm Interval is higher than any other time period (Horne 2001).

Throughout much of the California desert regions to the east, the Saratoga Springs Period saw essentially a continuation of the Gypsum Period subsistence adaptation. Unlike the preceding period, however, the Saratoga Springs Period is marked by strong regional cultural developments, especially in the southern California desert regions, which were heavily influenced by the Hakataya (Patayan) culture of the lower Colorado River area (Warren 1984:421–422). Specifically, turquoise mining and long distance trade networks appear to have attracted both the Anasazi and Hakataya peoples into the California deserts from the east and southeast, respectively, as evidenced by the introduction of Buff and Brown Ware pottery and Cottonwood and Desert Side-notched projectile points. The initial date for the first Hakataya influence on the southern Mojave Desert remains unknown; however, it does appear that by about 1000 to 1100 B.P. the Mojave Sink was heavily influenced, if not occupied by, lower Colorado River peoples.

Lake Cahuilla is believed to have refilled the Coachella Valley around 1450 B.P., and was the focus of cultural activities such as exploitation of fish, water fowl, and other lacustrine resources during this period. Desert people, speaking Shoshonean languages, may have moved into southern California at this time; the so-called “Shoshonean Intrusion.” Brown and Buff Ware pottery first appeared on the lower Colorado River at about 1200 B.P., and started to diffuse across the California deserts by about 1100 B.P. (Moratto 1984:425). Associated with the diffusion of this pottery were Desert Side-notched and Cottonwood Triangular arrow projectile points dating to about 800 to 850 B.P., suggesting a continued spread of Hakataya influences.

However, about 1060 B.P., environmental conditions became notably warmer and drier. This period of intense drought, the Medieval Warm, extended throughout the Southwest, and led to the withdrawal of Native American populations from marginal desert areas to more reliable, drought-resistant water sources such as the Colorado River and Lake Cahuilla, the episodic presence of which was not climatically controlled but dependent upon natural discharges from the Colorado River, and which experienced two, if not three, high stands during the Medieval Warm Interval (Waters 1983).

Along the southern California coastal regions, reliance on the bow and arrow for hunting, along with the use of bedrock mortars and milling slicks, mark the beginning of the tradition denoted as the “Late Prehistoric Horizon” by Wallace (1955) and the “Shoshonean Tradition” by Warren (1968), dating from about 1500 B.P. to the time of Spanish settlement (approximately A.D.

1769). Late prehistoric coastal sites are numerous. Diagnostic artifacts include small triangular projectile points, mortars and pestles, steatite ornaments and containers, perforated stones, circular shell fishhooks, and numerous and varied bone tools, as well as bone and shell ornamentation. Elaborate mortuary customs, as well as generous use of asphaltum and the development of extensive trade networks, are also characteristic of this period.

In the Santa Barbara coastal region, the Late Prehistoric Horizon appears to represent increases in population size, economic complexity, social complexity, and the appearance of social ranking. King (1990) posits that the mortuary practices of the Intermediate and Late Horizons throughout Chumash territories evince social ranking and that beads were used to confer status. Similarly, craft specialization on the northern Channel Islands has been linked to expanding economic capacities and emerging social ranking during the Late Period (Arnold 1987). Although the motivating forces for such trends have yet to be identified with certainty, some researchers have suggested that economies controlled by social elites spurred increasing economic productivity and resultant population growth (Clewlow et al. 1978; King 1990). More recently, archaeologists have linked past changes in subsistence, population, exchange, health, and violence to periods of drought and resource stress that occurred during the Medieval Warm Interval (Arnold 1992a, 1992b; Arnold et al. 1997; Jones et al. 1999; Larson 1987; Moratto et al. 1978).

2.2.5 Late Prehistoric Period (ca. 750–410 B.P.)

The Medieval Warm extended into the Late Prehistoric Period, ending about 550 B.P. The cultural trends and patterns of land use that characterized the Medieval Warm Interval, including that portion which extends into the earlier part of the Late Prehistoric Period, were discussed above. At the end of the Medieval Warm, however, and lasting throughout the ensuing Protohistoric Period (410–150 B.P.), a period of cooler temperatures and greater precipitation ushered in the Little Ice Age during which time ecosystem productivity greatly increased along with the availability and predictability of water (Spaulding 2001).

Also during this period, Lake Cahuilla began to recede (Waters 1983), and the large Patayan populations occupying its shores began moving eastward to the Colorado River basin or westward into areas such as Anza Borrego, Coyote Canyon, the Upper Coachella Valley, the Little San Bernardino Mountains, and the San Jacinto Plain (Wilke 1976: 172–183). The desiccation of Lake Cahuilla that occurred approximately 370 B.P. (A.D. 1580) resulted in a population shift away from the lakebed into the Peninsular Ranges and inland valleys to the west, and the Colorado River regions to the east.

With the return of more mesic conditions after approximately 550 B.P., resulting in less resource stress, the ESRP studies show that people returned to a less intensive, semi-sedentary land-use strategy similar to that identified for the Late Archaic Period. Within the ESRP study area, evidence of intensive occupation dating to the Late Prehistoric Period occurs at five residential sites comprising 16 separate components; all of these coincide with sites that were occupied during earlier periods, and all are situated on elevated bedrock benches near active springs and overlook the valley floor (Goldberg 2001).

By segregating those components dating to the Medieval Warm Interval from other Late Prehistoric components, the differences between land-use strategies for these periods can be demonstrated. The ESRP studies show that after the Medieval Warm Interval there was a quite unexpected reduction in the number and frequency of refuse deposits, as well as fire-altered rock weight and midden development. The number and frequency of artifact and toolstone caches were also reduced, while hearth features were slightly more common. Rock art also first appeared in association with Late Prehistoric components which post-date the Medieval Warm Interval. The decrease in the number of artifact and toolstone caches and the first appearance of rock art during this period suggests that residential sites may have been occupied year-round (Horne 2001).

Mortars and pestles and other grinding tools also declined in importance after the Medieval Warm in the ESRP site components, suggesting that the intensive procurement and processing of acorns and other plant foods was no longer as critical as previously; this pattern is further supported by a decline in the effort expended in shaping grinding tools (Klink 2001a). A reduction in emphasis on plant foods, and especially acorns, which require intensive preparation, likely accounts for the reduction in refuse deposits, fire-altered rock weights, and midden development at the end of the Late Prehistoric. It is possible that the portable milling toolkit was supplemented substantially by bedrock milling features which are ubiquitous throughout the region; however, since bedrock features cannot be dated, they cannot be assigned to any particular time period(s). Percentages of projectile points also increased somewhat after the Medieval Warm (Cottonwood Triangular points began to appear in inland assemblages at this time, and Obsidian Butte obsidian became much more common), suggesting increased focus on large mammals, but the lower ratio of late-stage bifaces indicates that hunting methods returned to random-encounter strategies, rather than the logistical forays of the preceding period (Klink 2001b). Of particular note, faunal assemblages produced an anomalously high lagomorph index after the Medieval Warm, suggesting a very wet climatic regime with dense undergrowth well suited to cottontails (McKim 2001). Finally, the percentage of nonutilitarian artifacts declined considerably, suggesting that trade was no longer critical for assuring food supplies (Klink 2001c).

2.2.6 Protohistoric Period (ca. 410–180 B.P.)

The ameliorated, productive conditions of the Little Ice Age continued throughout the Protohistoric Period. Generally speaking, sedentism intensified during the Protohistoric Period, with small, but apparently fully sedentary villages forming. Increased hunting efficiency (through the use of the bow and arrow) and widespread exploitation of acorns and other hard nuts and berries (indicated by the abundance of mortars and pestles) provided reliable and storable food resources. This, in turn, promoted greater sedentism. Related to this increase in resource utilization and sedentism are sites with deeper middens, suggesting central-based wandering or permanent habitation. These would have been the villages, or *rancherias*, noted by the early non-native explorers (True 1966, 1970).

Within the ESRP study region, the most striking change in material cultural in this period was the local manufacture of ceramic vessels and ceramic smoking pipes. Although pottery was known in the Colorado Desert as long ago as 800 B.P., ceramic technology in the general region appears to date to around 350 B.P. Also during this interval, abundant amounts of obsidian were

imported into the region from the Obsidian Butte source which was exposed by the dessication of Lake Cahuilla. In addition, Cottonwood Triangular points were supplemented by Desert Side-notched points during this period. Late in this period, some European trade goods (i.e., glass trade beads) were added to the previous cultural assemblages (Meighan 1954).

Based on work in the San Luis Rey River Basin in northern San Diego County, Meighan (1954), True (1970), and True et al. (1974, 1991) have defined two Late Prehistoric/Protohistoric Period complexes that are worthy of mention. The "San Luis Rey I Complex" existed from approximately 600 to 250 B.P., and is typified by grinding implements, small (Cottonwood) triangular projectile points with concave bases, stone pendants, Olivella shell beads, quartz crystals, and bone tools. The "San Luis Rey II Complex," lasting from about 250 to 150 B.P., is very similar, but with the addition of ceramic vessels (including cremation urns), red and black pictographs, glass beads, metal knives, and steatite arrow straighteners. True et al. (1974) believe that the San Luis Rey complexes developed out of the earlier La Jolla/Pauma cultural substratum, and are the prehistoric antecedents to the historically known Luiseño Indians.

The Hakataya influence in coastal and inland southern California regions appears to have diminished during the late Protohistoric Period when the extensive trade networks along the Mojave River and in Antelope Valley appear to have broken down, and large village sites were abandoned (Warren 1984:427). Warren (1984:428) suggests that the apparent disruption in trade networks may have been caused by the movement of the Colorado River basin Chemehuevi populations southward across the trade routes during late Protohistoric Period.

Within the ESRP study area, all five village clusters located on elevated bedrock surfaces near active springs and overlooking the valley floor that were occupied during the Late Prehistoric saw continued occupation in the Protohistoric Period. Most archaeological data from the ESRP Protohistoric site components indicate that a fully sedentary land-use strategy was adopted during this period. Given the spatial coincidence of the Protohistoric villages with residential sites of the Late Prehistoric Period, this sedentism appears to have been a further intensification of patterns established in the earlier period. At that time, resource stress did not appear to have been an issue; resource niche widths were expanded, and intensive resource processing that had been required during the Medieval Warm Interval appeared not to have been necessary. However, even though the climatic conditions of the Little Ice Age afforded a very productive environment during both the Late Prehistoric and Protohistoric periods, land-use strategies intensified during the later period. The use of plant food increased, as did the intensity of the processing effort. The Protohistoric Period exhibited the highest ranks for fire-altered rock and midden development, as well as rock ring foundations for brush dwellings, storage facilities, and ceremonial areas with rock art and rock enclosures; overall, there was a fluorescence of feature types and numbers at this time (Horne 2001). The faunal data for this period indicate a decrease in faunal diversity, and signify a reduction in diet breadth as well as greater intensification (McKim 2001).

The intensification in land use during the Protohistoric Period seen in the ESRP assemblages mirrors changes that occurred at the end of the Late Archaic when it is hypothesized that the collecting strategy evolved from rest-rotation to semi-sedentary. Climatic degradation causing resource stress beginning about 2100 B.P. is thought to have triggered that shift. If the environment during the Protohistoric Period was just as productive as during the earlier portion

of the Little Ice Age (Late Prehistoric Period), what then accounts for land-use intensification at this time? Apparently resources were stressed again, but not by deteriorating productivity of the environment. Rather, population growth probably led to competition for food, and possibly water and fuel resources. While preceding periods of stress could have been relieved by expansion of territory and diet breadth, increasing populations would have precluded the opportunity for territory expansion. Therefore, it is hypothesized that the shift to a fully sedentary strategy was brought about by population stress, which itself was initiated during the Late Prehistoric Period when the environment was productive and populations were very successful at exploiting that productivity (Goldberg 2001).

Other archaeological patterns exhibited by the ESRP Protohistoric components were likely a result of sedentism and protection of territories. As it is today, logistical mobility would have become essential for provisioning fully sedentary communities. With lower temperatures during the Little Ice Age but no source of fuel wood in or near the ESRP study area, procurement of fuel may have become an increasingly important element of logistical provisioning. Although there was a fluorescence of feature types and numbers at the ESRP sites dating to the Protohistoric Period, the number of artifact and toolstone caches reached an all-time low; toolstone and artifact caches would no longer have been required because there were year-round occupants at residential bases. Due to increased territoriality, resource intensification would have been required because territorial and resource niche-width expansion was no longer viable. Likewise, along with increasing territorial circumscription would have come the inevitable fact that residential bases were occupied longer than the inhabitants had originally anticipated; moving the residential base may no longer have been an option. As well, trade and ceremonial gatherings with other groups would have helped maintain social relationships and ensure food resources. Finally, sedentism and the need to protect critical resources from competitors may have eventually led to conflict. Protohistoric patterns of raw material procurement indicate that desert materials (obsidian and chert) gained prominence, while other relatively closer sources of exotic raw materials from the west (basalt, andesite, rhyolite, metavolcanic rock, and Piedra de Lumbre “chert”) were little used, suggesting that territorial boundaries, at least to the west, had become established. While there was no direct evidence of physical conflict at any of the ESRP sites, the locations of villages on elevated bedrock surfaces overlooking the valley may have been designed to afford views of intruders; an increase in projectile points may reflect a need for defensive weapons (Goldberg et al. 2001).

2.3 ETHNOGRAPHIC SETTING

Ethnographically, the city of Beaumont lies within the traditional territory of the Pass (or Wanakik) Cahuilla. A wealth of information exists regarding traditional and historic Cahuilla society and culture (Bean 1978; Bean and Toenjes 2011). The Cahuilla language, divided into Desert, Pass, and Mountain dialects, has been assigned to the Cupan subfamily of the Takic branch of the Uto-Aztecan linguistic family. Territory traditionally claimed by the Cahuilla was topographically complex, including mountain ranges, passes, canyons, valleys, and desert. Bean (1978:375) described it as, “…from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, and the San Jacinto Plain near Riverside and the eastern slopes of Palomar Mountain to the west.”

The Cahuilla in pre-contact times had nonpolitical, nonterritorial patrimoieties that governed marriage patterns, as well as patrilineal clans and lineages. The Cahuilla words for these moieties mean “coyote” and “wildcat.” The Cahuilla had “political-ritual-corporate units (clans) composed of 3 to 10 lineages, dialectically different, named, claiming a common genitor, with one lineage recognized as the founding one” (Bean 1978:580). Clans owned a large territory in which each lineage owned a village site with specific resource areas. Clan lineages cooperated in defense, in large communal subsistence activities, and in performing rituals. Settlements, occupied by one or more lineages, could be politically autonomous or allied with several villages under one chief. The hereditary chiefs had religious, economic, and military power and were role models for their people. They were aided in their duties by one or more assistants. The chiefs and their families, along with the very wealthy, were the elites of the society.

The Cahuilla were, for the most part, hunting, collecting, harvesting, and protoagricultural peoples. Clans were apt to own land in the valley, foothill, and mountain areas, providing them with the resources of many different ecological niches. As in most of California, acorns were a major staple, but the roots, leaves, seeds, and fruit of many other plants also were used. Fish, birds, insects, and large and small mammals were available. Mountain sheep, deer, and antelope were some of the large mammals hunted. When filled, Lake Cahuilla was on the Pacific Flyway for migratory birds; hence, ducks, geese, and other migratory birds would have been caught. Mountain lion, black bear, grizzly bear, deer, and wild boar also were hunted in historic times.

To gather and prepare various food resources, the Cahuilla had an extensive inventory of equipment. Bows and arrows were the most important hunting tools, but traps, nets, disguises, blinds, throwing sticks, and slings were also part of the hunting technology. For fishing; nets, traps, spears, hooks and lines, and fish poisons were used. Gathering required few tools: poles for shaking down pine nuts and acorns, cactus pickers, chia hooks, seed beaters, digging sticks, weights for digging sticks, and pry bars. Materials associated with transportation mainly were used to move food and include burden baskets, carrying nets, game bags, and saddle pads. Some food was stored in large baskets. Pottery ollas and baskets treated with asphaltum were used to store and carry water and seeds. Wood, clay, and steatite were used to make jars, bowls, and trays. Skin and woven grass were used to make bags. Food processing required hammers and anvils for cracking nuts; mortars and pestles for grinding acorns; manos and metates for grinding seeds and berries; winnowing shells and baskets; strainers; leaching baskets and bowls; knives of stone, bone, wood, and carrizo cane; bone saws; and drying racks made of wooden poles to dry fish. Basket mortars, with asphaltum or pine pitch used to attach an open-bottomed basket to a mortar, were important for food processing. The food was served in wooden and gourd dishes and cups and in basket bowls that were sometimes tarred. Wood, shell, and horn were used for spoons.

Cahuilla shelters were often made of brush, fan palm fronds, or arrowweed. In prehistoric times they were dome-shaped; later they tended to be rectangular. Near such dwellings usually stood brush-covered ramadas under which domestic chores were done. Earth-covered sweathouses for purification and curing rituals and ceremonial houses with fenced areas for ceremonial use were found in most villages. The chief’s house was the largest and was usually next to the ceremonial house. Each village also had several granaries (Bean 1978:578).

European contact with the Cahuilla was by the Juan Bautista de Anza expedition, which passed through the region in 1774. Initially, the Indians were hostile to the Europeans. Subsequently, the Europeans used sea routes to populate California because the land route had been closed by the Quechan Indians in 1781. The Cahuilla, therefore, had little direct contact with Europeans except for those baptized at missions in San Gabriel, San Luis Rey, and San Diego and, thus, integrated into the mission system. In 1819, several asistencias were established near the Cahuilla area; Cahuillas became partially involved with the Spanish and adopted some Spanish economic practices such as cattle raising, agriculture, trade, and wage labor, as well as cultural traits such as clothing styles, language, and religion. Some Cahuilla worked seasonally for the Spaniards and lived for the remainder of the year in their villages. At the time of the American invasion of California, the Cahuilla still maintained their political and economic autonomy.

2.4 HISTORICAL SETTING

This historic context focuses on the exploration, settlement, and development of the region since the Spanish period of occupation in Southern California beginning in 1769 and continuing through the American Period which began in 1848. From there, the discussion turns to a more localized historical background focused specifically on the Beaumont area. The following discussion is primarily based on Brackett (1939), Dallas (1955), Gunther (1984), Holtzclaw and Fox (2007), Rawls and Bean (1998), Robinson (1957), and Rolle (1978).

2.4.1 The Spanish Period (1769–1822)

The Historical Period in California formally began in 1769 with the Spanish occupation of Alta California and the founding of the San Diego de Alcala mission in San Diego when written records began to be compiled. The years 1769 to 1822 represent the Spanish Period in California.

In 1774, Captain Juan Bautista de Anza crossed the San Jacinto plains with a small party of soldiers and servants. Anza's expeditionary force crossed the Cahuilla Valley, skirted the Santa Rosa Mountains, made their way up through Coyote Canyon, descended into the San Jacinto Valley via Bautista Creek, and trekked northwest across the San Jacinto Valley into Moreno Valley. From there, the expedition passed through the Riverside area and crossed the Santa Ana River near present-day Jurupa, then continued northwest to reach the mission at San Gabriel.

Riverside County lacked a mission proper but remained connected to the California presidio and mission system through Franciscan outposts known as ranchos and *asistencias*. The Riverside area was considered to be a part of the San Diego District, a military designation associated with the San Diego presidio; most of the territory fell under the authority of Mission San Luis Rey. Founded in 1798, Mission San Luis Rey was the eighteenth of California's 21 missions. During much of the Spanish Period, European settlement in Riverside County was slow and sporadic. By the end of the Spanish Period, few Europeans had settled permanently within the region.

2.4.2 Mexican Rancho Period (1822–1848)

In 1821, after 10 years of intermittent rebellion and warfare, Mexico and the territory of California won independence from Spain. On December 15 of that same year, the Mexican *Cortes* (the legislative body of the Mexican government) ended the older regime's strict isolationist policies that were designed to protect the traditional Spanish monopoly on trade and

decreed that California ports (namely San Diego and Monterey) be open to foreign merchants (Dallas 1955:14).

Following the Secularization Act of 1833, which called for the immediate privatization of Franciscan lands, the Mexican government secularized all of the California missions. During the two-year period of 1834 to 1836, this radical process quickly and effectively reduced the missions to parish churches. Although the original secularization schemes called for redistribution of mission lands to those Native Americans who were responsible for the physical construction of the mission empire, the vast mission land and livestock holdings were redistributed by the Mexican government into several hundred land grants privately owned by Mexican citizens (Langum 1987:15–18). These landowners subsequently released their neophyte Native American "workers" to fend for themselves. During the resultant Mexican Rancho Period (1834–1848), livestock and horticulture dominated the economics of Southern California. Ranchos were predominately devoted to the cattle industry and large tracts of land were used for grazing.

2.4.3 American Period (1848–Present)

With the signing of the Treaty of Guadalupe Hidalgo in 1848, which ended the Mexican-American War, California entered into the American Period and, in 1850, became a recognized state in the United States. During the late 1840s, there began the decline of old California's cattle ranching industry, which for over half a century represented the currency and staple of the rancho system. By the 1850s to 1860s, cattle ranching in the general region had greatly declined, and ranchos changed ownership regularly. Through the years, settlement continued to develop across the inland valleys of what would eventually become western Riverside County. With the influx of new settlers and decline of the cattle industry, some of the larger ranchos were subsequently subdivided into smaller parcels. In 1852, San Diego organized into a county; in 1853, San Bernardino followed suit. Riverside County would be formed in 1893, carved out of portions of San Bernardino and San Diego counties.

The completion of the Southern Pacific (SP) Railway's transcontinental railroad in 1869 opened California to agricultural settlement and brought the previous era of large-scale ranching to a close. The arrival of the SP across the San Gorgonio Pass and into the San Bernardino Valley resulted in a dramatic influx of new settlers into what is now western Riverside County. The Riverside Colony was founded in 1870, and agricultural lands in the region quickly began to be settled by homesteaders. During the 1880s and 1890s, similar to the phenomena occurring in the area surrounding the Riverside Colony, irrigation canals were built and the regional citrus industry took root in the fertile valleys of the surrounding region. The arrival of reliable water sources coincided with the arrival of a second transcontinental railroad; in 1882, construction of a competing rail line into Southern California was underway, financed by the Atchison, Topeka, and Santa Fe Railway Company. The line of a Santa Fe subsidiary, the California Southern, was built from San Diego to the site of Perris and on to Riverside and San Bernardino in 1882.

During the years from about 1908 through American entry into World War I in 1917, there was renewed interest in farm settlement and farming in California and elsewhere in the western U.S. This was reflected in a sharp surge in Homestead filings on remaining public lands in rural California at that time. The decade of the 1920s offered regional urban growth in southern

California that was helpful to many farmers in the region. However, it also brought sustained national declines in the prices of many agricultural commodities due to major increases in agricultural production in the U.S. and elsewhere. Turnover in land ownership during the 1930s and the eventual recovery of agricultural prices by the eve of World War II (WWII) was followed by the disruptions of the exodus of younger people into military service or leaving to work in urban areas. Water from the Colorado River Aqueduct was piped to the region beginning in the early 1940s. Alfalfa, potatoes, watermelons, and sugar beets soon after became the mainstay of farming in many parts of the region.

The post-WWII era ushered in a boom in commercial, industrial, and residential development in and near the region's urban centers, followed by the construction of several freeways linking urban areas to one another. As urban areas were spread outward by development, once-rural areas took on a more semi-rural character, dotted by small "mini-ranch" subdivisions. In more recent years, housing and urban development have spread outward from urban areas and swallowed up former agricultural land at an exponential rate, forever changing the character of the region.

2.4.4 City of Beaumont

As early as the 1850s, U.S. government surveying parties passed through the vicinity of what is now Beaumont. The location of the town of Beaumont was originally called San Gorgonia for a post office that was established on August 21, 1879, at the SP Railroad's Summit station (Gunther 1984:456). At the summit of the San Gorgonio Pass, the SP's Summit station served as a rest stop for railway travelers who had just crossed the Mojave Desert on their way to Los Angeles. The railroad station, comprising a small red building, an adjacent turn-table, a water tank and well head, and a few other buildings were all that made up the location. In 1884, George C. Egan purchased the land at Summit station from the SP and platted a 320-acre townsite named San Gorgonio (Gunther 1984:457). In November 1887, an investment company run by H.C. Sigler, bought Egan's share in the townsite and renamed the town Beaumont, after Sigler's hometown of Beaumont, Texas. The name "Beaumont" has been used extensively in place names, and is derived from the French word for "beautiful mountain." Beaumont was incorporated as a city on November 18, 1912. It was around this same time that the first cherry trees were planted in Beaumont. By the 1960s, around 40 cherry groves dotted the landscape between Beaumont and Cherry Valley, while farther to the north at Oak Glen an apple industry has been thriving since the 1890s (City of Beaumont 2013).

3
CULTURAL RESOURCE LITERATURE AND RECORDS SEARCH

Prior to the desktop cultural resource sensitivity analysis, Æ completed literature reviews and records searches at the EIC, housed at the University of California, Riverside, on April 7 and July 19, 2017. These searches included the entire Project area. The objective of the records searches was to determine whether any prehistoric or historical cultural resources have been recorded previously within the Project area to establish a baseline with which to conduct the sensitivity analysis. Additional sources consulted during the archaeological literature and records searches include the Office of Historic Preservation Archaeological Determinations of Eligibility and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

3.1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

Results of the records searches indicate that no less than 58 investigations have been conducted previously within the Project area (Table 3-1).

Table 3-1
Previous Cultural Studies within the Project Area

EIC Document #	Date	Author(s)	Title
RI-00039	1972	Mary A. Brown and Martha J. Solig	Development of Highland Springs: Expected Impact on Archaeological Resources.
RI-00040	1982	David M. Van Horn	Cultural Resources Assessment: Tentative Tract 14209 near Highland Springs in Unincorporated Riverside County, California
RI-00161	1975	Roberta S. Greenwood	Paleontological, Archaeological, Historical, and Cultural Resources, West Coast-Midwest Pipeline Project, Long Beach to Colorado River
RI-00761	1980	Chrisina Brewer	An Archaeological Survey of Tentative Tract 15087, County of Riverside, California
RI-01237	1980	Robert J. Wlodarski and John M. Foster	Cultural Resource Overview for the Devers Substation to Serrano Substation Transmission Route Alternatives Corridor Right-of-Way
RI-01400	1982	Salpas, Jean A.	An Archaeological Assessment of 23.34 Acres of Land Near Sun City
RI-01771	1986	Lerch, Michael and R.E. Reynolds	Archaeological and Paleontological Survey of Futura Valley Farms Including Tentative Tract 21384, Beaumont Area, Riverside County, California
RI-01830	1984	Sutton, Mark Q.	An Archaeological Assessment of Parcel 18132, Beaumont Area of Riverside County, California
RI-01900	1983	Scientific Resource Surveys, Inc.	Archaeological Survey Report on An Approximate 900 Acre Portion of Portero Ranch, Located in the Banning/Beaumont Area of the County of Riverside
RI-02203	1987	Drover, C.E.	An Archaeological Assessment of The Hovchild Property, Riverside County, California
RI-02943	1991	Goldberg, S.K., et al.	Technical Report for Three Siting Alternatives, Eastside Reservoir Study: Cultural Resources

Table 3-1
Previous Cultural Studies within the Project Area

EIC Document #	Date	Author(s)	Title
RI-03002	1990	Drover, Christopher E.	Environmental Impact Evaluation: An Archaeological Assessment of Seneca Springs Project, Riverside County Beaumont, California.
RI-03097	1981	Wirth Associates, Inc.	Devers-Serrano-Villa Park Transmission System Cultural Resources Technical Report
RI-03101	1992	Powers, David W., James H. Cleland, and Rebecca M. Apple	Historic Study Report, State Route 79 Widening Project, Gilman Springs Road -First Street (Lamb Canyon), 08-Riv-79, Pm 33.9/40.1
RI-03102	1992	Wahoff, Tanya	Archaeological Survey Report, State Route 79 Widening Project, Gilman Springs Road - First Street (Lamb Canyon), 08-Riv-79, Pm 33.9/40.1, 08214-465100
RI-03180	1991	Drover, Christopher E.	A Cultural Resource Assessment: Lamb Canyon Landfill Project Near Beaumont, Riverside County, California
RI-03326	1991	Drover, Christopher	Environmental Impact Evaluation: An Archaeological Assessment of Lockheed Proving Ground Project, Riverside County, Beaumont, California
RI-03421	1989	Brown, Joan and Juanita Shinn	Cultural Resources Literature Review for the 1,162 Acre Deutsch Specific Plan Project, Located in the City of Beaumont, Riverside County, California
RI-03618	1993	Everson, Dicken And Steve Moffitt	Cultural Resources Assessment Archaeological Survey of the Beaumont Heights Specific Plan Project Located in the Beaumont Area Of Riverside County
RI-04162	1999	Mckenna, Jeanette A.	A Phase I Cultural Resources Investigation of the Oak Valley Estates Project Area, Beaumont, Riverside County, California
RI-04163	1999	Mckenna, Jeanette A.	A Cultural Resources Overview for The Oak Valley Estates Project Area, Located in the City Of Beaumont, Riverside County, California
RI-04421	1990	Lsa Associates, Inc.	Appendix B-Cultural Resources. In: Measure A Program Project Alternatives Analysis-Environmental Component, Technical Appendix Volume I
RI-04840	2002	Demcak, Carol R.	Report of Phase I Archaeological Assessment of a 23-Acre Parcel in Beaumont, Riverside County
RI-04841	2002	Demcak, Carol R.	Addendum: Report of Phase I Archaeological Assessment of s 23-Acre Parcel in Beaumont, Riverside County
RI-05088	2005	Cultural Systems Research, Inc.	Ethnographic Overview Inland Feeder Pipeline Project
RI-05136	2003	Archer, Gavin H., And Marian L. Kearin	Cultural Resource Inventory and Paleontological Assessment Hovchild Property, City of Beaumont, County of Riverside, California
RI-05250	2000	White, Laurie	Letter Report: Records Search Results for Sprint PCS Facility Rv33Xc269A (May Valley), Mountain Center, Riverside County, CA
RI-06230	2005	Bowden-Renna, Cheryl	Cultural Resources Survey for the Lockheed/Laborde Canyon Off-Highway Vehicle (OHV) Park, Riverside County, California
RI-06256	2006	Ahmet, Koral And Evelyn Chandler	Cultural Resources Survey of a 29-Acre Parcel, Located West of Manzanita Road Near the City of Beaumont, Riverside County, California
RI-06458	2004	Tang, Bai, Michael	Historical/Archaeological Resources Survey Report, The

Table 3-1
Previous Cultural Studies within the Project Area

EIC Document #	Date	Author(s)	Title
		Hogan, Deirdre Encarnacion, And John J. Eddy	Shops at the Noble Creek, in the City of Beaumont, Riverside County, California
RI-06681	2006	Gardner, Jill K., Patrick Stanton, and Deborah Cogan	Archaeological Survey of Nine Pole Locations on the Rondell 12 kV Circuit, Maraschino Substation, Riverside County, California (Wo No. 6031-5333 6-5320)
RI-06955	2006	Ahmet, Koral and Evelyn Chandler	Cultural Resource Inventory of 270 Acres at Lockheed Martin, Corporation, Beaumont Site 1 (Potrero Creek), Riverside County, California.
RI-07052	2006	McKenna et al.	A Cultural Resources Investigation, of the Proposed San Gorgonio Village, Project Area, Approximately 23 Acres, of Land in the City of Beaumont, Riverside County, California.
RI-07054	2007	Hogan, Michael and Bai Tang	Cultural Resource Reconnaissance and Sensitivity Assessment: Beaumont-Cherry Valley Water District Sewer System, in the Community of Cherry Valley, Riverside County, California.
RI-07364	2007	Crews, Rachel G. and Jay K. Sander	Archaeological and Paleontological Monitoring of a 29.7-Acre Project Area at the Northwest Corner of the First Street and Commerce Way Beaumont, Riverside County, California
RI-07412	2007	Ahmet, Koral and Evelyn Chandler	Cultural Resources Inventory of Several Parcels Within Former Operational Areas at Lockheed Martin Corporation, Beaumont Site 1 (Potrero Creek), Riverside County, California
RI-07439	2007	Eddy, John	Due-Diligence Historical / Archaeological Background Review Proposed KAEH-FM Noble Creek Transmitter Site, City of Beaumont, Riverside County, California, CRM TECH Contract No. 2140
RI-07450	2007	Bonner, H. Wayne and Aislin-Kay, Marnie	Cultural Resource Records Search and Site Visit Results for T-Mobile Candidate IE04672B (Morse Chiropractic), 10935 Limonite Avenue, Mira Loma, Riverside County, California
RI-07457	2007	Dalu, Chris	A Class III Cultural Resources Inventory Survey of 27 Off-Highway Vehicle Restoration Areas, EA CA660-08-05, Chuckwalla Valley, Riverside County, California
RI-07490	2007	Tang, Bai "Tom" and Michael Hogan	Historical/Archaeological Resources Survey Report: The Windflower Tristone Project Tentative Tract Map No. 35184
RI-07711	2007	Lawson, Natalie, Joseph E. Baumann, and Shannon Carmack	Cultural Resources Assessment Improvements to the Beaumont Sports Park Project. City of Beaumont, Riverside County, California
RI-07713	2008	Sanka, Jennifer M.	Phase I Cultural Resources Assessment And Paleontological Records Review Brookside South Streambed Recharge Project Beaumont, Riverside County, California
RI-08027	2009	Earth Touch Inc	Beaumont Health Center
RI-08409	2004	William T. Eckhardt, Kristen E. Walker, and Richard L. Carrico	Draft Cultural Resources Inventory of the Proposed Vista to Devers Transmission Line, Riverside and San Bernardino Counties, California.
RI-08574	2009	William T. Eckhardt, Stacie Wilson, Carol Serr, and Karolina Chmiel	Final Cultural Resources Inventory of the Proposed SCE Devers to Valley Substation Project Riverside County California: Volume I
RI-08669	2011	Wayne H. Bonner,	Letter Report: Cultural Resources Records Search and Site

Table 3-1
Previous Cultural Studies within the Project Area

EIC Document #	Date	Author(s)	Title
		Sarah A. Williams, and Kathleen A. Crawford	Visit Results for T-Mobile USA Candidates IE24366-A
RI-08975	2011	James T. Daniels, Jr.	Additional Intensive Survey for SCE DPV2; Three Additional Helicopter Landing Zones and Two Alternate Construction Yards, Riverside County California
RI-08981	2013	Matthew M. DeCarlo, Scott C. Justus, and William T. Eckhardt	Summary Class III Cultural Resource Inventory, Proposed Southern California Edison Devers-Palo Verde 2 500kV Transmission Line Project, Riverside County, California
RI-09084	2008	Sarah A. Siren, Matthew J. Wetherbee, Lawrence G. Barnes, and Gavin H. Archer	Report of Archaeological and Paleontological Mitigation Program, Four Season at Beaumont, Phases B and C, Beaumont, California
RI-09178	2010	Michael H. Dice and Kenneth J. Lord	Phase I Cultural Resource Assessment of The Lamb Canyon Landfill Integrated Project Riverside County, California
RI-09183	2014	Carrie D. Wills, Sarah A. Williams, and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate IE04451A (CM451 Beaumont Civic Center), 550 East 6th Street, Beaumont, Riverside County, California
RI-09309	2014	David Brunzell	Cultural Resources Assessment of the Hertz Project, Beaumont, Riverside County, California (BCR Consulting Project No. TRF1401)
RI-09319	2014	Sarah A. Williams, Carrie D. Wills, and Kathleen A Crawford	Cultural Resources Search and Site Visit Results for T-Mobile West, LLC Candidate IE0451A (CM 451 Beaumont Civic Center), 550 East 6th Street, Beaumont, Riverside County, California.
RI-09457	2015	Phil Fulton	Cultural Resource Assessment Class III Inventory Verizon Wireless Services Bolo Facility City of Beaumont, County of Riverside, California
RI-09460	2015	Bai 'Tom' Tang and Michael Hogan	Phase I Historical/Archaeological Resource Survey Seasons at Beaumont Project City of Beaumont Riverside, California
RI-09612	2014	David Brunzell	Cultural Resources Assessment of the Hertz Project, Beaumont, Riverside County, California (BCR Consulting Project No. TRF 1401)
RI-09616	2014	Don C. Perez, M.A., RPA	Cultural Resources Survey: Oak Valley / Ensite #18231 (273990) Beaumont Avenue, Beaumont, Riverside County, California 92223. SW 1/4 NW 1/4 S3 T3S R1W. EBI Project No. 61142405
RI-09686	2014	Robert Cunningham and Evelyn Chandler	Cultural Resources Inventory of the Remedial Action Plan (RAP) Study Areas at Lockheed Martin Corporation's Beaumont Site 2 (Laborde Canyon), Riverside County, California

3.2 CULTURAL RESOURCES REPORTED WITHIN THE PROJECT AREA

The cultural resource records searches also indicated that 293 cultural resources have been identified previously within the Project area (see table in Appendix B). The majority of these (n = 201) are built-environment resources consisting in large part of single family residences but also including commercial properties, civic buildings, transmission lines, flood control

structures, roadways, and at least one trail. The remaining resources are composed of 52 prehistoric archaeological sites including lithic and ceramic scatters, milling features, rock art, and isolated flakes and ground stone artifacts; 35 historical archaeological sites including refuse scatters, structural remains, wells, a rocket test site, and isolated glass fragments and other refuse; and 5 sites containing both historical and prehistoric artifacts including lithic and ceramic scatters with historical refuse, habitation sites with rock art and historical refuse, and milling features sites with historical refuse.

A brief description of each of these resources is provided in Appendix B.

4
NATIVE AMERICAN COORDINATION

As part of the cultural resource assessment, Æ contacted the NAHC on March 10, 2017, for a review of the SLF. The purpose of the SLF search request was to determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity, etc.) are present within the Project area. The NAHC responded on April 12, 2017 indicating that Native American cultural resources were identified within the Project area and may be impacted by the Project; the NAHC suggested that the Torres-Martinez Desert Cahuilla Indians be contacted for more information regarding the cultural resources that may be impacted by the Project. In addition, the NAHC requested that 34 Native American individuals and/or organizations (including the Torres-Martinez Desert Cahuilla Indians) be contacted to elicit information regarding cultural resource issues related to the proposed Project (Appendix A). Upon review of the Native American contact list, Æ removed redundancies and narrowed the list to 22 individuals and/or organizations who were contacted by email or letter on August 29, 2017. An example of the SLF search request letter, the list of contacts, and the responses received are included in Appendix A.

Individuals/organizations contacted include:

- Patricia Garcia-Plotkin, Director of the Tribal Historic Preservation Office (THPO) for the Agua Caliente Band of Cahuilla Indians (ACBCI)
- Amanda Vance, Chairperson of the Augustine Band of Cahuilla Mission Indians
- Doug Welmas, Chairperson of the Cabazon Band of Mission Indians
- Luther Salgado, Chairperson of the Cahuilla Band of Indians
- Ralph Goff, Chairperson of the Campo Band of Mission Indians
- Michael Garcia, Vice Chairperson of the Ewiiaapaayp Tribal Office
- Erica Pinto, Chairperson of the Jamul Indian Village
- Javaughn Miller, Tribal Administrator of the La Posta Band of Mission Indians
- John Perada, Environmental Director of the Los Coyotes Band of Mission Indians
- Nick Elliott, Cultural Resources Coordinator of the Manzanita Band of Kumeyaay Nation
- Virgil Oyos, Chairperson of the Mesa Grande Band of Mission Indians
- Denisa Torres, Cultural Resources Manager of the Morongo Band of Mission Indians
- John Gomez, Environmental Coordinator for the Ramona Band of Cahuilla Mission Indians
- John Valenzuela, Chairperson of the San Fernando Band of Mission Indians

- Lee Clauss, Director CRM Department of the San Manuel Band of Mission Indians (SMBMI)
- John Flores, Environmental Coordinator of the San Pasqual Band of Mission Indians
- Steven Estrada, Chairperson of the Santa Rosa Band of Mission Indians
- Goldie Walker, Chairperson of the Serrano Nation of Mission Indians
- Joseph Ontiveros, Cultural Resource Department of the Soboba Band of Luiseño Indians
- Lisa Haws, Cultural Resources Manager for the Sycuan Band of the Kumeyaay Nation
- Michael Mirelez, Cultural Resource Coordinator for the Torres-Martinez Desert Cahuilla Indians
- Julie Hagen, Viejas Band of Kumeyaay Indians

Four responses were received after the initial scoping letters were sent out. Katie Croft, Archaeologist in the ACBCI THPO indicated that the Project area is not located within the boundaries of the ACBCI Reservation; however, it is within the Tribe's Traditional Use Area. As such, the ACBCI THPO requests copies of any cultural resource documentation (report and site records) generated in connection with this Project. William Vance, Vice Chairperson of the Augustine Band of Cahuilla Mission Indians, indicated that the Tribe is unaware of specific cultural resources that may be affected by the Project. The Tribe encourages contact with other Native American tribes and individuals within the immediate vicinity of the Project. In addition, the Tribe encourages contracting a monitor who is qualified in Native American resource identification who is able to be present full-time during the pre-construction and construction phase of the Project. Finally, the Tribe would like to be notified should any cultural resources be discovered during the development of the Project.

Jessica Mauck, Cultural Resource Analyst for the SMBMI, indicated that the Project area exists within a small portion of Serrano ancestral territory and, therefore, is of interest to the SMBMI. San Timoteo Canyon and the Badlands are located within this portion of the Project. Both of these areas are rich in cultural material and important to SMBMI. Mauck also stated there are several water sources within the Badlands and further north, specifically Little San Gorgonio Creek, which could indicate moderate archaeological sensitivity. Finally, Mauck recommended contacting the Morongo Band of Mission Indians as well as the Soboba Band of Luiseno Indians, given that their reservations are very close to the Project area. Ray Teran, Resource Management for the Viejas Band of Kumeyaay Indians, stated that the Tribe determined the Project has little significance or ties to the Viejas. As such, the Tribe recommends contacting tribes in closer proximity to the Project. However, the Tribe does request to be informed of any inadvertent discoveries including cultural artifacts, cremations, or human remains.

Æ conducted follow-up telephone calls on September 26, 2017 with the Native American groups and individuals that did not respond to the initial information request. Two additional responses were received as a result of the follow-up telephone calls. Goldie Walker, Chairperson of the Serrano Nation of Mission Indians, indicated that the Project area and immediate vicinity are very sensitive for Native American cultural resources. She also indicated that she would like to

be notified at her PO Box should any Native American cultural resources be found within the Project area (see NAHC Contact List for full address). Finally, Jessica Valdez, on behalf of the Soboba Band of Mission Indians, indicated that while the Project area is located outside of the Tribe's existing reservation, the Project area does fall within the Tribe's Traditional Use Areas and is in close proximity to known sites. The Project area is within a shared use area that was used in ongoing trade between tribes and is considered to be culturally sensitive by the people of Soboba. As such, the Tribe outlines five requests including consultation with the Project proponents and lead agency, information regarding progress of the project, the Tribe to act as a consulting entity, a Native American monitor from the Soboba Cultural Resource Department to be present during any ground disturbance as well as survey and archaeological testing, and finally, request that proper procedures be taken and requests of the Tribe be honored.

A table of responses summarizing coordination with Native American groups and/or individuals contacted is presented in Appendix A.

5
CULTURAL RESOURCE SENSITIVITY STUDY

5.1 METHODS

This cultural resource sensitivity assessment compiles known cultural resource data and environmental data to model and predict the sensitivity for both buried prehistoric and surficial prehistoric and historical archaeological resources as well as historical built-environment resources. The sensitivity zones were derived through a consideration of geologic sedimentary structures, soil series maps of the general Project area, historical maps (including General Land Office [GLO] plat maps and U.S. Geologic Survey [USGS] topographic maps) and aerial images, modern aerial imagery, and the cultural resources literature and records search. As well, archaeological journals and publications on the Project area were consulted.

Based on the sensitivity for both surface and subsurface resources, cultural resource management measures are recommended for future compliance with the California Environmental Quality Act (CEQA); those are presented in Chapter 6. These management recommendations serve as a minimum level of effort and provide guidance for establishing actual level of effort once specific project areas and potential impacts are defined.

5.2 RESULTS

The most influential variables in establishing the archaeological sensitivity of the Project area involve the geomorphology of the general area as well as the location and setting of known cultural resources. These variables inform on the likelihood of finding other resources in various settings within the Project area. Each of these factors are described below, and the resultant High, Moderate, Low to Moderate, and Low sensitivity areas are illustrated on Figure 5-1.

5.2.1 Geography and Topography

The San Gorgonio Pass is an east-west oriented valley approximately 4 to 5 miles wide formed between the San Bernardino and San Jacinto Mountain ranges. The valley is filled with coarse alluvial Quaternary sediments washed out from these ranges. Current drainage systems include Noble Creek, San Gorgonio Creek, Smith Creek, and Cherry Canyon, which drain the southern front of the San Bernardino Range and flow into San Timoteo Canyon to the west. Additionally, local on-fan drainage in the eastern part of the valley drains into Potrero Canyon, cutting through the San Jacinto Range into San Jacinto Valley.

The northern portion of the Project area, in the vicinity of the town center of Beaumont, is located in a four to five-mile-wide basin between the northern foothills of the San Bernardino Range and the northernmost ridges of the San Jacinto Range. The basin is filled with coarse Pleistocene and Holocene aged sediments eroded from the local mountains. Most drainage into the basin is derived from the San Bernardino Range.

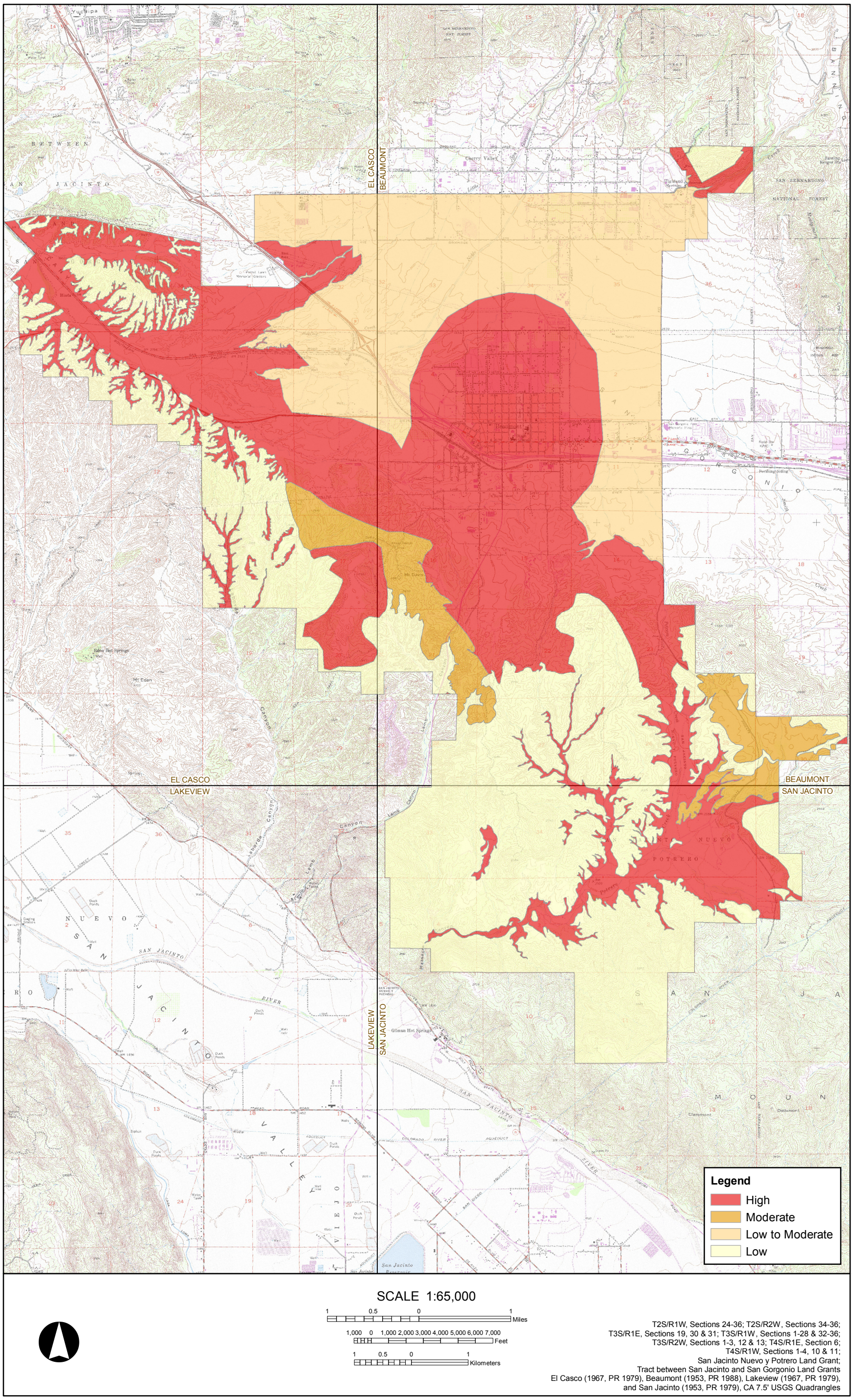


Figure 5-1 Project sensitivity map.

The southern part of the Project area, in the San Jacinto Range, is a mountainous region consisting of south to southwest trending canyons cutting through Tertiary aged sedimentary rocks and older granitic and metamorphic rocks of the San Jacinto Range. Relief ranges from several hundred feet in the north to over 1,500 feet in the south. Most canyons are narrow and V-shaped with narrow to limited flood plain development; however, a broad alluvial valley consisting of several square miles is located along Potrero Creek. Ridges are moderately steep, incised with gulches and small canyons, and where granitic or metamorphic, the surfaces are dominated by large outcrops and boulders.

Hydrology

Water was essential for the survival of prehistoric people and important during the historic period for the development of agricultural, establishment of homesteads, and early settlement. Prehistoric people in the area generally established habitation sites near reliable sources of water such as springs near the base of mountains. Early settlers in an area also utilized these water sources and established homesteads near these sites. Later, water sources were developed and water was conveyed to town sites, residences, and agricultural land. As such, water sources are sensitive for sites related to early development and settlement of an area and for water conveyance systems used to transport water. GLO plat maps and USGS topographic quadrangles were reviewed and hydrological features such as springs, seeps, cienagas (wetlands), willow thickets, and running creeks were identified as areas both prehistoric and historically sensitive.

Geology

Two geologic settings are present within the Project area, including the montane region of the San Jacinto Range and the alluvial San Gorgonio Pass area. Each area provided people of the historic and prehistoric periods access to different materials. The montane region afforded access to granites, schists, and other hard igneous and metamorphic rocks. Of particular use to prehistoric people, quartzite deposits outcrop in the southernmost part of the Project area. Limited amounts of volcanic materials also occur in small outcrops throughout the range. Tertiary deposits in the central part of the Project area, primarily in the San Timoteo Badlands, contain softer sandstone and consolidated conglomerates that originated in the San Bernardino Range. Native people may have used the materials embedded within these deposits as toolstone, though few studies of lithic sources in this area are available.

Ecotones

Ecotones are areas where two or more distinct ecosystems meet. Within the Project area, ecotones between valley grasslands and hillside chaparral can be found along the southern side of the pass and within montane valleys. Riparian, grassland, chaparral and deciduous tree and grassland ecotones are present near the base of the San Bernardino Mountains as well as in the San Jacinto Range. These areas would have provided native people access to a broad range of resources from multiple plant communities. Wild game is also attracted to these areas for the same reasons. Early historic period settlers may also establish camps and residences near ecotones until farming and roads are established in a region providing access to good hunting areas and wild forbs. One of the most sensitive ecotones for prehistoric sites is the boundary

between mountain and valley; in addition to providing access to multiple ecosystems, springs and seeps are often present at the base of mountains.

5.2.2 Records Search Data

The records search data indicate that large portions of the southern part of the Project area have been previously studied and numerous sites have been documented. In the north, smaller surveys have occurred in the pass and valley lands as well as the foothills in support of infrastructure projects. Overall survey coverage is estimated to be around 30 percent for the entire Project area and, as mentioned previously, 293 resources have been documented.

Despite the limited survey coverage of the Project area, notable concentrations of sites are visible in the data set for areas that have been surveyed. The San Jacinto Nuevo Y Potrero Landgrant, near the headwaters of Potrero Creek, contains two habitation sites, including one with rock art, several bedrock milling sites, lithic scatters, and other prehistoric sites. At least 17 sites have been recorded previously in this valley. Several historic-period archaeological sites are also present in this valley. Historic-period mining, water conveyance and storage, transportation, and settlement are common in the lower foothills and northernmost extent of San Jacinto Range along the valley margin. Within the valley, built structures associated with the town of Beaumont are very common and centralized around the old town site; however, agricultural and ranching sites, irrigation, transportation including railroad, and refuse scatters are present in a low density throughout the valley.

5.2.3 Historical Map and Aerial Photograph Review

Æ consulted historical maps and aerial photos to see what changes have occurred to the general Beaumont area in the past century. This is important for assessing the integrity of the modern surficial landscape and assessing the character of the landscape prior to modern development of the valley. Specific points of interest include migration of creek channels, evidence of down-cutting, the presence of dunes, and evidence of abandoned channels, as well as agricultural use of the Project area over time. Both aerial imagery from 1966, 1967, and 1972 (NETROnline 2017) and historical USGS and army quadrangles were consulted as part of the research. Historical maps consulted include the San Jacinto 30' USGS quadrangle (1901), Elsinore 30' USGS quadrangle (1901); the Perris 15' USGS quadrangle (1942), Banning 15' USGS quadrangle (1943), Banning 15' USGS quadrangle (1956); and the El Casco 7.5’ USGS quadrangle (1953), San Jacinto 7.5’ USGS quadrangle (1953), Beaumont 7.5’ USGS quadrangle (1955), El Casco 7.5’ USGS quadrangle (1967), Beaumont 7.5’ USGS quadrangle (1972), and San Jacinto 7.5’ USGS quadrangle (1972).

General Land Office (GLO) plat maps for the Beaumont area were also reviewed. GLO surveys, delineating townships and producing plat maps for the Public Land Survey System and Spanish Period landgrants across the western United States, were conducted in the area as early as 1856. A total of 27 GLO plat maps between 1856 and 1918 overlap portions of the Project area, with some maps containing extraordinary detail of historic period settlement, roads, hydrography, topography, and Native American settlements. These maps were reviewed and the data was incorporated into the sensitivity map (Figure 5-1).

5.3 SENSITIVITY AREAS DISCUSSION

The San Jacinto Nuevo Y Potrero Landgrant is a high sensitivity region for both prehistoric and historic-period sites. Several adobe structures and historic-period homesteads have been recorded in the area. In addition, roads have crossed the valley since prehistoric times. The valley is well watered with Potrero Creek as well as several springs. Ecotones between grasslands and mountain chaparral are present along the valley margin and outcrops of granite can be found in the mountains and in the eastern valley. Outcrops of quartzite and tertiary conglomerates may be present as well in the mountains, and when eroded, providing a supply of cobbles in valley sediments and streams for raw tool stone. Known sites in the valley include CA-RIV-239, a prehistoric rock art and habitation site, as well as other habitation sites, complex lithic scatters, and isolates, with bedrock milling features along the valley edge. GLO maps depict an Indian village within the central part of the valley.

The mouth of upper Lamb Canyon, where it meets the pass valley floor as well the northern foothills of the San Jacinto Range, are highly sensitive as well. Known sites, including foundations, water systems, and refuse scatters, have been identified in this area. Bedrock milling features, lithic scatters, and a rock shelter with prehistoric remains are also present. Roads dating back to the 1850s and prehistoric period have both been mapped in the general area. Natural features that contribute to this area's sensitivity include valley grassland and mountain grass/chaparral ecotones, riparian areas around Potrero Creek, raw lithic material within Tertiary conglomerates, and potential springs.

Much of the remainder of the mountain area is low sensitivity for all resource types. This is primarily due to the steep slopes and thick chaparral vegetation. However, it's important to note that low sensitivity does not imply that no sites will be present, rather that site density will be low. The area is sensitive for historic-period mining sites, small settlements in highland valleys, transportation, water conveyance and catchment, and ranching. Potential prehistoric sites include rock art, floral processing, and lithic procurement.

San Timeteo Canyon is highly sensitive for both prehistoric and historic resources. Several historic-period ranches have been documented in the canyon and surrounding hills; these contain multiple buildings, water systems, fences, roads, and ranching infrastructure. The canyon is the site of an old school and part of the early landgrant system, specifically an area marked as The Area Between the San Jacinto and San Gorgonio Landgrant. Known prehistoric sites include several lithic scatters and bedrock milling features. Several springs and swamps were depicted within the area on GLO maps, as well as an Indian village and cemetery a mile to the west of the Project boundary. The valley is a major corridor through the broken landscape connecting the San Bernardino Valley to San Gorgonio Pass and is the path to many historic-period transportation systems, including the Southern Pacific Railroad and San Timeteo Canyon Road. In addition, this area likely served as a prehistoric trade/migration route. The hills flanking the valley contain Tertiary deposits with the potential for providing localized lithic raw material.

In the San Gorgonio Pass, the town of Beaumont is highly sensitivity for cultural resources. There are numerous documented residential and commercial buildings of historical age, and likely many more yet to be recorded. Roads, the railroad, pipelines, utility lines, high tension power lines, and other resources of the built environment are all of historic age. Additionally,

there is a potential for buried historic-period resources, including privies, refuse dumps, foundations, and abandoned utilities. However, due to the level of construction, the area is low sensitivity for prehistoric sites.

The northern part of the valley has a low to moderate sensitivity for cultural resources. This general area is an alluvial plain consisting of coalescing fans mostly of Pleistocene and Holocene age. Prior to development, this area would have consisted of a dissected landscape grooved with small creeks, braided streams, gravel deposits near the mountains, and possibly sands and silts near the valley center. Prehistoric sites in this area would most likely be restricted to the surface or near surface. Potential prehistoric sites might include lithic procurement areas and trails; however, larger habitation sites are more likely to occur near the base of mountains north of the Project where ecotones and springs are more readily available.

6
MANAGEMENT RECOMMENDATIONS

Moderate and high sensitivity areas dominate the Project area. Development associated with the proposed General Plan Update could have the potential to disturb historical and prehistoric archaeological sites as well as historic built-environment resources. Æ thus recommends that a Phase I cultural resource assessment should be performed prior to any development or improvements implemented under the proposed General Plan Update. Such assessment should include a records search at the EIC, archival research, and an intensive pedestrian survey of the proposed project area, to identify any cultural resources that may be impacted.

If any cultural resources (historical or prehistoric archaeological sites or built-environment resources) are found in areas of direct impact, their CRHR eligibility should be evaluated. Potential impacts of any project on CRHR-eligible properties would have to be assessed. If adverse effects to historical resources cannot be avoided, feasible mitigation measures must be implemented.

In the event that potentially significant buried archaeological materials are encountered within the Project area, all work in the vicinity must be halted until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. As well, Health and Safety Code § 7050.5, § 15064.5(e) of the *CEQA Guidelines*, and PRC § 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the Riverside County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she must contact the NAHC by phone within 24 hours. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD will then have the opportunity to recommend to the Project proponent means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.

7
REFERENCES

Amsden, C. A.
1935 The Pinto Basin Artifacts. In The Pinto Basin Site: An Ancient Aboriginal Camping Ground in the California Desert, edited by E. W. C. Campbell and W. H. Campbell, pp. 33–51. *Southwest Museum Papers* No. 9.

Antevs, E.
1955 Geologic-Climatic Dating in the West. American Antiquity 20:317–335.

Arnold, J. E.
1987 Craft Specialization in the Prehistoric Channel Islands, California. *University of California Publications in Anthropology* 19. University of California Press, Berkeley, California.

1992a Complex Hunter-Gatherer-Fishers of Prehistoric California: Chiefs, Specialists, and Maritime Adaptations of the Channel Islands. *American Antiquity* 57:60–84.

1992b Cultural Disruption and the Political Economy in Channel Islands Prehistory. In *Essays on the Prehistory of Maritime California*, edited by T. L. Jones, pp. 129–144. Center for Archaeological Research at Davis Publication 10.

Arnold, J. E., R. H. Colten, and S. Pletka
1997 Contexts of Cultural Change in Insular California. *American Antiquity* 62:300–318.

Basgall, M. E., and D. L. True
1985 *Archaeological Investigations in Crowder Canyon, 1973–1984: Excavations at Sites SBR-421B, SBR-421C, SBR-421D, and SBR-713*. Far Western Anthropological Research Group, Inc., Davis, California. Submitted to the USDA Forest Service, Inyo National Forest, Bishop, California

Bean, Lowell J.
1978 Cahuilla. In California, edited by Robert F. Heizer, pp. 575–587. Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Bean, Lowell J., and James Toenjes
2011 Native American Ethnographic Context. In Draft Chuckwalla Valley Prehistoric Trails Network Cultural Landscape: Historic Context, Research Questions, and Resource Evaluation Criteria. Prepared for California Energy Commission, Sacramento, California. Prepared by ASM Affiliates, Inc., Carlsbad, California, under contract with the Aspen Environmental Group, Agoura Hills, California.

Brackett, R. W.
1939 A History of the Ranchos of San Diego County, California. Union Title and Trust Company, San Diego, California.

Campbell, E. W. C., and W. H. Campbell
1935 The Pinto Basin Site: An Ancient Aboriginal Camping Ground in the California Desert. *Southwest Museum Papers* No. 9.

City of Beaumont, California
2013 A Canopy of Green. Electronic document, http://www.ci.beaumont.ca.us/index.aspx?NID=656, accessed August 6, 2013.

Clewlow, C. W., Jr., H. F. Wells, and A. G. Pastron (editors)
1978 *The Archaeology of Oak Park, Ventura County, California*. Institute of Archaeology Monographs 5(1–2). University of California, Los Angeles, California.

Dallas, S. F.
1955 The Hide and Tallow Trade in Alta California 1822–1848. Ph.D. Dissertation, Indiana University [no city].

Enzel, Yehouda, W. J. Brown, R. Y. Anderson, L. D. McFadden, and S. G. Wells
1992 Short-Duration Holocene Lakes In The Mojave River Drainage Basin, Southern California. *Quaternary Research* 38:60–73.

Goldberg, S. K.
2001 Land Use, Mobility, and Intensification Evaluation and Refinement of the Model. In Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 14. Susan K. Goldberg, general editor.

Goldberg, S. K., and J. E. Arnold
1988 *Prehistoric Sites in the Prado Basin, California: Regional Context and Significance Evaluation*. INFOTEC Research, Inc., Sonora, California. Submitted to the U.S. Army Corps of Engineers, Los Angeles District, Los Angeles, California.

Goldberg, S. K., and M. C. Horne
2001 Revised Research Design for Eastside Reservoir Project Prehistoric Archaeology. In *Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 2*. Susan K. Goldberg, general editor.

Goldberg, S. K., C. J. Klink, J. A. Onken, W. G. Spaulding, M. C. Robinson, M. C. Horne, and R. L. McKim
2001 Metropolitan Water District of Southern California Eastside Reservoir Project Final Report of Archaeological Investigations, Vol. IV: Synthesis of Findings. Applied EarthWorks, Inc., Hemet California. Submitted to the Metropolitan Water District of Southern California, Los Angeles, California.

Grenda, Donn R.
1997 *Continuity & Change: 8,500 Years of Lacustrine Adaptation on the Shores of Lake Elsinore*. Technical Series 59, Statistical Research, Inc., Tucson, Arizona. Submitted to the U. S. Army Corps of Engineers, Los Angeles District, Los Angeles, California.

Gunther, Jane Davies
1984 Riverside County, California, Place Names: Their Origins and Their Stories. Rubidoux Printing Company, Riverside, California.

Hall, S. A.
1985 Quaternary Pollen Analysis and Vegetational History of the Southwest. In Pollen Records of Late Quaternary North American Sediments, V. Bryant, Jr., and R. Holloway, editors, pp. 95–124. American Association of Stratigraphic Palynologists Foundation, Dallas, Texas.

Haynes, C. V.
1967 Quaternary Geology of the Tule Springs Area, Clark County, Nevada. In Pleistocene Studies in Southern Nevada, H. M. Wormington and D. Ellis, editors, pp. 15–104. Nevada State Museum Anthropological Papers 13.

Holtzclaw, Kenneth M., and Mayor Jeff Fox
2007 Beaumont. Images of America series, Arcadia Publishing, San Francisco, CA.

Horne, M. C.
2001 Site Structure and Features. In Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 8. Susan K. Goldberg, general editor.

Horne, Melinda C., and Dennis P. McDougall
2008 *CA-RIV-6069: Early Archaic Settlement and Subsistence in the San Jacinto Valley, Western Riverside County, California*. Applied EarthWorks, Inc., Hemet, CA. Submitted to The Metropolitan Water District of Southern California, Los Angeles, California.

Jones, T. L., G. M. Brown, L. M. Raab, J. L. McVickar, W. G. Spaulding, D. J. Kennett, A. York, and P. L. Walker
1999 Environmental Imperatives Reconsidered: Demographic Crises in Western North America during the Medieval Climatic Anomaly. Current Anthropology, 40(2):137–170.

Kennett, Douglas J., and James P. Kennett
2000 Competitive and Cooperation Responses to Climatic Instability in Coastal Southern California. American Antiquity 65:379–395.

King, C. D.
1982 *The Evolution of Chumash Society: A Comparative Study of Artifacts Used in Social System Maintenance in the Santa Barbara Channel Region Before A.D. 1804*. Ph.D. dissertation, Department of Anthropology, University of California, Davis. University Microfilms, Ann Arbor, Michigan.

1990 Evolution of Chumash Society: A Comparative Study of Artifacts Used for Social System Maintenance in the Santa Barbara Channel Region Before A.D. 1804. In *Evolution of North American Indians*, edited by D. H. Thomas. Garland, New York, New York.

King, T. F.
1967 *Test Excavations at MRN-375, the Palo Marin Site in Point Reyes National Seashore*. Society for California Archaeology, R. E. Schenk Memorial Archives of California Archaeology 17. San Francisco, California.

Klink, C. J.
2001a Ground Stone Tool Production and Technological Strategies. In *Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 10.* Susan K. Goldberg, general editor.

2001b Flaked Stone Tool Production and Technological Strategies. In *Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 9.* Susan K. Goldberg, general editor.

2001c Artifact Assemblage Structure and Content. In *Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 13.* Susan K. Goldberg, general editor.

Koerper, Henry C.
1981 *Prehistoric Subsistence and Settlement in the Newport Bay Area and Environs, Orange County, California*. Ph.D. dissertation, University of California, Riverside. University Microfilms, Ann Arbor, Michigan.

Koerper, Henry C., and Chris E. Drover
1983 Chronology Building for Coastal Orange County, the Case from CA-ORA-119A. *Pacific Coast Archaeological Society Quarterly*, 19(2):1–34.

Kowta, M.
1969 *The Sayles Complex: A Late Milling Stone Assemblage from the Cajon Pass and the Ecological Implications of Its Scraper Planes.* University of California Publications in Anthropology 6. Berkeley and Los Angeles, California.

Lancaster, Jeremy T., Cheryl A. Hayhurst, Trinda L. Bedrossian, Solomon McCrea, Michelle Myers, and Shannon Utley
2012 Preliminary Geologic Map of Quaternary Surficial Deposits in Southern California, Palm Springs 30' X 60' Quadrangle. California Geologic Survey (CGS), CGS Special Report 217, plate 24.

Langum, David J.
1987 Law and Community on the Mexican California Frontier: Anglo-American Expatriates and the Clash of Legal Traditions, 1821–1846. University of Oklahoma Press, Norman, Oklahoma.

Larson, D. O.
1987 *An Economic Analysis of the Differential Effects of Population Growth and Climatic Variability Among Hunters and Gatherers and Food Producers.* Ph.D. dissertation, Department of Anthropology, University of California, Santa Barbara, California.

Lebow, C. G. (editor)
2000 Changing Land-Use Strategies on Vandenberg AFB. In *Eligibility Testing at CA-SBA-935, -2321, and -2345 for El Niño Related Road Repairs, Vandenberg Air Force Base. California*, pp. 8-1--8-4. Applied EarthWorks, Inc., Fresno, California. Submitted to 30 CES/CEV, Vandenberg Air Force Base, California, USAF Contract No. F04684-95-C-0045.

McDougall, D. P.
1995 *Metropolitan Water District, Eastside Reservoir Project, Summary of Emergency Investigations of Historic Properties, Prehistoric Site CA-RIV-5786*. Applied EarthWorks, Inc., Hemet, California. Submitted to Metropolitan Water District of Southern California, Los Angeles, California.

2001 CA-RIV-5045: The Diamond Valley Pinto Site. In *Metropolitan Water District of Southern California, Eastside Reservoir Project Archaeological Investigations, Vol. II: Archaic and Late Prehistoric Occupation Sites*. Susan K. Goldberg, general editor, pp. 8.1–8.94.

2003 *Second Cultural Resources Survey of a Portion of the Lake Mathews Inundation Zone*. Applied EarthWorks, Inc., Hemet, California. Prepared for the Metropolitan Water District of Southern California, Los Angeles, California.

McKim, R. L.
2001 Faunal Assemblages: Vertebrate Faunal Remains. In Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 12. Susan K. Goldberg, general editor.

Mehringer, P. J., and C. N. Warren
1976 Marsh, Dune, and Archaeological Chronology, Ash Meadows, Amargosa Desert, Nevada. In Holocene Environmental Change in the Great Basin, R. Elston, editor, Nevada Archaeological Survey Research Papers, pp. 120–150.

Meighan, C. W.
1954 A Late Complex in Southern California Prehistory. *Southwestern Journal of Anthropology* 10(2):215–227.

Moratto, M. J.
1984 *California Archaeology*. Academic Press, New York.

Moratto, M. J., T. F. King, and W. B. Woolfenden
1978 Archaeology and California's Climate. *The Journal of California Anthropology* 5(2):147–161.

Morton, D.M. and Miller, F.K.,
2006 Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California. U.S. Geological Survey, Open-File Report (OF)-2006-1217, scale 1:100,000.

NETROnline
2017 Historic Aerials, 1966, 1967, 1972. https://www.historicaerials.com/viewer. Accessed 8.7.17.

Norris, Robert M., and Robert W. Webb
1976 Geology of California. John Wiley & Sons, New York.

O'Connell, J. F., P. J. Wilke, T. F. King, and C. L. Mix (editors)
1974 *Perris Reservoir Archaeology: Late Prehistoric Demographic Change in Southeastern California*. California Department of Parks and Recreation Archaeological Reports 14.

Onken, J. A., and M. C. Horne
2001 Chronosequencing. In *Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 3.* Susan K. Goldberg, general editor.

Rawls, James J., and Walton Bean
1998 California, An Interpretive History. McGraw-Hill Companies, Boston, Massachusetts.

Robinson, Mark C.
1998 Arrow Points from the Eastside Reservoir Project: Typology and Chronology in the Late Prehistoric of Riverside County, California. Unpublished Master's Thesis, University of Oregon, Eugene, Oregon.

2001 CA-RIV-4627/H: The Garbani Site. In *Metropolitan Water District of Southern California, Eastside Reservoir Project Archaeological Investigations, Vol. II: Archaic and Late Prehistoric Occupation Sites*. Susan K. Goldberg, general editor, pp. 165–324. Submitted to Metropolitan Water District of Southern California, Los Angeles. Applied EarthWorks, Inc., Hemet, California.

Robinson, W. W.
1957 The Story of Riverside County. Title Insurance and Trust Company, Los Angeles.

Rogers, D. B.
1929 *Prehistoric Man on the Santa Barbara Coast*. Santa Barbara Museum of Natural History Special Publications 1. Santa Barbara, California.

Rolle, Andrew F.
1978 California: A History. Harlan Davidson, Inc, Arlington Heights, Illinois.

SCEDC (Southern California Earthquake Data Center)
2013 San Andreas Fault Zone, Significant Earthquakes and Faults. Published by the Southern California Earthquake Center. http://www.data.scec.org/significant/sanandreas.html (accessed March 2017).

Spaulding, W. G.
1991 A Middle Holocene Vegetation Record From The Mojave Desert And Its Paleoclimatic Significance. Quaternary Research 35:427–437.

1995 Environmental Change, Ecosystem Responses, and the Late Quaternary Development of the Mojave Desert. In Late Quaternary Environments and Deep History: A Tribute to Paul S. Martin, edited by D. Steadman and J. Mead. The Mammoth Site of Hot Springs, South Dakota, Inc. Scientific Papers, Volume 3. Hot Springs, South Dakota.

2001 Paleoenvironmental Context of the Study Area. In Metropolitan Water District of Southern California Eastside Reservoir Project Archaeological Investigations, Vol. IV: Chapter 5. Susan K. Goldberg, general editor.

Springer, K. B., Scott, E., Sagebiel, J. C., and Scott, K. M.
1999 A late Pleistocene lake edge vertebrate assemblage from the Diamond Valley, Riverside County, California. Journal of Vertebrate Paleontology v. 19, no. 77A.

True, D. L.
1958 An Early Gathering Complex in San Diego County, California. *American Antiquity* 23:255–263.

1966 Archaeological Differentiation of Shoshonean and Yuman Speaking Groups in Southern California. Unpublished Ph.D. dissertation, Department of Anthropology, University of California, Los Angeles, California.

1970 Investigations of a Late Prehistoric Complex in Cuyamaca State Park, San Diego County, California. Archaeological Survey Monographs No. 1, University of California, Los Angeles, California.

True, D. L., C. W. Meighan, and H. Crew
1974 Archaeological Investigation at Molpa, San Diego County, California. *University of California Publications in Anthropology* 11. Berkeley, California.

True, D. L., R. Pankey, and C. N. Warren
1991 *Tom-Kav: A Late Village Site in Northern San Diego County, California and Its Place in the San Luis Rey Complex*. University of California Publications Anthropological Records, Volume 30. University of California Press.

U.S. Geological Survey (USGS)
1901 Elsinore, California 30-minute Quadrangle. USGS, Denver, Colorado.

1901 San Jacinto, California 30-minute Quadrangle. USGS, Denver, Colorado.

1942 Perris, California 15-minute Quadrangle. USGS, Denver, Colorado.

1943 Banning, California 15-minute Quadrangle. USGS, Denver, Colorado.

1953 El Casco, California 7.5-minute Quadrangle. USGS, Denver, Colorado.

1953 San Jacinto, California 7.5-minute Quadrangle. USGS, Denver, Colorado.

1955 Beaumont, California 7.5-minute Quadrangle. USGS, Denver, Colorado.

1956 Banning, California 15-minute Quadrangle. USGS, Denver, Colorado.

1967 El Casco, California 7.5-minute Quadrangle. USGS, Denver, Colorado.

1972 Beaumont, California 7.5-minute Quadrangle. USGS, Denver, Colorado.

1972 San Jacinto, California 7.5-minute Quadrangle. USGS, Denver, Colorado.

Wallace, William J.
1955 A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology 11:214–230.

1978 Post Pleistocene Archaeology 9000-2000 B.C. In R.F. Heizer (ed.), Handbook of North American Indians, Vol. 8, California. Washington DC: Smithsonian Institution, pp. 25-36.

Warren, Claude N.

1968 Cultural Tradition and Ecological Adaptation on the Southern California Coast. *Eastern New Mexico University Contributions in Archaeology* 1(3):1–15.

1980 The Archaeology and Archaeological Resources of the Amargosa–Mojave Basin Planning Units. In *A Cultural Resources Overview for the Amargosa–Mojave Basin Planning Units*, by C. N. Warren, M. Knack, and E. von Till Warren. U.S. Bureau of Land Management, Cultural Resources Publications, Anthropology–History, Riverside, California.

1984 The Desert Region. In California Archaeology, by Michael J. Moratto, pp. 339–430. Academic Press, New York and London.

Warren, Claude N., and Richard H. Crabtree

1986 Prehistory of Southwestern Area. In *Handbook of North American Indians, Volume 11, Great Basin*, edited by Warren L. D'Azevedo, pp. 183–193. Smithsonian Institution, Washington, D. C.

Warren, C. N., D. L. True, and A. A. Eudey

1961 Early Gathering Complexes of Western San Diego County: Results of Interpretation of an Archaeological Survey. *Archaeological Survey Annual Report 1960–1961*:1–106. Institute of Archaeology, University of California, Los Angeles, California.

Waters, M. R.

1983 Late Holocene Lacustrine Chronology and Archaeology of Lake Cahuilla. *Quaternary Research* 19:373–387.

Yule, Doug

2009 The Enigmatic San Gorgonio Pass. The Geological Society of America, Geology, February 2009, v. 37; no. 2; p. 191–192.

APPENDIX A

Native American Coordination

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

April 12, 2017

Roberta Thomas
Applied EarthWorks, Inc.

Sent by E-mail: rthomas@appliedearthworks.com

RE: Proposed City of Beaumont General Plan Update Project; Beaumont, El Casco, Lakeview, and San Jacinto USGS Quadrangles, Riverside County, California

Dear Ms. Thomas:

Attached is a list of tribes that have cultural and traditional affiliation to the areas of potential project effect (APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult, as may be required under particular state statutes. If a response has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow-up with a telephone call to ensure that the project information has been received.

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* (SLF) was completed for the area of potential project effect (APE) for the above referenced project. Sites have been located within the APEs you provided that may be impacted by the project. Please immediately contact the Torres-Martinez Desert Cahuilla Indians at (760) 399-0022 ext. 1213 for more information about these sites:

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

Native American Heritage Commission
Native American Contact List
Riverside County
4/12/2017

Agua Caliente Band of Cahuilla Indians
Jeff Grubbe, Chairperson
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264 — Luiseno
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264 — Luiseno
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Augustine Band of Cahuilla Indians
Amanda Vance, Chairperson
P.O. Box 846 — Cahuilla
Coachella, CA, 92236
Phone: (760)398-4722
Fax: (760)369-7161

Cabazon Band of Mission Indians
Doug Welmas, Chairperson
84-245 Indio Springs Parkway — Cahuilla
Indio, CA, 92203
Phone: (760)342-2593
Fax: (760)347-7880

Cahuilla Band of Indians
Luther Salgado, Chairperson
52701 U.S. Highway 371 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 5549
Fax: (951) 763-2808
Chairman@cahuilla.net

Campo Kumeyaay Nation
Ralph Goff, Chairperson
36190 Church Road, Suite 1 — Kumeyaay
Campo, CA, 91906
Phone: (619)478-9046
Fax: (619)478-5818
rgoff@campo-nsn.gov

Ewiiaapaayp Band of Kumeyaay Indians
Robert Pinto, Chairperson
4054 Willows Road — Kumeyaay
Alpine, CA, 91901
Phone: (619)445-6315
Fax: (619)445-9126

Ewiiaapaayp Band of Kumeyaay Indians
Michael Garcia, Vice Chairperson
4054 Willows Road — Kumeyaay
Alpine, CA, 91901
Phone: (619) 445 - 6315
Fax: (619) 445-9126
michaelg@leaningrock.net

Jamul Indian Village of California
Erica Pinto, Chairperson
P.O. Box 612 — Kumeyaay
Jamul, CA, 91935
Phone: (619)669-4785
Fax: (619)669-4817

La Posta Band of Diegueno Mission Indians
Javaughn Miller, Tribal Administrator
8 Crestwood Road — Kumeyaay
Boulevard, CA, 91905
Phone: (619) 478 - 2113
Fax: (619) 478-2125
jmiller@LPtribe.net

La Posta Band of Diegueno Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road — Kumeyaay
Boulevard, CA, 91905
Phone: (619)478-2113
Fax: (619)478-2125
LP13boots@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed City of Beaumont General Plan Update Project, Riverside County.

Native American Heritage Commission
Native American Contact List
Riverside County
4/12/2017

Los Coyotes Band of Cahuilla and Cupeño Indians
Shane Chapparosa, Chairperson
P.O. Box 189 — Cahuilla
Warner Springs, CA, 92086-0189
Phone: (760)782-0711
Fax: (760)782-0712
Chapparosa@msn.com

Los Coyotes Band of Cahuilla and Cupeño Indians
John Perada, Environmental Director
P. O. Box 189 — Cahuilla
Warner Springs, CA, 92086
Phone: (760) 782 - 0712
Fax: (760) 782-2730

Manzanita Band of the Kumeyaay Nation
Angela Elliott Santos, Chairperson
P.O. Box 1302 — Kumeyaay
Boulevard, CA, 91905
Phone: (619) 766 - 4930
Fax: (619) 766-4957

Manzanita Band of the Kumeyaay Nation
Nick Elliott, Cultural Resources Coordinator
P. O. Box 1302 — Kumeyaay
Boulevard, CA, 91905
Phone: (619) 766 - 4930
Fax: (619) 766-4957
nickmepa@yahoo.com

Mesa Grande Band of Mission Indians
Virgil Oyos, Chairperson
P.O Box 270 — Kumeyaay
Santa Ysabel, CA, 92070
Phone: (760)782-3818
Fax: (760)782-9092
mesagrandeband@msn.com

Morongo Band of Mission Indians
Denisa Torres, Cultural Resources Manager
12700 Pumarra Rroad — Cahuilla, Serrano
Banning, CA, 92220
Phone: (951) 849 - 8807
Fax: (951) 922-8146
dtorres@morongo-nsn.gov

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Rroad — Cahuilla, Serrano
Banning, CA, 92220
Phone: (951)849-8807
Fax: (951)922-8146

Ramona Band of Cahuilla
John Gomez, Environmental Coordinator
P. O. Box 391670 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
jgomez@ramonatribe.com

Ramona Band of Cahuilla
Joseph Hamilton, Chairperson
P.O. Box 391670 — Cahuilla
Anza, CA, 92539
Phone: (951)763-4105
Fax: (951)763-4325
admin@ramonatribe.com

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 — Kitanemuk, Serrano, Tataviam
Newhall, CA, 91322
Phone: (760) 885 - 0955
tsen2u@hotmail.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed City of Beaumont General Plan Update Project, Riverside County.

Native American Heritage Commission
Native American Contact List
Riverside County
4/12/2017

San Manuel Band of Mission Indians
Lee Clauss, Director of Cultural Resources
26569 Community Center Drive — Serrano
Highland, CA, 92346
Phone: (909) 864 - 8933
Fax: (909) 864-3370
lclauss@sanmanuel-nsn.gov

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
P.O. Box 365 — Kumeyaay
Valley Center, CA, 92082
Phone: (760)749-3200
Fax: (760)749-3876
allenl@sanpasqualtribe.org

San Pasqual Band of Mission Indians
John Flores, Environmental Coordinator
P. O. Box 365 — Kumeyaay
Valley Center, CA, 92082
Phone: (760) 749 - 3200
Fax: (760) 749-3876
johnf@sanpasqualtribe.org

Santa Rosa Band of Mission Indians
Steven Estrada, Chairperson
P.O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228

Serrano Nation of Mission Indians
Goldie Walker, Chairperson
P.O. Box 343 — Serrano
Patton, CA, 92369
Phone: (909)528-9027

Soboba Band of Luiseno Indians
Rosemary Morillo, Chairperson
P. O. Box 487 — Cahuilla, Luiseno
San Jacinto, CA, 92583
Phone: (951) 654 - 2765
Fax: (951) 654-4198
rmorillo@soboba-nsn.gov

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla, Luiseno
San Jacinto, CA, 92581
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Soboba Band of Luiseno Indians
Carrie Garcia, Cultural Resources Manager
P. O. Box 487 — Cahuilla, Luiseno
San Jacinto, CA, 92583
Phone: (951)654-2765
Fax: (951)654-4198
carrieg@soboba-nsn.gov

Sycuan Band of the Kumeyaay Nation
Lisa Haws, Cultural Resources Manager
1 Kwaaypaay Court — Kumeyaay
El Cajon, CA, 92019
Phone: (619) 312 - 1935

Sycuan Band of the Kumeyaay Nation
Cody J. Martinez, Chairperson
1 Kwaaypaay Court — Kumeyaay
El Cajon, CA, 92019
Phone: (619)445-2613
Fax: (619)445-1927
ssilva@sycuan-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed City of Beaumont General Plan Update Project, Riverside County.

Native American Heritage Commission
Native American Contact List
Riverside County
4/12/2017

Torres-Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
P.O. Box 1160
Thermal, CA, 92274
Phone: (760) 399 - 0022
Fax: (760) 397-8146
mmirelez@tmdci.org

Cahuilla

Viejas Band of Kumeyaay Indians
Robert J. Welch, Chairperson
1 Viejas Grade Road
Alpine, CA, 91901
Phone: (619)445-3810
Fax: (619)445-5337
jhagen@viejas-nsn.gov

Kumeyaay

Viejas Band of Kumeyaay Indians
Julie Hagen,
1 Viejas Grade Road
Alpine, CA, 91901
Phone: (619) 445 - 3810
Fax: (619) 445-5337
jhagen@viejas-nsn.gov

Kumeyaay

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed City of Beaumont General Plan Update Project, Riverside County.

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION
915 Capitol Mall, RM 364
Sacramento, CA 95814
(916) 653-4082
(916) 657-5390 – Fax
nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Date: March 10, 2017

Project: City of Beaumont General Plan Update

County: Riverside

USGS Quadrangle Name: Beaumont, El Casco, Lakeview, and San Jacinto

Township __ Range __ Section(s): Various; see accompanying map set

Company/Firm/Agency: Applied EarthWorks, Inc.

Contact Person: Roberta Thomas

Street Address: 133 N San Gabriel Blvd., Suite 201

City: Pasadena Zip: 91107

Phone: (626) 578-0119

Fax: (626) 204-5590

Email: rthomas@appliedearthworks.com

Project Description: Æ was contracted to conduct a desktop analysis to assess the baseline cultural resource sensitivity of the updated General Plan area for the City of Beaumont.

Applied EARTHWORKS Inc.
133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107-3414
(626) 578-0119

August 29, 2017

Lee Clauss, Director of Cultural Resources
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346
Transmitted via email to lclauss@sanmanuel-nsn.gov

Re: Cultural Resource Investigation for the City of Beaumont's 2006 General Plan Update, Riverside County, California

Dear Mr. Clauss,

On behalf of Albert A. Webb Associates, Applied EarthWorks, Inc. (Æ) is conducting a desktop cultural resource sensitivity study, in compliance with the California Environmental Quality Act (CEQA), for the City of Beaumont's (City) 2006 General Plan Update Project (Project) within the city of Beaumont, in Riverside County, California. The Planning Area encompasses approximately 26,371 acres (41 square miles), of which 19,188 acres (30 square miles) are within the corporate boundaries of the City and 7,183 acres (11 square miles) are located within the City's Sphere of Influence (SOI). The city is bordered by the County of Riverside and City of San Jacinto to the south, County of Riverside and City of Banning to the east, the County of Riverside to the west and the City of Calimesa and community of Cherry Valley to the north. The existing City limits generally extend north and south of Interstate 10 and State Route 60. The City's SOI encompasses areas to the south of Interstate 10 (I-10) and State Route 60 (SR-60) in the regions referred to as Lamb Canyon, Laborde Canyon, portions of the San Timoteo Badlands and Poppet Flats (see attached map).

A cultural resource literature review and records search conducted at the Eastern Information Center (EIC) housed at the University of California, Riverside, indicates that no less than 59 cultural resource studies have been conducted within the Planning area. The records search also indicated that 293 cultural resources have been identified within the Planning area. The majority of these resources (n=201) are built-environment resources consisting in large part of single family residences but also include commercial properties, civic buildings, transmission lines, flood control structures, roadways, and at least one trail. The remaining resources consist of 52 prehistoric archaeological resources, including lithic and ceramic scatters, milling features sites, rock art sites, and isolated flakes and ground stone artifacts; 35 historical archaeological resources, including refuse scatters, structural remains, wells, a rocket test site, and isolated glass fragments; and 5 multiple component (containing both historical and prehistoric artifacts) sites, including lithic and ceramic scatters with historical refuse, habitation sites with rock art and historical refuse, and milling features sites with historical refuse.

As part of the cultural resource assessment of the Project area, Æ requested a search of the Native American Heritage Commission's (NAHC's) *Sacred Lands File* on March 10, 2017. The NAHC responded on April 12, 2017 indicating that Native American cultural resources were identified within the Project area and may be impacted by the Project. Should your records show that cultural properties exist within or near the Project area shown on the enclosed map, please contact me at (626) 578-0119 (ext. 116) or via e-mail at rthomas@appliedearthworks.com. If I do not hear from you within in the next two weeks, I will contact you with a follow-up phone call or email.

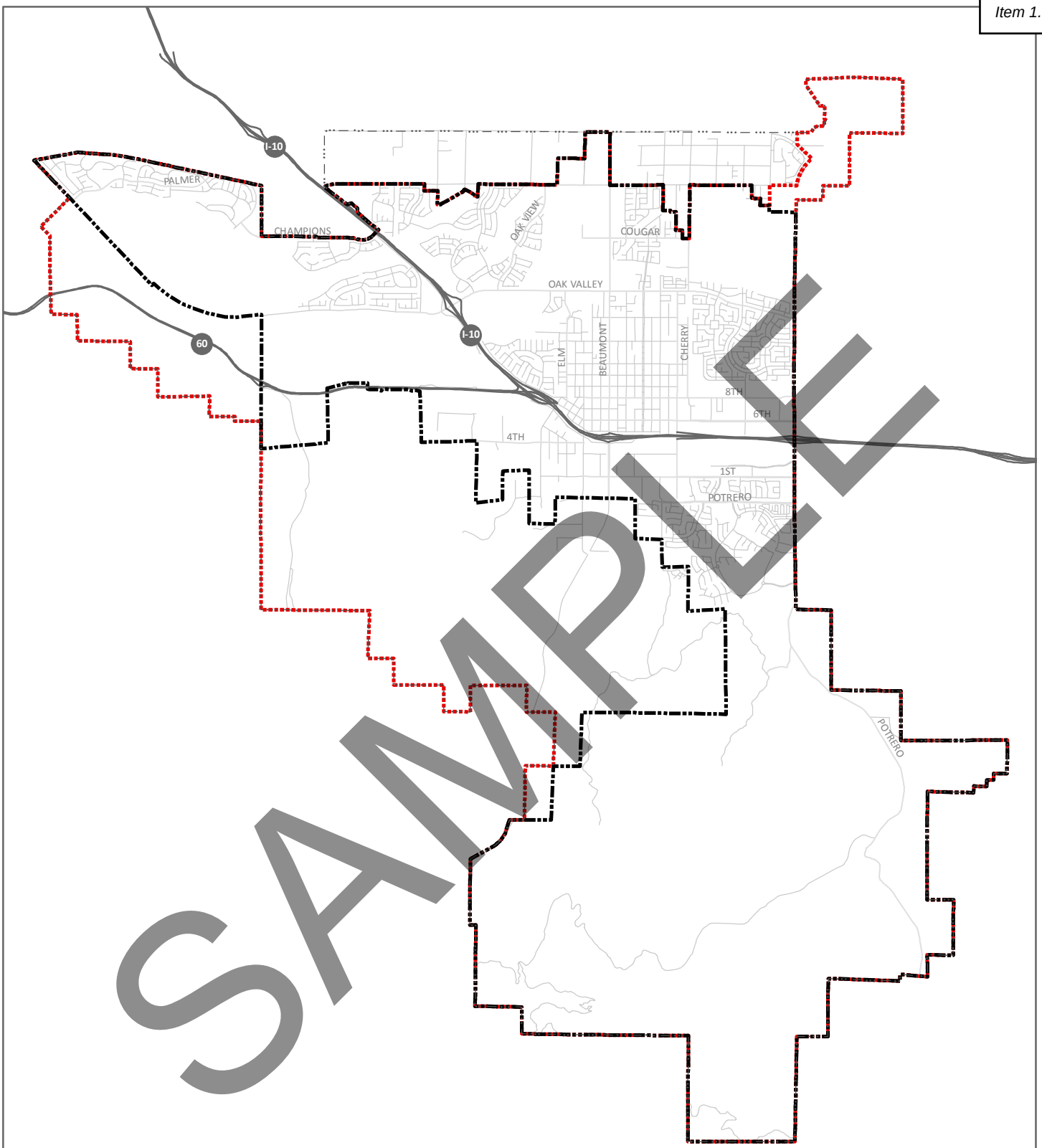
SAMPLE

Your comments are very important to us, and to the successful completion of this Project. I look forward to hearing from you in the near future. Thank you, in advance, for taking the time to review this request.

Respectfully yours,

Roberta Thomas, M.A., RPA
Associate Archaeologist
Applied EarthWorks, Inc.

SAMPLE



Base Map

City of Beaumont

0 0.5 1 2 Miles

Legend

- Sphere of Influence Boundary
- City Boundary
- Planning Area Boundary
- Highways
- Major Roads
- Local Roads

LIST OF NATIVE AMERICAN CONTACTS AND RECORD OF RESPONSES

Name	Initial Letter Contact	Follow Up	Responses
Patricia Garcia-Plotkin Director of the Tribal Historic Preservation Office Agua Caliente Band of Cahuilla Indians (ACBCI)	Letter/email sent on August 29, 2017		Ms. Katie Croft, Archaeologist in the Tribal Historic Preservation Office, responded via email on September 26 indicating that the Project area is not located within the boundaries of the ACBCI Reservation; however, it is within the Tribe's Traditional Use Area. As such, the ACBCI THPO requests copies of any cultural resource documentation (report and site records) generated in connection with this Project.
Amanda Vance Chairperson Augustine Band of Cahuilla Mission Indians	Letter/email sent on August 29, 2017		Mr. William Vance, Vice Chairperson, responded via email on September 14 indicating that the Tribe is unaware of specific cultural resources that may be affected by the Project. The Tribe encourages contact with other Native American tribes and individuals within the immediate vicinity of the Project. In addition, the Tribe encourages contracting a monitor who is qualified in Native American resource identification who is able to be present full-time during the pre-construction and construction phase of the Project. Finally, the Tribe would like to be notified should any cultural resources be discovered during the development of the Project.
Doug Welmas Chairperson Cabazon Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	No answer at the number listed. No response received to date.
Luther Salgado Chairperson Cahuilla Band of Indians	Letter/email sent on August 29, 2017	September 26, 2017	Directed to Cultural Resource Department; Bobby Esperza, Cultural Coordinator, requested to have the original correspondence sent to him. He indicated if the Tribe had any information or concerns they would send a response. No response received to date.
Ralph Goff Chairperson Campo Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.

Name	Initial Letter Contact	Follow Up	Responses
Michael Garcia Vice Chairperson Ewiiaapaayp Tribal Office	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.
Erica Pinto Chairperson Jamul Indian Village	Letter/email sent on August 29, 2017	September 26, 2017	Directed to Lisa Cumper, left a message. No response received to date.
Javaughn Miller Tribal Administrator La Posta Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Directed to Gwendolyn Parada, left a message. No response received to date.
John Perada Environmental Director Los Coyotes Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.
Nick Elliott Cultural Resources Coordinator Manzanita Band of Kumeyaay Nation	Letter/email sent on August 29, 2017	September 26, 2017	Mr. Elliott is no longer the contact; sent follow up email to NativeSpirit91@aol.com so that the letter and map will be dispersed to the appropriate person. No response received to date.
Virgil Oyos Chairperson Mesa Grande Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Informed by Executive Assistant that if the Chairman has not sent a response that means the Tribe does not have any information or concerns to share. No response received to date.
Denisa Torres Cultural Resource Manager Morongo Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Directed to Raymond Huaute; left a message. No response received to date.
John Gomez Environmental Coordinator Ramona Band of Cahuilla Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.
John Valenzuela Chairperson San Fernando Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.

Name	Initial Letter Contact	Follow Up	Responses
Lee Clauss Director of Cultural Resources San Manuel Band of Mission Indians	Letter/email sent on August 29, 2017		Ms. Jessica Mauck, Cultural Resource Analyst, responded via email on August 30, 2017. Ms. Mauck indicated that the Project area exists within a small portion of Serrano ancestral territory and, therefore, is of interest to the SMBMI. San Timoteo Canyon and the Badlands are located within this portion of the Project. Both of these areas are rich in cultural material and important to SMBMI. Ms. Mauck also stated there are several water sources within the Badlands and further north, specifically Little San Gorgonio Creek, which could indicate moderate archaeological sensitivity. Finally, Ms. Mauck recommended contacting the Morongo Band of Mission Indians as well as the Soboba Band of Luiseno Indians given that their reservations are very close to the Project area
John Flores Environmental Coordinator San Pasqual Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.
Steven Estrada Chairperson Santa Rosa Band of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.
Goldie Walker Chairwoman Serrano Nation of Mission Indians	Letter/email sent on August 29, 2017	September 26, 2017	Ms. Walker indicated that the Project area and immediate vicinity area very sensitive for Native American cultural resources. She also indicated that she would like to be notified at her PO Box should any Native American cultural resources be found within the Project area (see NAHC Contact List for full address).

Name	Initial Letter Contact	Follow Up	Responses
Joseph Ontiveros Cultural Resource Department Soboba Band of Luiseno Indians	Letter/email sent on August 29, 2017	September 26, 2017	Mr. Ontiveros requested that the letter and map be resent; he does not know why a response was not received. Ms. Jessica Valdez sent a formal email response on September 27 indicating that while the Project area is located outside of the Tribe's existing reservation, the Project area does fall within the Tribe's Traditional Use Areas and is in close proximity to known sites. The Project area is within a shared use area that was used in ongoing trade between tribes and is considered to be culturally sensitive by the people of Soboba. As such, the Tribe outlines five requests including consultation with the Project proponents and lead agency, information regarding progress of the project, the Tribe to act as a consulting entity, a Native American monitor from the Soboba Cultural Resource Department to be present during any ground disturbance as well as survey and archaeological testing, and finally, request that proper procedures be taken and requests of the Tribe be honored.
Lisa Haws Cultural Resources Manager Sycuan Band of the Kumeyaay Nation	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.
Michael Mirelez Cultural Resource Coordinator Torres-Martinez Desert Cahuilla Indians	Letter/email sent on August 29, 2017	September 26, 2017	Left a message on the number listed. No response received to date.
Julie Hagen Viejas Band of Kumeyaay Indians	Letter/email sent on August 29, 2017		Ray Teran, Resource Management, sent a response via email on September 7 stating that the Tribe determined the Project has little significance or ties to the Viejas. As such, the Tribe recommends contacting tribes in closer proximity to the Project. However, the Tribe does request to be informed of any inadvertent discoveries including cultural artifacts, cremations, or human remains.

Roberta Thomas

From: Jessica Mauck
Sent: Wednesday, August 30, 2017 11:08 AM
To: 'Roberta Thomas'
Subject: RE: Beaumont General Plan Update Project

Correction: Morongo Band of Mission Indians. My fingers type faster than my brain thinks, sometimes!

Jessica Mauck
CULTURAL RESOURCES ANALYST
O: (909) 864-8933 x3249
M: (909) 725-9054
26569 Community Center Drive, Highland California 92346
SAN MANUEL
BAND OF MISSION INDIANS

From: Jessica Mauck
Sent: Wednesday, August 30, 2017 11:06 AM
To: 'Roberta Thomas'
Subject: RE: Beaumont General Plan Update Project

Hi Robbie,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 29 Aug 2017. The proposed project area exists within a small portion of Serrano ancestral territory and, therefore, is of interest to the Tribe. As you will see in the attached map, only a small portion of the project area in the northwest is within Serrano ancestral territory. Within this portion of the project exists San Timoteo Canyon and the Badlands, both of which are rich in cultural material and important to SMBMI. There are several water sources within the Badlands and further north, specifically Little San Gorgonio Creek, which could indicate moderate archaeological sensitivity. I recommend speaking with staff at Morongo Band of Cahuilla Indians as well as Soboba Band of Luiseno Indians given that their reservations are very close to the area, as well as the rest of the project location.

Regards,

From: Roberta Thomas [mailto:rthomas@appliedearthworks.com]
Sent: Tuesday, August 29, 2017 6:37 PM
To: Lee Clauss
Cc: Jessica Mauck
Subject: Beaumont General Plan Update Project

Good evening,

Attached please find a scoping letter and map for the Beaumont General Plan Update Project in the city of Beaumont, Riverside County.

Thank you,
Robbie

***Roberta Thomas* | Applied EarthWorks, Inc.**
Associate Archaeologist

133 North San Gabriel Blvd., Ste 201
Pasadena, CA 91107
626.578.0119 ext. 116 office
www.appliedearthworks.com

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

AUGUSTINE BAND OF CAHUILLA INDIANS

PO Box 846 84-481 Avenue 54 Coachella CA 92236
Telephone: (760) 398-4722
Fax (760) 369-7161
Tribal Chairperson: Amanda Vance
Tribal Vice-Chairperson: William Vance

September 14, 2017

Ms. Roberta Thomas
Applied Earth Works, Inc.
3550 E. Florida Ave., Ste H
Hemet, CA 92544-4937

RE: City of Beaumont's 2006 General Plan Update

Dear Ms. Thomas-

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project, and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources has resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

At this time we are unaware of specific cultural resources that may be affected by the proposed project. We encourage you to contact other Native American Tribes and individuals within the immediate vicinity of the project site that may have specific information concerning cultural resources that may be located in the area. We also encourage you to contract with a monitor who is qualified in Native American cultural resources identification and who is able to be present on-site full-time during the pre-construction and construction phase of the project. Please notify us immediately should you discover any cultural resources during the development of this project.

Very truly yours,

William Vance

William Vance
Tribal Vice Chairperson

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

03-036-2017-003

September 26, 2017

[VIA EMAIL TO:rthomas@appliedearthworks.com]
Applied Earthworks
Ms. Roberta Thomas
133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107-3414

Re: Beaumont General Plan Cultural Sensitivity Study

Dear Ms. Roberta Thomas,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the General Plan Update project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*Copies of any cultural resource documentation (report and site records) generated in connection with this project.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6829. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Katie Croft

Katie Croft
Archaeologist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

September 27, 2017

Attn: Roberta Thomas, Associate Archaeologist
Applied EarthWorks, Inc.
133 North San Gabriel Boulevard, Suite 201
Pasadena, CA 91107-3414

RE: City of Beaumont's 2006 General Plan Update, Riverside County, CA

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in proximity to known sites, is a shared use area that was used in ongoing trade between the tribes, and is considered to be culturally sensitive by the people of Soboba.

Soboba Band of Luiseño Indians is requesting the following:

1. To initiate a consultation with the project proponents and lead agency.

2. The transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur.

3. Soboba Band of Luiseño Indians continues to act as a consulting tribal entity for this project.

4. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason the Soboba Band of Luiseño Indians requests that Native American Monitor(s) from the Soboba Band of Luiseño Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing.

5. Request that proper procedures be taken and requests of the tribe be honored (Please see the attachment)

Multiple areas of potential impact were identified during an in-house database search. Specifics to be discussed in consultation with the lead agency.

Sincerely,

Joseph Ontiveros, Director of Cultural Resources
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Cultural Items (Artifacts). Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

Treatment and Disposition of Remains.

A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.

B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.

D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.

E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact

Coordination with County Coroner's Office. The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

Non-Disclosure of Location Reburials. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and Applied EarthWorks, Inc. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

APPENDIX B

Cultural Resources Within the Project Area

Primary No.	Trinomial	Age	Description
33-000190	CA-RIV-190	Prehistoric	Lithic scatter
33-000239	CA-RIV-239/H	Multicomponent	AH04 (Privies/dumps/trash scatters); AP02 (Lithic scatter); AP03 (Ceramic scatter); AP05 (Petroglyphs); AP06 (Pictographs); AP14 (Rock shelt; Habitation/campsite with adobe fragments, rock art, rock shelters, milling station
33-000240	CA-RIV-240	Prehistoric	Bedrock milling feature
33-000268	CA-RIV-268/H	Prehistoric	Rock Art in rock shelter; slick; abolone pendant; hammerstones; Lamb family homestead
33-001405	CA-RIV-1405	Prehistoric	Rock shelter composed of 3 large granite boulders. Site was not relocated in 1986 or 1989.
33-001631	CA-RIV-1631	Historic-period	Foundations/structure pads, well, refuse scatter
33-002639	CA-RIV-2639	Prehistoric	Four mortars
33-002830	CA-RIV-2830	Prehistoric	Bedrock milling feature
33-003064	CA-RIV-3064	Prehistoric	Large boulder containing a rock shelter. One has a cuple feature and milling features. Evidence of midden is present. Rock art?
33-003065	CA-RIV-3065	Prehistoric	Ceramic scatter
33-003066	CA-RIV-3066	Prehistoric	Bedrock milling station with two slicks.
33-003073	CA-RIV-3073	Prehistoric	Artifact scatter; midden
33-003074	CA-RIV-3074	Prehistoric	Hammerstone, quartzite flake, chopper
33-003445	CA-RIV-3445H	Historic-period	Former railroad station remains, including a cement foundation and a scatter of historic debris. Refuse includes glass, metal, ceramics, building material, bricks, 1 complete bottle with "SELICK PERFUMER NEW YORK"
33-003446	CA-RIV-3446H	Historic-period	Very sparse historic debris scatter and a broken cement foundation. Artifacts include 5 pieces of amethyst glass, 12+ pieces of white ceramics, 1 aqua bottle base.
33-003447	CA-RIV-3447	Historic-period	Sparse refuse scatter
33-003928	CA-RIV-3928H	Historic-period	Refuse scatter
33-003946	CA-RIV-3946	Multicomponent	Complex lithic scatter/refuse
33-004038	CA-RIV-4038	Prehistoric	Lithic scatter
33-004322	CA-RIV-4322	Prehistoric	Rock shelter
33-004323	CA-RIV-4323	Prehistoric	Rock shelter
33-004324	CA-RIV-4324	Prehistoric	Rock shelter/hunting blind
33-004326	CA-RIV-4326	Prehistoric	Rock shelter with rock art
33-004327	CA-RIV-4327	Prehistoric	Lithic scatter
33-004328	CA-RIV-4328	Prehistoric	Lithic reduction site
33-004329	CA-RIV-4329	Prehistoric	Bedrock milling features and lithic scatter
33-004330	CA-RIV-4330	Prehistoric	Temporary food processing station
33-004331	CA-RIV-4331	Prehistoric	Milling station
33-004462	CA-RIV-4462	Prehistoric	IRI-POT-10; MWD-II Reservoirs
33-004715	CA-RIV-4715H	Built Environment	Historic stage road linking Beaumont and San Jacinto Valley. No artifacts were found in association.
33-005060	CA-RIV-5060H	Historic-period	Refuse scatter, dense
33-005061	CA-RIV-5061H	Historic-period	Refuse scatter
33-005062	CA-RIV-5062	Prehistoric	Bedrock milling feature, rock shelter/cave, lithic scatter, ceramic scatter
33-005063	CA-RIV-5063	Prehistoric	Bedrock milling feature
33-005064	CA-RIV-5064	Prehistoric	Bedrock milling feature, rock shelter/cave
33-005065	CA-RIV-5065/H	Multicomponent	Bedrock milling feature and refuse scatter
33-005066	CA-RIV-5066	Prehistoric	Trails/linear earthworks
33-005067	CA-RIV-5067H	Historic-period	Foundations/structure pads
33-005068	CA-RIV-5068H	Historic-period	Foundations/structure pads and well
33-005069	CA-RIV-5069H	Historic-period	Foundations/structure pads and well
33-005070	CA-RIV-5070H	Historic-period	Well
33-005071	CA-RIV-5071H	Historic-period	Refuse scatter and well

Primary No.	Trinomial	Age	Description
33-005072	CA-RIV-5072H	Historic-period	Foundations/structure pads and a refuse scatter
33-005073	CA-RIV-5073H	Historic-period	Well
33-005074	CA-RIV-5074H	Historic-period	Refuse scatter
33-005075	CA-RIV-5075H	Historic-period	Foundations/structure pads, landscaping/orchard, refuse scatter, and wall
33-005094	CA-RIV-5094	Prehistoric	Bedrock milling feature site
33-006093		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006094		Built Environment	Stucco Mediterranean/Spanish Revival style residence built in 1935
33-006095		Built Environment	Vernacular wood frame residence built in 1908
33-006096		Built Environment	Vernacular wood frame house with bungalow characteristics built in 1917
33-006097		Built Environment	Vernacular wood frame residence with bungalow characteristics built in 1919
33-006098		Built Environment	Craftsman-bungalow style residence built in 1920
33-006099		Built Environment	Mediterranean/spanish style residence built in 1934
33-006100		Built Environment	Vernacular/craftsman style residence built in 1922
33-006101		Built Environment	Tutor Revival style home built in 1937
33-006102		Built Environment	Crafstman/bungalow style residence built in 1913
33-006103		Built Environment	Craftsman/bungalow style residence built in 1909
33-006104		Built Environment	Vernacular style residence built in 1911
33-006105		Built Environment	Shotgun/vernacular style residence built in 1912
33-006106		Built Environment	Bungalow style home built in 1933
33-006107		Built Environment	Vernacular style residece built in 1912
33-006108		Built Environment	Vernacular style resideidence built in 1929
33-006109		Built Environment	Bungalow style residence built in 1911
33-006110		Built Environment	Small, Vernacular Ranch style house with a porch.
33-006111		Built Environment	Vernacular style residence built in 1922
33-006112		Built Environment	Vernacular/bungalow style residence built in 1932
33-006113		Built Environment	Vernacular style wood frame house built in 1925
33-006114		Built Environment	Vernacular style residence built in 1925
33-006115		Built Environment	Vernacular style residence built in 1927
33-006116		Built Environment	Late period Bungalow style residence built in 1925
33-006117		Built Environment	Colonial Revival style residence built in 1910
33-006118		Built Environment	Vernacular style residence built in 1907
33-006119		Built Environment	Bungalow style residence built in 1925
33-006120		Built Environment	Vernacular style residence built in 1915
33-006121		Built Environment	Vernacular style residence built in 1915
33-006122		Built Environment	Bungalow style residence built in 1928
33-006123		Built Environment	Vernacular style residence built in 1923
33-006124		Built Environment	Vernacular style residence built in 1922
33-006125		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006126		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006127		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006128		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006129		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006130		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006131		Built Environment	Vernacular style residence built in 1915
33-006132		Built Environment	Vernacular style residence built in 1901
33-006141		Built Environment	Vernacular style residence built in 1931
33-006142		Built Environment	Vernacular style residence built in 1932
33-006143		Built Environment	Vernacular style residence built in 1912
33-006144		Built Environment	Vernacular style residence built in 1908
33-006145		Built Environment	Eastlake Vicotrian style residence built in 1887
33-006146		Built Environment	Vernacular style residence built in 1937

Primary No.	Trinomial	Age	Description
33-006147		Built Environment	Vernacular style residence built in 1907
33-006148		Built Environment	Vernacular style residence built in 1910
33-006149		Built Environment	Bungalow style residence built in 1920
33-006150		Built Environment	Bungalow style residence built in 1913
33-006151		Built Environment	Vernacular style residence built in 1913
33-006152		Built Environment	Vernacular style residence built in 1915
33-006153		Built Environment	Vernacular style residence built in 1913
33-006154		Built Environment	Bungalow style residence built in 1925
33-006155		Built Environment	Vernacular ranch style residence built in 1892
33-006156		Built Environment	California Ranch style residence built in 1918
33-006157		Built Environment	Bungalow style residence built in 1920
33-006158		Built Environment	Bungalow style residence built in 1926
33-006159		Built Environment	Vernacular style residence with colonial revival columns built in 1908
33-006160		Built Environment	Vernacular syle wood frame house with bungalow characteristics built in 1908.
33-006161		Built Environment	Vernacular style wood frame house built in 1909.
33-006162		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1909.
33-006163		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006164		Built Environment	Vernacular style wood frame house built in 1908.
33-006165		Built Environment	Church built in a local, vernacular version of the Second Renaissance Revival built in 1917.
33-006166		Built Environment	Vernacular style residence built in 1912
33-006167		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006168		Built Environment	Vernacular sytle residence built in 1915
33-006169		Built Environment	Vernacular style residence built in 1937
33-006170		Built Environment	Bogart House
33-006171		Built Environment	Bungalow style residence built in 1927
33-006172		Built Environment	Vernacular style duplex built in 1929
33-006173		Built Environment	Vernacular style residence built in 1926
33-006174		Built Environment	Craftsman Bungalow style residence built in 1920
33-006175		Built Environment	Vernacular style residence built in 1917
33-006176		Built Environment	Gothic Revival style church built in 1935
33-006177		Built Environment	Vernacular style residence built in 1907
33-006178		Built Environment	Vernacular style residence built in 1913
33-006179		Built Environment	Vernacular style residence built in 1922
33-006180		Built Environment	Vernacular style residence built in 1890
33-006181		Built Environment	Vernacular style residence built in 1915
33-006182		Built Environment	Vernacular style residence built in 1910
33-006183		Built Environment	Mediterranean/Spanish Revival style residence built in 1924
33-006184		Built Environment	Vernacular style residence built in 1935
33-006185		Built Environment	Mediterranean/Spanish Revival style structure built in 1939. It was used as Beaumont's City Hall.
33-006186		Built Environment	Vernacular style residence built in 1910
33-006187		Built Environment	Vernacular style residence built in 1919
33-006188		Built Environment	Vernacular style residence built in 1920
33-006189		Built Environment	Vernacular style residence built in 1900
33-006190		Built Environment	Bungalow style residence built in 1920
33-006191		Built Environment	Single family residence
33-006192		Built Environment	Gothic Revival style church built in 1913
33-006193		Built Environment	Vernacular style residence built in 1938
33-006194		Built Environment	Vernacular style residence built in 1907
33-006195		Built Environment	Vernacular style residence built in 1912

Primary No.	Trinomial	Age	Description
33-006196		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006197		Built Environment	Small, Vernacular Ranch style house with a stone chimney built in 1937.
33-006198		Built Environment	Vernacular style residence built in 1910
33-006199		Built Environment	Bungalow style residence built in 1918
33-006200		Built Environment	Single family residence
33-006201		Built Environment	Single family residence
33-006202		Built Environment	Provincial Revival style residence built in 1930
33-006203		Built Environment	Single family residence
33-006204		Built Environment	Single family residence
33-006205		Built Environment	Bungalow style residence built in 1918.
33-006206		Built Environment	Vernacular style wood frame house built in 1915.
33-006207		Built Environment	Vernacular style wood frame house built in 1912.
33-006208		Built Environment	Vernacular/Bungalow style residence built in 1914
33-006209		Built Environment	Vernacular style residence built in 1925
33-006210		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006211		Built Environment	3 story commercial bank building; combined moderne/beaux arts classic revival style build in 1923.
33-006212		Built Environment	Vernacular wood frame building built in 1918. Site of the Beaumont Women's Club, organized in 1908.
33-006213		Built Environment	Vernacular style wood frame house with bungalow elements built in 1909.
33-006214		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1912.
33-006215		Built Environment	Spanish Eclectic/Mediterranean Revival style building built in 1928
33-006216		Built Environment	Stucco building with Pueblow Revival style characteristics built in 1932.
33-006217		Built Environment	Vernacular style residence built in 1914
33-006218		Built Environment	Vernacular style wood frame house built in 1920.
33-006219		Built Environment	Vernacular style house build in 1912.
33-006220		Built Environment	Single family residence
33-006221		Built Environment	Vernacular style residence built in 1930
33-006222		Built Environment	Vicorian style residence built in 1908
33-006223		Built Environment	Vernacular style ranch house built in 1908
33-006224		Built Environment	Vernacular ranch style residence built in 1908
33-006225		Built Environment	Bungalow style residence built in 1908
33-006226		Built Environment	Vernacular style residence built in 1923
33-006227		Built Environment	Bungalow style residence built in 1923
33-006228		Built Environment	Ranch complex which dates to 1908. Originally produced olives, then became a stock farm.
33-006229		Built Environment	Jackrabbit Trail
33-006230		Built Environment	Single family residence
33-006231		Built Environment	Single family residence
33-006232		Built Environment	Single family residence
33-006233		Built Environment	Classical revival style library built in 1914.
33-006239		Built Environment	Rest area
33-006735		Built Environment	Vernacular stlye residence built in 1915
33-007295		Built Environment	Historic Haskell Ranch including 3 primary residences, 2 workers' residences, a forman's house, bunckhouse, hay barn, blacksmith shop, milk house, milk/feed storage building, calf pens, silos, grain storage bins, concrete lined reservoir, sheds
33-007296		Built Environment	Historic Singleton Ranch including the 1927 Woodhouse residence, 2 guest houses, a collapsed barn, and metal silos. Subsurface features may be present. See also P-33-15002, which details the irrigation and water port within the ranch site.
33-009027		Prehistoric	Isolated mano
33-009498	CA-RIV-6381H	Built Environment	Historic Southern Pacific Railroad, aquired by Union Pacific Railroad in the 1990s

Primary No.	Trinomial	Age	Description
33-009780	CA-RIV-6508	Prehistoric	Complex lithic scatter, ceramics, bones
33-009781	CA-RIV-6509	Prehistoric	Lithic scatter
33-009782	CA-RIV-6510	Prehistoric	Numerous lithics of unusual materials transported to the site. Site is considered senitive due to its proximity to the Indian villages 'Yukaipa't' and 'Saahatapa'
33-009783	CA-RIV-6511	Prehistoric	Lithic and groundstone scatter. Site is considered sensitive due to its proximity to the Indian villages 'Yukaipa't' and 'Saahatapa'
33-010791	CA-RIV-6512	Prehistoric	Lithic Scatter; site is considered sensitive due to its proximity to the Indian villages 'Tukaipa't' and 'Saahatapa'
33-010792		Built Environment	Flood control structure
33-010794		Historic-period	Historic-era collapsed shed
33-011808		Historic-period	Isolated artifact
33-012306		Prehistoric	Lithic scatter
33-012307		Prehistoric	Lithic scatter
33-012308		Prehistoric	Isolated mano
33-012309		Prehistoric	Isolated mano
33-012548		Prehistoric	Isolated metate frags
33-012549		Prehistoric	Isolated projectile point
33-012639		Historic-period	Isolated glass fragment(s)
33-012640		Historic-period	Isolated glass fragment(s)
33-012641		Historic-period	Isolated glass fragment(s)
33-012816		Prehistoric	Isolated basin metate
33-013151		Prehistoric	Isolated hammerstone/core
33-013157		Prehistoric	Lithic scatter
33-013159		Multicomponent	Isolated refuse light; flake
33-013161		Historic-period	Isolated white ware dish base
33-013162		Prehistoric	Isolated flake
33-013313		Historic-period	Rocket test site
33-013427	CA-RIV-7462H	Historic-period	Historic-era refuse scatter. This site has recently been pot hunted and its boundary has been extended to include additional artifacts.
33-013449	CA-RIV-7468	Prehistoric	Milling slick
33-013612		Prehistoric	Isolated sherd
33-013640	CA-RIV-007504	Historic-period	Remnants of a cherry orchard with apricot and pecan trees and a water irrigation system
33-013677		Prehistoric	Isolated hammerstone
33-013827		Historic-period	Refuse scatter
33-013828		Historic-period	Refuse scatter
33-013829		Historic-period	Historic Palm Trees, Building Foundations, Refuse
33-014135	CA-RIV-7757H	Historic-period	Remains of two adobe buildings, including cobble foundations, adobe rubble, wooden architectural debris, and fragment artifacts associated with the foundations.
33-015033	CA-RIV-7997H	Historic-period	This site was updated in 2013 to include an additional pipe feature. The rest of the site features are in the same condition as originally recorded.
33-015035		Built Environment	Devers-San Bernardino 220kV Transmission Line; constructed in 1945 by SCE. Approximately 43 miles.
33-015243		Built Environment	livestock pen
33-015438	CA-RIV-8139H	Prehistoric	Bedrock milling features
33-015439		Prehistoric	Isolated mano fragment
33-015441		Prehistoric	Isolated metate fragment
33-015672		Historic-period	Water Storage tank
33-015673		Historic-period	Concrete pad and wire
33-015720	CA-RIV-8189H	Built Environment	Historic Paved Ranch Road
33-016122	CA-RIV-11816/H	Multicomponent	Potrero Water Tank Site

Primary No.	Trinomial	Age	Description
33-016815		Prehistoric	Rock shelter/cave, cairns/rock features
33-017122		Built Environment	Lantis Property
33-017922		Built Environment	Single family residence
33-017938	CA-RIV-9469	Prehistoric	Lithic scatter
33-019885	CA-RIV-10119H	Historic-period	Ranching farmstead
33-020295		Built Environment	Single family residence; 11243 Sunnyslope Ave Beaumont (APN 404-100-014)
33-020559	CA-RIV-10460H	Built Environment	Road segment
33-020562	CA-RIV-10463H	Built Environment	Transmission lines
33-020721	CA-RIV-10642H	Built Environment	Two segments of a historical road, known as First Street. Road was identified on a 1953 USGS Quad. No cultural material is associated with this site. The road is still in use.
33-020722	CA-RIV-10644H	Built Environment	Road segment
33-020725	CA-RIV-10647H	Built Environment	Road segment
33-020974		Built Environment	Beaumont Avenue; Hirsch's Deodar Cedar Alignment
33-022386	CA-RIV-11438H	Built Environment	Historic-age residence, ca. 1950s
33-022389		Built Environment	Devers-Vista #1 220kV Transmission Line; extends approximately 45 miles from the Vista Substation to the Devers Substation. Constructed in 1960 by CalElectric.
33-023484		Built Environment	Portions of a telecommunications line associated with the existing Southern California Edison transmission and distribution lines. The pole range in age from 1929 to 2011
33-023485		Built Environment	Spanish Eclectic style residence. Visible on a 1967 aerial photo.
33-023486		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023487		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023488		Built Environment	Historic-era residence built before 1967. Visible on a 1967 aerial photo.
33-023489		Built Environment	Historic era residence built before 1967. Visible on a 1967 aerial photo.
33-023490		Built Environment	Commercial Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023491		Built Environment	Commerical Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023492		Built Environment	Historic-era building built before 1967. Visible on a 1967 aerial photo.
33-023493		Built Environment	Historic-era residence built before 1967. Visible on a 1967 aerial photo.
33-023494		Built Environment	Remodeled Craftsman style residence converted to a dentist office built before 1967. Visible on a 1967 aerial photo.
33-023495		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023496		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023497		Built Environment	Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023498		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023499		Built Environment	Ranch style residence built before 1967. Visible on a 1967 aerial photo.
33-023500		Built Environment	California Ranch style residence built before 1967. Visible on a 1967 aerial photo.
33-023501		Built Environment	Spanish Eclectic style residence built before 1967. Visible on a 1967 aerial photo.
33-023502		Built Environment	California Ranch style residence built in 1947
33-023503		Built Environment	California Ranch style residence built in 1953
33-023504		Built Environment	California Ranch style residence built in 1948
33-023505		Built Environment	Vernacular style residence built in 1953
33-023506		Built Environment	Historic era residence built in 1935
33-023507		Built Environment	California Ranch style residence built in 1956
33-023508		Built Environment	Minimal Traditional style residence built in 1946
33-023509		Built Environment	California Ranch style residence built in 1956
33-023510		Built Environment	California Ranch style residence built in 1960
33-023511		Built Environment	Minimal Traditional style residence built in 1949
33-023512		Built Environment	Spanish Revival style residence built in 1947
33-023513		Built Environment	California Ranch style housing tract built in 1959

Primary No.	Trinomial	Age	Description
33-023514		Built Environment	Vernacular style residence built in 1953. Visible on a 1967 aerial photo.
33-023515		Built Environment	Historic-age apartment complex built before 1967. Visible on a 1967 aerial photo.
33-023516		Built Environment	California Ranch style residence built in 1963. Visible on a 1967 aerial photo.
33-023517		Built Environment	California Ranch style residence built in 1946. Visible on a 1967 aerial photo.
33-023518		Built Environment	Historic-age residence built in 1925. Visible on a 1967 aerial photo.
33-023519		Built Environment	Historic-age residence built in 1917.
33-023520		Built Environment	Vernacular style residence built in 1951.
33-023521		Built Environment	California Ranch style residence built in 1959
33-023522		Built Environment	Historic-age residence built in 1936. Visible on a 1967 aerial photo.
33-023523		Built Environment	Historic-age residence built in 1937. Visible on a 1967 aerial photo.
33-023525		Built Environment	California Ranch Style residence built before 1967. Visible on a 1967 aerial photo.
33-023526		Built Environment	Historic-age duplex built before 1967. Visible on a 1967 aerial.
33-023527		Built Environment	Historic-age residence built before 1967. Visible on a 1967 aerial photo.
33-023528		Built Environment	Minimal Traditional style residence built in 1944.
33-023529		Built Environment	Historic-age warehouse built before 1967. Present on a 1967 aerial photo.
33-023530		Built Environment	California Ranch style residence built in 1963.
33-023905		Prehistoric	Isolated flake
33-024668	CA-RIV-12203H	Historic-period	Isolated Metropolitan Water District survey marker date stamped 1931
33-026649	CA-RIV-12550	Historic-period	Structural remains
SR 60		Built Environment	defined by edge of Caltrans ROW for length of Project Area

Applied EARTHWORKS Inc.

133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107-3414
(626) 578-0119

April 7, 2017

Ms. Stephanie N. Standerfer
Vice President
Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506
Transmitted via email to stephanie.standerfer@webbassociates.com

RE: Paleontological Resource Assessment for the City of Beaumont General Plan Update Project, City of Beaumont, Riverside County, California

Dear Ms. Standerfer:

At the request of Albert A. Webb Associates, on behalf of the City of Beaumont, Applied EarthWorks, Inc. (Æ) performed a paleontological resource assessment for the City of Beaumont General Plan Update Project (Project) in the City of Beaumont (City), Riverside County, California. The scope of work included a museum records search, a literature and geologic map review, and preparation of this technical memorandum (memo). This memo, which serves as a summary of our findings, was written in accordance with the guidelines set forth by the Society of Vertebrate Paleontology (SVP) (2010) and will satisfy the requirements of the California Environmental Quality Act (CEQA).

Project Description

The Project is located within the City of Beaumont and Sphere of Influence (SOI) in north-central Riverside County, approximately 70 miles east of downtown Los Angeles, within the San Gorgonio Pass region along Interstate 10 (I-10) and State Route 60 (SR 60). Specifically, the Project is mapped within portions of Township 2 South, Range 1 West, Sections 24-36; Township 2 South, Range 2 West, Sections 44-36; Township 3 South, Range 1 West, Sections 1-28 and 32-36; Township 3 South, Range 1 East, Sections 19 and 30-31; Township 3 South, Range 2 West, Sections 1-3 and 12-13; Township 4 South, Range 1 East, Section 6; and Township 4 South, Range 1 West, Sections 1-4 and 10-11 on the El Casco, San Jacinto, and Beaumont, CA 7.5-minute U.S. Geological Survey quadrangles (Attachment A).

According to the City of Beaumont (2006), the Project proposes to "establish a comprehensive vision for buildout of the General Plan Area [1-2]" and "acknowledge and comprehensively address (the) combined environmental effects of existing development within the General Plan Area [3-2]" through "amended and more fully articulated General Plan Update Goals, Policies, and Implementation Programs [3-5]". The specific ground disturbances of a given undertaking governed under the policies of the General Plan Update are unknown at this time; however, a variety of ground-disturbing activities are expected to occur during developments under the General Plan Update, which may include mass grading, excavation, trenching, auguring, among other construction activities. This technical memorandum was prepared in order to demonstrate CEQA compliance and in order to satisfy the environmental reporting requirements of the City.

Regulatory Context

Paleontological resources cannot be replaced once they are destroyed. Therefore, paleontological resources are considered nonrenewable scientific resources and are protected under CEQA. Specifically, in Section V(c) of Appendix G of the CEQA Guidelines, the "Environmental Checklist Form," the question is posed: "Will the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?" In order to determine the uniqueness of a given paleontological resource, it must first be identified or recovered (i.e., salvaged). Therefore, mitigation of adverse impacts to paleontological resources is mandated by CEQA. In addition, paleontological resources are addressed under the Multipurpose Open Space Element of the Riverside County General Plan (2008), policies OS 19.8 and 19.9, which state the following:

1. **OS 19.8:** Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated;
2. **OS 19.9:** When existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities, with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department documenting any paleontological [County of Riverside Planning Department, 2008, p. OS-37].

The City of Beaumont (2007) General Plan does not have policies that specifically address the treatment of paleontological resources; however, the City does set forth an Implementation Program for cultural resources, including paleontological resources, that is intended to aid in enacting the City's land use and development policies. The cultural resources implementation policy states should "paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established" in accordance with CEQA guidelines.

Paleontological Resource Potential

Absent specific agency guidelines, most professional paleontologists in California adhere to the guidelines set forth by the SVP (2010) to determine the course of paleontological mitigation for a given project. These guidelines establish protocols for the assessment of the paleontological resource potential of underlying geologic units and outline measures to mitigate adverse impacts that could result from project development. Using baseline information gathered during a paleontological resource assessment, the paleontological resource potential of the geologic unit(s) (or members thereof) underlying a Project area can be assigned to one of four categories defined by SVP (2010). These categories include high, undetermined, low, and no paleontological resource potential.

Methodology

In order to assess whether a particular project area has the potential to contain significant fossil resources at the subsurface, it is necessary to review published geologic mapping to determine the geology and stratigraphy of the area. Geologic units are considered to be "sensitive" for paleontological resources if they are known to contain significant fossils anywhere in their extent. Therefore, a search of pertinent local and regional museum repositories for paleontological localities within and nearby the project area is necessary to determine whether fossil localities have been previously discovered within a particular rock unit. For this Project, a museum records search was conducted at the Los Angeles County Museum of Natural History (LACM) on April 6, 2017.

Resource Context

The Project area is located within the San Gorgonio Pass region of Southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California (Norris and Webb, 1976). The northwest-southeast oriented Peninsular Ranges extend 125 miles from the Los Angeles Basin to the tip of Baja California. The Peninsular Ranges are bounded by the Elsinore fault zone and Colorado Desert and on the east and the Pacific Coast on the west (Morton and Miller, 2006). The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic banded gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the southern California batholith; and Cenozoic marine, terrestrial, and Quaternary alluvium deposits. The Project area is situated within the San Jacinto Mountains Block; a relatively low-relief, triangular structural unit between the San Andreas and San Jacinto fault zones that has been uplifted and deformed largely due to movement along the San Jacinto fault (Morton and Miller, 2006). The highest point in the range is San Jacinto Peak at 10,805 feet (Norris and Webb, 1976). The region surrounding the City of Beaumont is a geologically complex area, in part due to movement along the San Andreas fault, Banning fault, San Gorgonio fault, and others (Lancaster et al., 2012; SCEDC, 2013; Yule, 2009).

The Project area is mapped at a scale of 1:24,000 by Dibblee and Minch (2003a-c) and 1:100,000 by Morton and Miller (2006) and Lancaster et al. (2012). According to these published geologic maps, the Project area is underlain by geologic units exposed within the narrow faulted plain of the San Gorgonio Pass, the San Timoteo Badlands, and the rocky highlands of the San Jacinto Mountains. Geologic units include Mesozoic and older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation; paleontologically sensitive deposits of the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvium; and, recent surficial alluvial fan and valley deposits, that have low paleontological sensitivity. The geology and paleontology of these units is described below and depicted in Attachment A.

San Timoteo and Mount Eden Formations

The paleontologically sensitive San Timoteo Formation (QTst) and Mount Eden Formation (Tme) are exposed within the San Timoteo Badlands in the eastern and southern portions of the City of Beaumont and SOI (Morton and Miller, 2006). The Mount Eden Formation and San Timoteo Formation were first described by Frick (1921) after their type localities in nearby San Timoteo Canyon (May and Repenning,

1982). The late Miocene to Pliocene Mount Eden Formation is composed of a reddish brown, massive to indistinctly bedded pebbly sandstone and basal conglomerate with decomposed clasts locally derived from Peninsular Ranges basement rocks; thick and indistinctly bedded, moderately to well-indurated, pale tan to reddish brown or gray coarse-grained arkose; local interbeds of fine-grained sandstone and siltstone, including grayish calcareous siltstone; and rare shale laminae (Albright, 1999; Morton and Miller, 2006). Below the Mount Eden Formation, the Pliocene to middle Pleistocene San Timoteo Formation is composed of a basal dark gray-green, fissile mudrock; well bedded, fine-to coarse-grained, moderately to poorly indurated and sorted, tan-brown to gray-yellow lithic arkose; and subordinate pebble and cobble conglomerate deposits composed of subangular to subrounded lithics. The San Timoteo Formation and Mount Eden Formations together are up to 6,000 feet thick in the San Timoteo badlands and is exposed for approximately 20 miles along the San Jacinto fault (Albright, 1999; Morton and Miller, 2006).

The Mount Eden and San Timoteo Formations have yielded an abundant and diverse fauna that includes at least 30 mammalian and reptilian species and hundreds of fossil specimens. Three local faunas have been described from within these deposits, including the Mount Eden Local Fauna [LF] (late Hemphillian North American Land Mammal Age [NALMA]), El Casco LF (Late Blancan/ Irvingtonian NALMA) and Shutt Ranch LF (Irvingtonian NALMA) (Albright, 1999; Woodburne, 2013), which consist of approximately 15 taxa including, cottontail rabbit, pack rat, kangaroo rat, deer mouse, pocket mouse, vole, lemming, dog, rhinoceros, numerous artiodactyls, lizards, and snake, and the latter which includes rodent taxa (Albright, 1999; Repenning, 1987). The fossils recovered from within the Mount Eden and San Timoteo formations are important because they not only provide a more complete fossil record for a tectonically active California during the Late Cenozoic, they constrain dates and assist with magnetostratigraphy, paleogeography, paleoclimate reconstructions, and timing of pre-historic faunal migrations (Albright, 1999). In addition to the Mount Eden LF, El Casco LF, and Shutt LF, fossil specimens from more than 20 mammal species have been recovered from numerous localities within these deposits in the San Timoteo badlands, including taxa of horse, rabbit, rodent, mammoth, deer, camel, ground sloth, horse, and turtle (UCMP online database, 2017).

Quaternary (Pleistocene to Holocene) Surficial Deposits

A large portion of the central Project area is immediately underlain by Pleistocene alluvial fan (Qof, Qvof) and valley (Qoa) deposits. These deposits, referred to as *Quaternary older* and *very old alluvium* disconformably overlie Cretaceous granitic bedrock (gr) and Mesozoic metamorphic intrusive rocks (pKm) at an unknown but likely relatively shallow depth (plutonic igneous rocks and high- to medium-grained metamorphic do not contain fossils due to the high heat and pressure of their formation deep below the surface of the Earth). In general, the alluvial sediments are composed of tan to reddish-brown sandstone and siltstone that was deposited in alluvial fan and local channel environments during the Pleistocene. The deposits are moderately consolidated and poorly indurated, with angular to subangular clasts, local pebble conglomerate lenses, moderate soil formation, and abundant dissection (Morton and Miller, 2006).

Pleistocene age alluvial, fluvial, and lacustrine deposits have proven to yield scientifically significant paleontological resources throughout Southern California from the coastal areas to the inland valleys. South of the Project area, in the vicinity of Lakeview, a diverse assemblage of fossil resources has been

recovered including mammoth, sabre-toothed cat, horse, bison, and numerous small mammals, reptiles, invertebrates, and plant remains (Springer et al., 2009). Further south of the Project area, the largest known open-environment non-asphaltic late Pleistocene fossil assemblage has been documented in Diamond and Domenigoni valleys. Discovered during excavations of the Diamond Valley Lake, this locality has yielded nearly 100,000 identifiable fossils representing over 105 vertebrate, invertebrate, and plant taxa. The vertebrate taxa recovered includes reptiles such as frogs, turtles, and lizards; birds such as robins, swallows, jays, ravens, hawks, and ducks; small mammals such as rabbit, squirrel, mice, and weasels; and large mammals such as fox, bear, coyote, deer, bison, mammoths, mastodons, and ground sloths (Springer et al., 2009). The invertebrate taxa recovered includes ostracodes, snails, termites, slugs, beetles, and bivalves and the plant taxa recovered includes well preserved diatoms, pollen, and wood debris.

Recent alluvial fan (Qf, Qyf), valley (Qa, Qya), wash (Qw), and landslide (Qls) deposits are common throughout the Project area (Lancaster et al., 2012; Morton and Miller, 2006). The younger Quaternary alluvium generally consists of gravel, sand, and clay deposited during the Holocene restricted to valley, gully, wash, and landslide areas. Holocene-age alluvial deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material (SVP, 2010), but they may overlie sensitive older deposits at an unknown depth.

Records Search Results

LACM collection records contain two previously recorded localities (LACM 6596 and 65235) directly within the Project boundary from within the San Timoteo Formation. At least 15 additional vertebrate localities (LACM 4540, 5168, 6059, 7618-7622, 1118-1119, 5377, 1120, (CIT) 132-133, and (CIT) 515, have been previously recorded in the vicinity of the Project area from within the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvial deposits (McLeod, 2017). These localities yielded vertebrate fossil specimens of horse, camel, mastodon, deer, rhinoceros, and fish, depth of recovery unreported (McLeod, 2017). In addition, localities LACM 1014 and 1016, recovered within the western Project area, produced two type specimens of fossil cones of the pine (*Pinus pretuberculata* and *P. hazeni*) and fir tree (*Pseudotsuga premacrocarpa*), as well as apricot tree (*Prunus prefremontii*) and algae plant fossils. The LACM did not provide specific geographic coordinates for the localities within the Project area or vicinity. The results of the museum records search are summarized in Table 1.

Findings and Recommendations

Based on the literature review and museum records search results, the paleontological sensitivity of the Project area was determined in accordance with the SVP's (2010) sensitivity scale. The Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvial deposits are determined to have a high paleontological resource potential because the geologic units have proven to yield significant vertebrate fossils in the vicinity of the Project area and elsewhere (McLeod, 2017). Younger Quaternary alluvial deposits of Holocene age mapped at the surface of the Project area have a low potential to contain intact paleontological resources because they are typically too young to contain fossilized remains.

As a result of the high paleontological resource potential in the Project area, further paleontological resource management, including a field reconnaissance survey of the Project area and construction

Table 1
Vertebrate Localities within the City of Beaumont and the Vicinity of the Project Area

Locality No.	Geologic Unit	Age	Taxa
LACM 1118-1119, 5377	Mount Eden Formation	Miocene-Pliocene	Camelidae (camel), Cervidae (deer), Equidae (horse), and *Teleoceras hicksis* (rhinoceros)
LACM 1120	Mount Eden Formation	Miocene-Pliocene	*Pliauchenia merriami* and *Titanotylopus sp.* (camels)
LACM 7618-7622; LACM (CIT) 132-133, 515	San Timoteo Formation	Plio-Pleistocene	*Equus* (horse) and Camelidae
LACM 6596	San Timoteo Formation	Plio-Pleistocene	*Pliomastodon sp.* (mastodon)
LACM 65235	San Timoteo Formation	Plio-Pleistocene	fish
LACM 4540, 5168, 6059	Pleistocene Alluvium	Pleistocene	*Equus*

Source: McLeod (2017)

monitoring during ground disturbance in the highly sensitive Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvial deposits, is recommended (refer to Attachment B for paleontological sensitivity in the Project area). Our management recommendations for programmatic-level mitigation measures and General Plan policies related to paleontological resources are presented below.

Management Recommendations

In general, the potential for a given project to result in adverse impacts to paleontological resources is directly proportional to the amount of ground disturbance associated with the project. Since this Project entails a General Plan Update, new ground disturbances related to the development of commercial space and residential housing are anticipated. The specific ground disturbances of a given undertaking governed under the policies of the General Plan Update are unknown at this time; however, they will occur within the boundary of the Project area, which is underlain by sedimentary deposits with a low to high potential for buried paleontological resources. As a result, several Programmatic-level management recommendations are set forth, that if implemented as policies within the Beaumont General Plan Update, would reduce adverse impacts to paleontological resources to a less than significant level pursuant to the requirements of CEQA. The following measures have been used by professional paleontologists for many years and have proven to be effective in reducing or eliminating adverse impacts to paleontological resources as a result of private and public development projects throughout California.

- **Worker's Environmental Awareness Training.** Prior to the start of construction within a given development site within the Project area, all field personnel should be briefed regarding the types of fossils that could be found and the procedures to follow should paleontological resources be encountered. This training should be accomplished at the pre-grade kick-off meeting or morning

tailboard meeting and should be conducted by a Qualified Paleontologist, as defined by SVP (2010) guidelines. Specifically, the training should provide a description of the fossil resources that may be encountered, outline steps to follow in the event that a fossil discovery is made, and provide contact information for the Qualified Paleontologist and on-site monitor(s). The training should be developed by the Qualified Paleontologist and may be conducted concurrent with other environmental training (e.g., cultural and natural resources awareness training, safety training, etc.).

- **Pre-Construction Survey**. It is recommended that prior to any ground-disturbing activities, a Qualified Paleontologist be retained to conduct a field reconnaissance survey of any development site within the Project area that is underlain by a geologic unit with high paleontological sensitivity. The purpose of the field survey will be to visually inspect the ground surface for exposed fossils or traces thereof and to evaluate geologic exposures for their potential to contain preserved fossil material at the subsurface. Particular attention should be paid to rock outcrops and any areas where geologic sediments are well exposed. All fossil occurrences observed during the course of fieldwork, significant or not, should be adequately documented and recorded at the time of discovery. The data collected for each fossil occurrence should include, at minimum, the following information: Universal Transverse Mercator (UTM) coordinates, approximate elevation, description of taxa, lithologic description, and stratigraphic context (if known). In addition, each locality should be photographically documented with a digital camera. If feasible, with prior consent of the land owner(s), all significant or potentially significant fossils should be collected at the time they are observed in the field, pursuant to SVP (2010) guidelines.

- **Construction Monitoring**. Prior to the commencement of ground-disturbing activities, a Qualified Paleontologist will be retained to prepare and implement a Paleontological Resource Impact Mitigation Program (PRIMP) for any development site or undertaking in the Project area that plans to disturb geologic units with a high paleontological resource potential. Full-time monitoring is recommended for construction activities (e.g., grading, excavation, ripping, trenching, etc.) that will disturb previously undisturbed deposits determined to have a high paleontological sensitivity (i.e, the Mount Eden Formation [Tme], San Timoteo Formation [QTst], and Pleistocene alluvial fan [Qof, Qvof] and valley [Qoa] deposits), in accordance to criteria set forth by SVP (2010). Monitoring should not be required in highly sensitive units during auguring of less than 1 foot in diameter, or in areas of previous disturbance or soil development, as determined by the Qualified Paleontologist. In addition, spot checking may also occur at the discretion of the Qualified Paleontologist in areas underlain by younger Quaternary alluvial deposits (Qa, Qya, Qf, Qyf, Qw, Qls) in order to determine if underlying sensitive geologic units are being impacted by construction, and at what depth.

  Monitoring should include the visual inspection of excavated or graded areas, trench sidewalls, spoils, and any other disturbed sediment. In the event that a paleontological resource is discovered, the approved paleontological monitor will have the authority to divert temporarily the construction equipment around the find until it is assessed for scientific significance and collected. In areas of high sensitivity, monitoring efforts can be reduced or eliminated at the discretion of the Qualified Paleontologist if no fossil resources are encountered after 50 percent

of the excavations are completed, or if buried crystalline bedrock, which has no paleontological resource potential, is encountered at depth within the area of excavation.

- **Fossil Preparation, Curation, and Reporting.** Upon completion of fieldwork, all significant fossils collected will be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossils specimens will be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to a regionally-accredited museum repository such as the Western Science Center, Raymond Alf Museum, or the Natural History Museum of Los Angeles County for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the land owner.

  At the conclusion of laboratory work and museum curation, a final report should be prepared describing the results of the paleontological mitigation monitoring efforts associated with the specific undertaking under the Project. The report will include a summary of the field and laboratory methods, an overview of the geology and paleontology within the development site, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the curation facility.

It has been a pleasure assisting you with this Project. If you have any questions, please do not hesitate to contact me at hclifford@appliedearthworks.com or (626) 578-0119.

Sincerely,

Heather Clifford
Associate Paleontologist
Applied EarthWorks, Inc.

References

Albright, B. L., 1999, Magnetostratigraphy and biochronology of the San Timoteo Badlands, southern California, with implications for local Pliocene–Pleistocene tectonic and depositional patterns. Geological Society of America Bulletin, v. 111, no. 9, p. 1265-1293.

City of Beaumont, 2006, Revised Draft Environmental Impact Report, City of Beaumont General Plan Update, State Clearinghouse Number: 2004061001. Prepared by Applied Planning, Inc., Ontario, CA, December 2006.

_____, 2007, City of Beaumont General Plan, Approved March 2007. Available at http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63 (accessed March 2017).

County of Riverside, 2008, County of Riverside General Plan, Updated 2008, General Plan Amendment No. 960, Public Review Draft, March 2014, http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx (accessed March 2017).

Dibblee, T.W., Jr., and Minch, J.A., 2003a, Geologic map of the El Casco quadrangle, Riverside County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-113, scale 1:24,000.

_____, 2003b, Geologic map of the Beaumont quadrangle, Riverside County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-114, scale 1:24,000.

_____, 2003c, Geologic map of the San Jacinto quadrangle, Riverside County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-116, scale 1:24,000.

Frick, C., 1921, Extinct vertebrate faunas of the badlands of Bautista Creek and San Timoteo Cañon, southern California. University of California Publications, Bulletin of the Department of Geology, v. 12, p. 277–424.

Lancaster, J.T., Hayhurst, C.A., and T.L. Bedrossian, 2012, Preliminary geologic map of Quaternary surficial deposits in Southern California, Palm Springs 30’X 60’ Quadrangle. California Geological Survey Special Report 217, Plate 24.

May, S.R., and Repenning, C.A., 1982, New Evidence for the Age of the Mount Eden Fauna. Journal of Vertebrate Paleontology, v.2, no.1, p. 109-113.

McLeod, S.A., 2017, Unpublished museum collections records. Natural History Museum of Los Angeles County.

Morton, D.M. and Miller, F.K., 2006, Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California: U.S. Geological Survey, Open-File Report OF-2006-1217, scale 1:100,000.

Norris, R.M., and Webb, R.W., 1976, Geology of California. John Wiley & Sons, New York.

Repenning, C. A., 1987, Biochronology of the microtine rodents of the United States *in* Woodburne, M. O., ed., Cenozoic mammals of North America, geochronology and biostratigraphy. Berkeley, University of California Press, p. 236–268.

SCEDC (Southern California Earthquake Data Center), 2013, San Andreas Fault Zone, Significant Earthquakes and Faults. Published by the Southern California Earthquake Center, http://www.data.scec.org/significant/sanandreas.html (accessed March 2017).

Society of Vertebrate Paleontology (SVP), 2010, Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee.

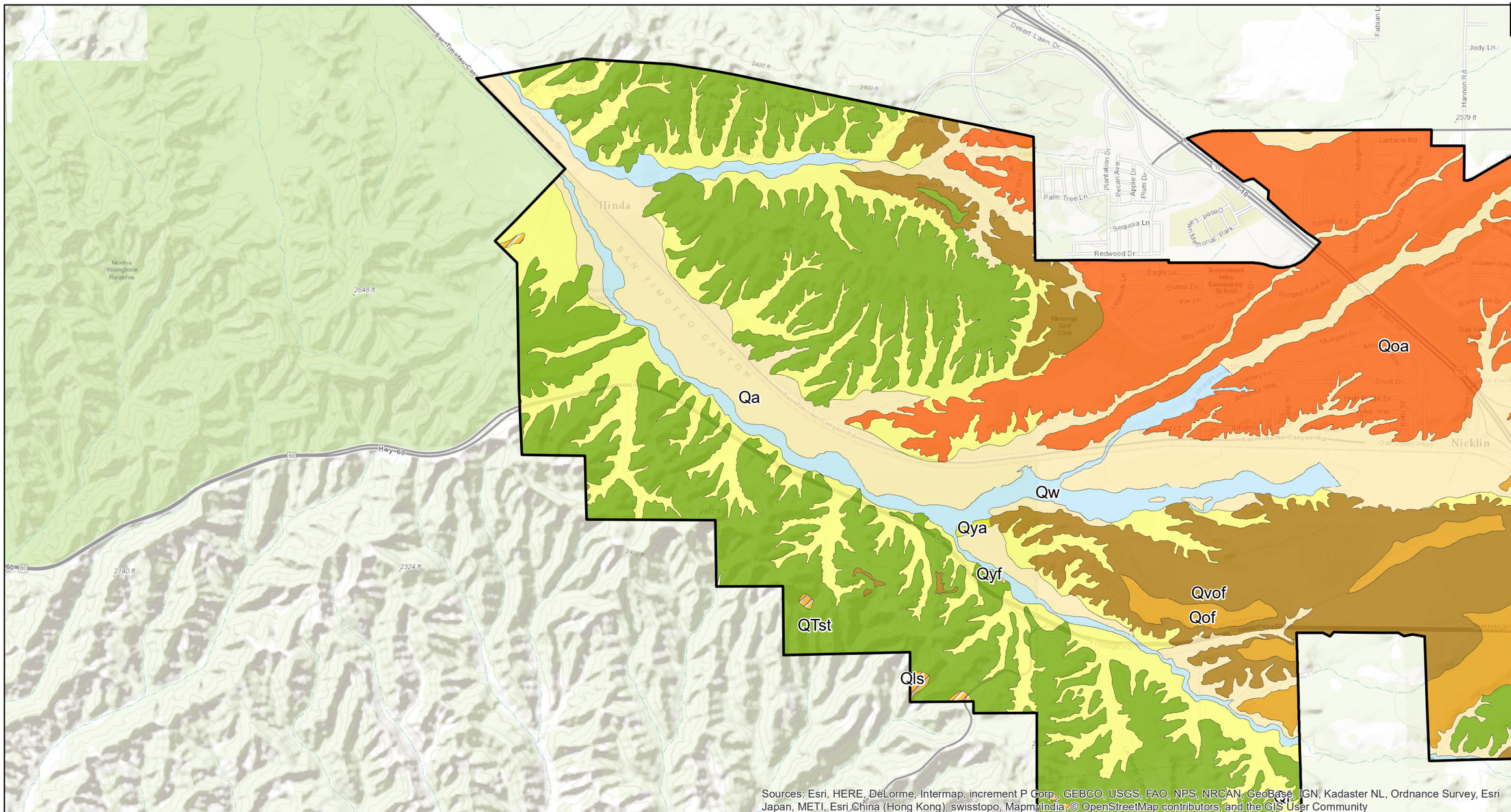
Springer, K. B., Scott, E., Sagebiel, J. C., and Scott, K. M., 1999, A late Pleistocene lake edge vertebrate assemblage from the Diamond Valley, Riverside County, California. Journal of Vertebrate Paleontology v. 19, no. 77A.

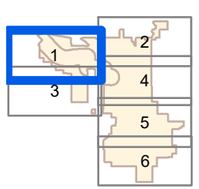
UCMP online database, 2017, Online Collections, Locality Search. University of California Museum of Paleontology, http://ucmpdb.berkeley.edu (accessed March 2017).

Woodburne, M. O., 2013, Global Events and the North American Mammalian Biochronology *in* Woodburne, M. O. ed., Late Cretaceous and Cenozoic Mammals of North America: Biostratigraphy and Geochronology. Columbia University Press, New York.

Yule, D., 2009, The Enigmatic San Gorgonio Pass. The Geological Society of America, Journal of Geology, February 2009, v. 37; no. 2; p. 191–192.

ATTACHMENT A
MAP OF GEOLOGICAL UNITS IN THE CITY OF BEAUMONT GENERAL PLAN UPDATE AREA





Legend

- Project Area
- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, late to middle Pleistocene
- Qvof, Very old alluvial valley deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated, Pleistocene to Pliocene)
- Tme, Mount Eden Formation, Pliocene to Miocene
- gr, granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

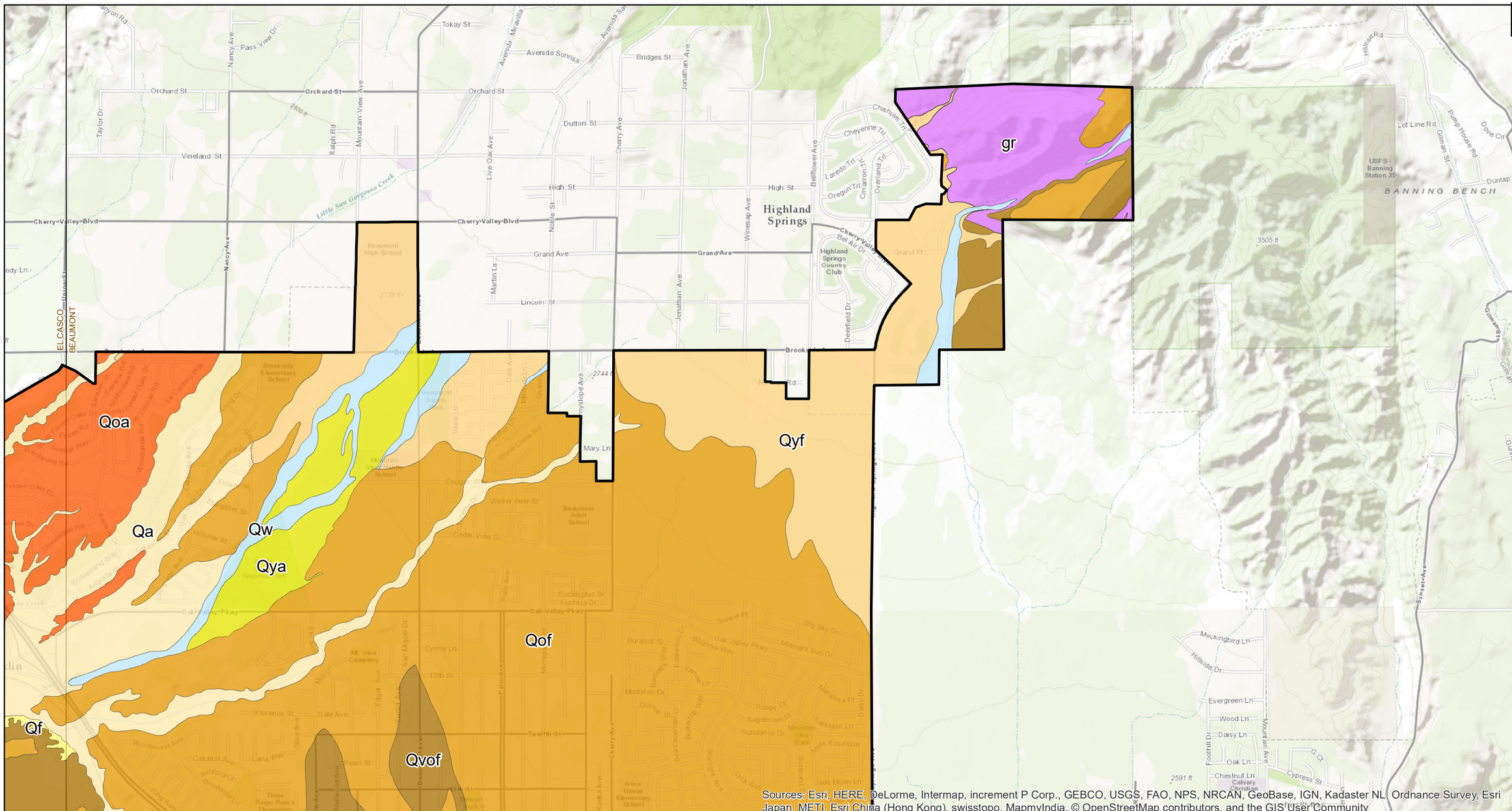
SCALE 1:24,000

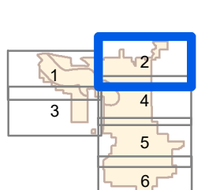
1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

El Casco, CA 7.5' USGS Quadrangle
Geologic Units: Lancaster et al. (2012); Morton and Miller (2006)





Legend

- Project Area
- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, late to middle Pleistocene
- Qvof, Very old alluvial valley deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated, Pleistocene to Pliocene)
- Tme, Mount Eden Formation, Pliocene to Miocene
- gr, granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

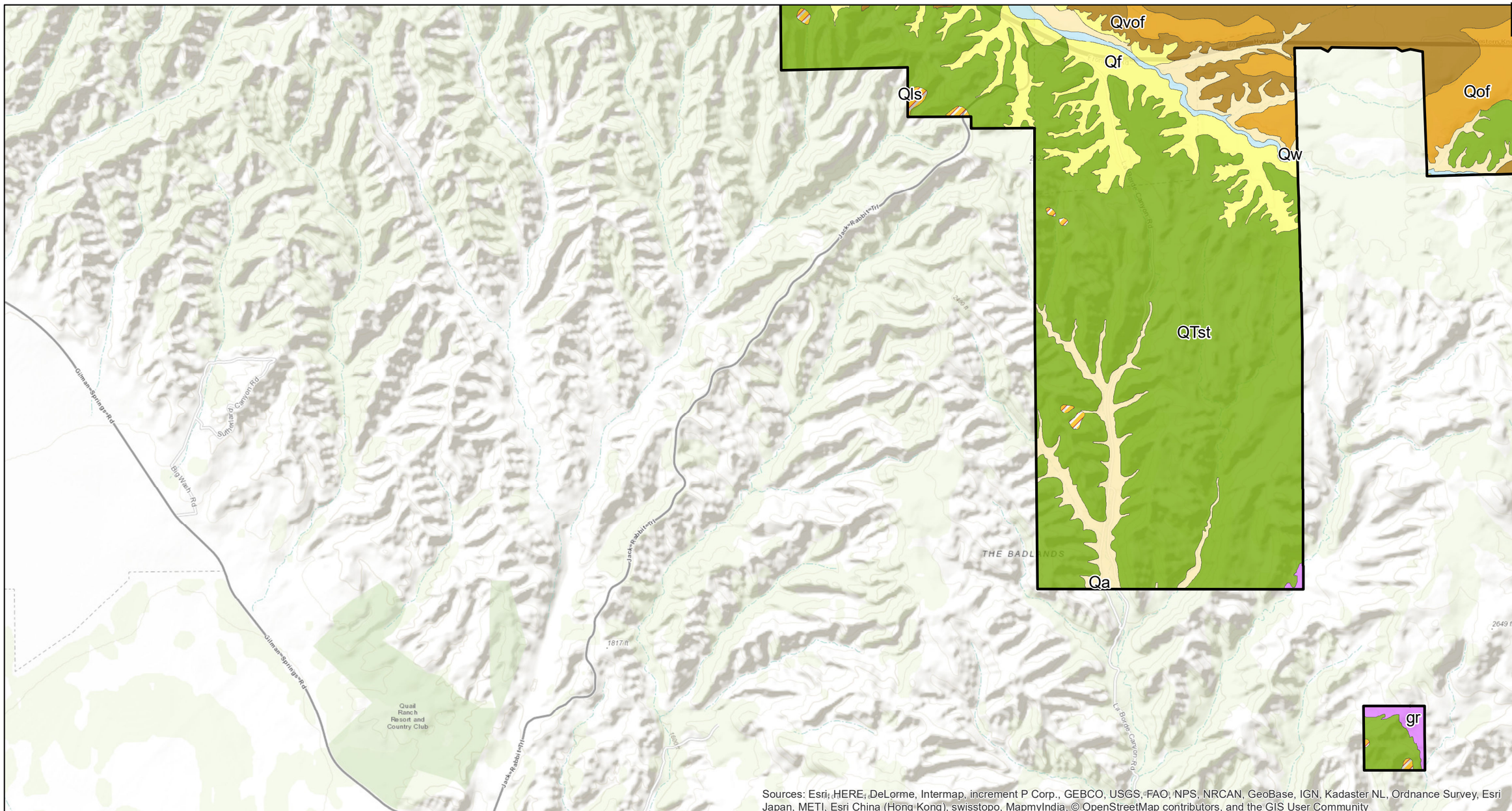
SCALE 1:24,000

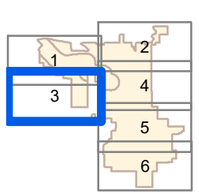
1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

Beaumont and El Casco, CA 7.5' USGS Quadrangle
Geologic Units: Lancaster et al. (2012); Morton and Miller (2006)





Legend

- Project Area
- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, late to middle Pleistocene
- Qvof, Very old alluvial valley deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated, Pleistocene to Pliocene)
- Tme, Mount Eden Formation, Pliocene to Miocene
- gr, granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

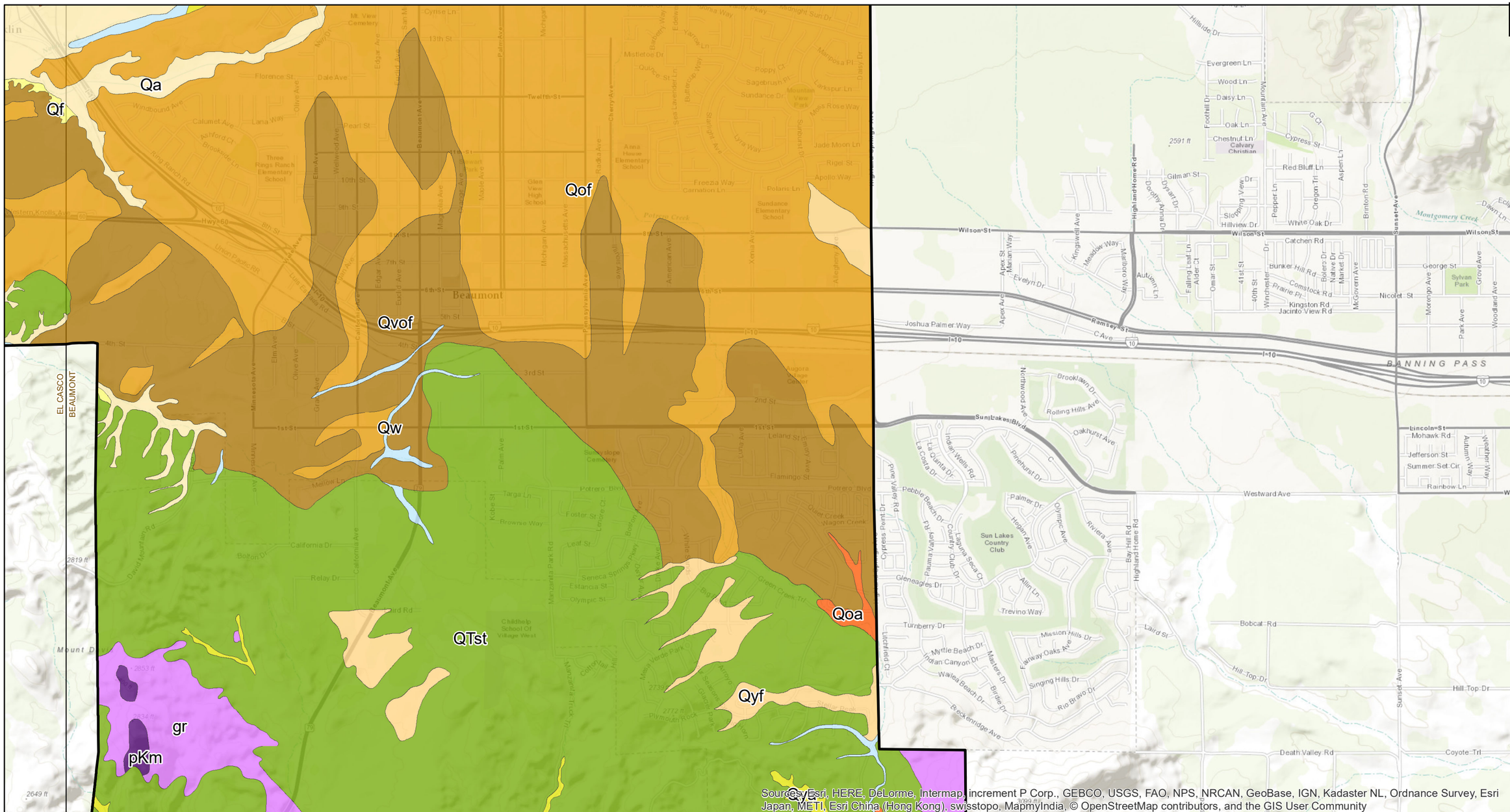
SCALE 1:24,000

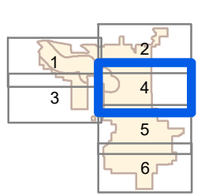
1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

El Casco, CA 7.5' USGS Quadrangle
Geologic Units: Lancaster et al. (2012); Morton and Miller (2006)





Legend

- Project Area
- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, late to middle Pleistocene
- Qvof, Very old alluvial valley deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated, Pleistocene to Pliocene)
- Tme, Mount Eden Formation, Pliocene to Miocene
- gr, granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

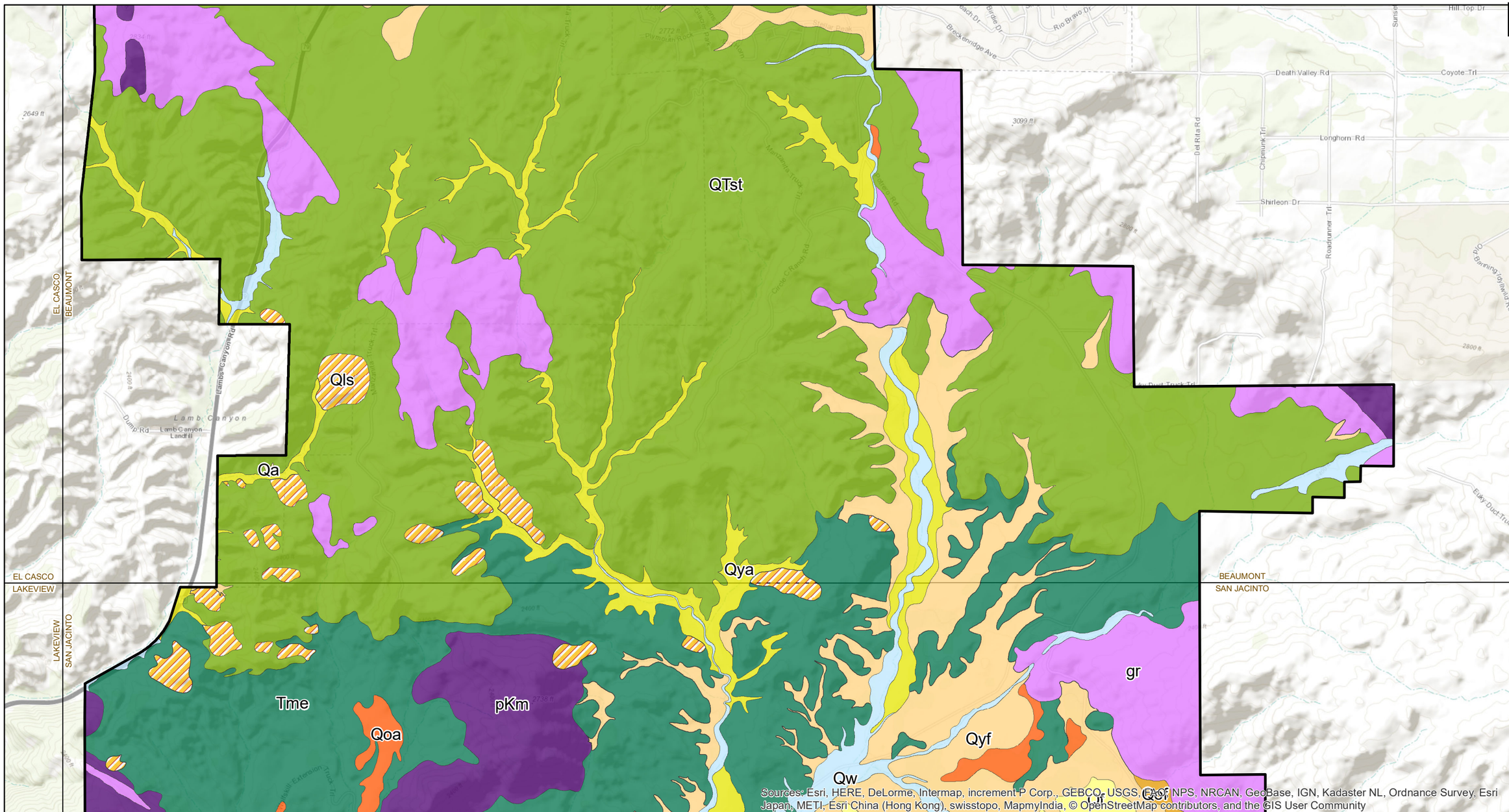
SCALE 1:24,000

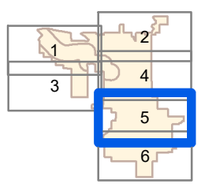
1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

Beaumont and El Casco, CA 7.5' USGS Quadrangle
Geologic Units: Lancaster et al. (2012); Morton and Miller (2006)





Legend

- Project Area
- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, late to middle Pleistocene
- Qvof, Very old alluvial valley deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated, Pleistocene to Pliocene)
- Tme, Mount Eden Formation, Pliocene to Miocene
- gr, granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

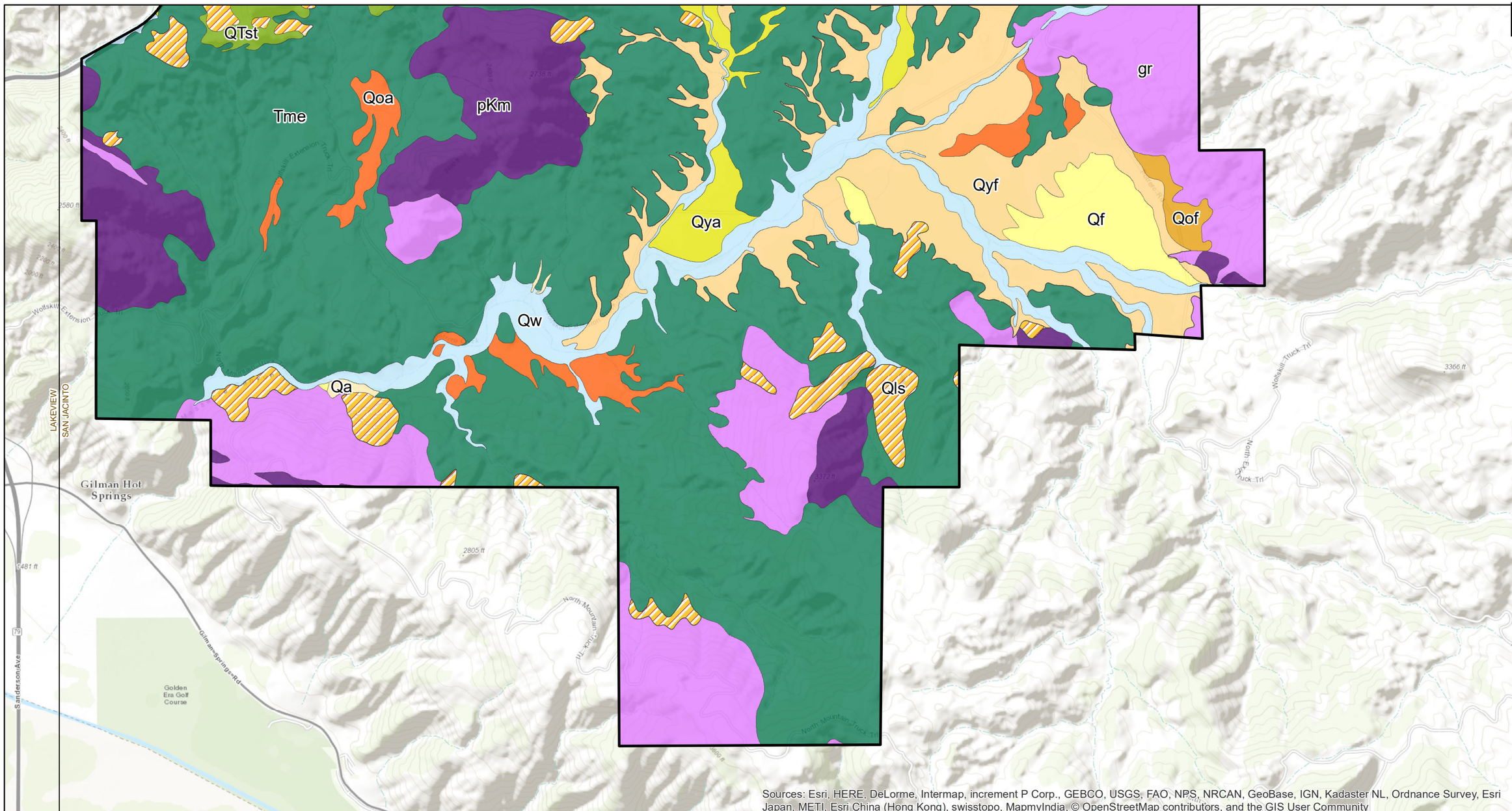
SCALE 1:24,000

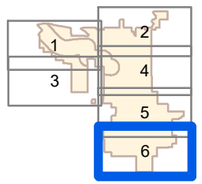
1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

Beaumont, El Casco, and San Jacinto, CA 7.5' USGS Quadrangle
Geologic Units: Lancaster et al. (2012); Morton and Miller (2006)





Legend

- Project Area
- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, late to middle Pleistocene
- Qvof, Very old alluvial valley deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated, Pleistocene to Pliocene)
- Tme, Mount Eden Formation, Pliocene to Miocene
- gr, granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

SCALE 1:24,000

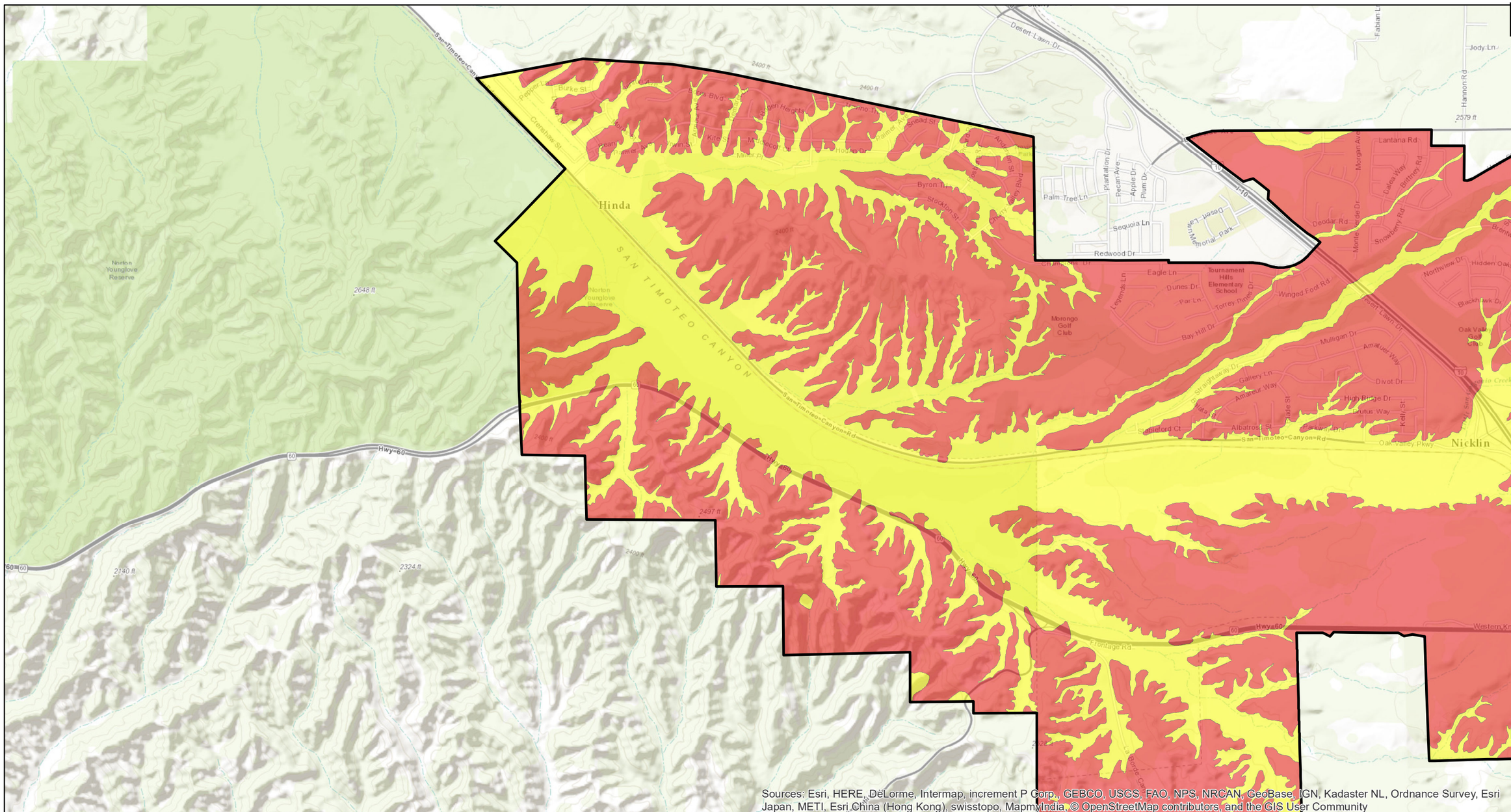
1 0.5 0 1 Miles

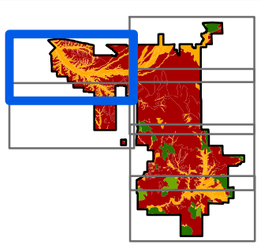
1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

San Jacinto, CA 7.5' USGS Quadrangle
Geologic Units: Lancaster et al. (2012); Morton and Miller (2006)

ATTACHMENT B
MAP OF PALEONTOLOGICAL SENSITIVITY IN THE CITY OF BEAUMONT GENERAL PLAN UPDATE AREA





Legend

- Project Area
- High Paleontological Sensitivity
- Low Paleontological Sensitivity
- Low to no Paleontological Sensitivity
- None Paleontological Sensitivity

SCALE 1:24,000

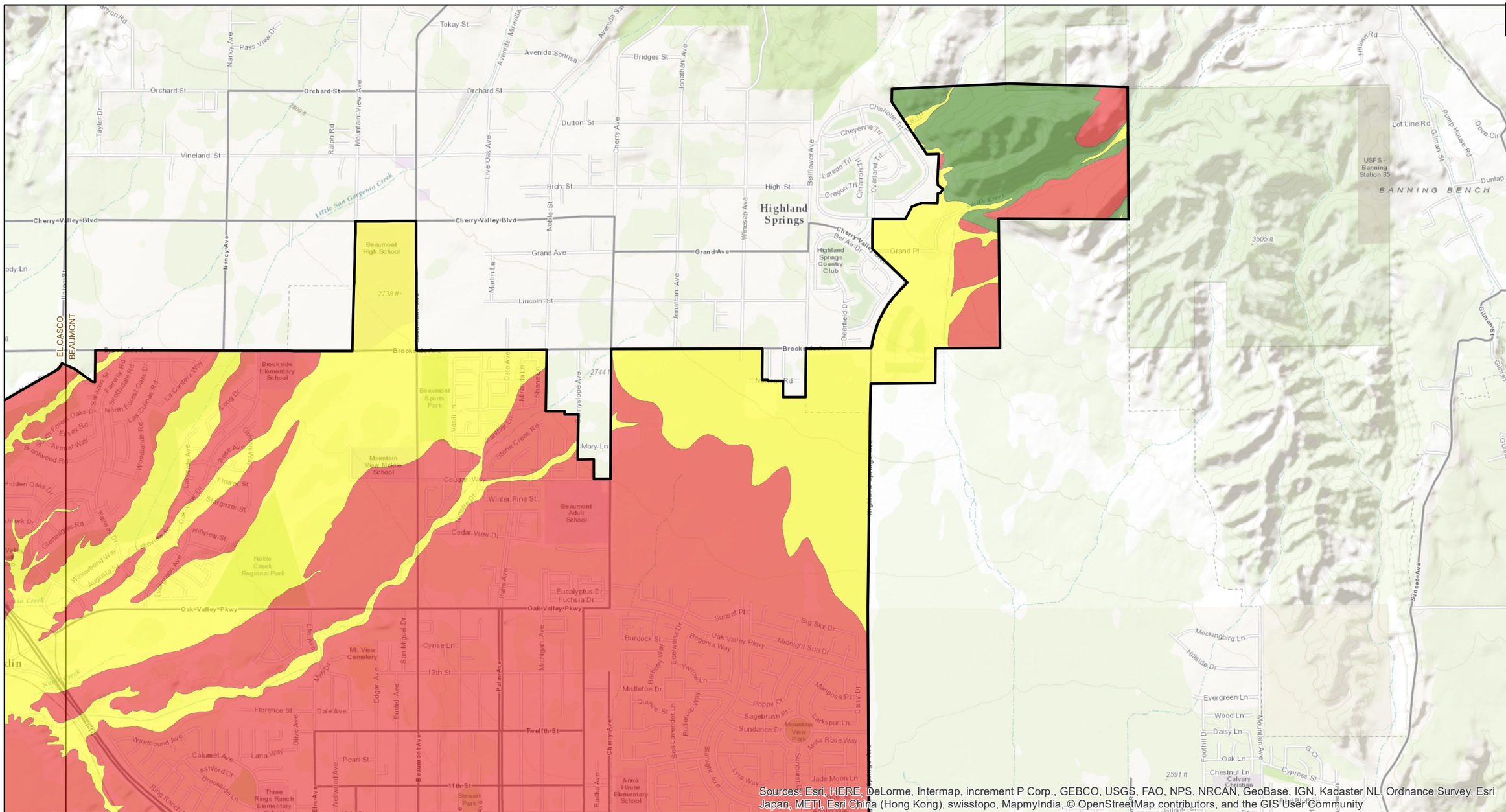
1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

El Casco, CA 7.5' USGS Quadrangle

Paleontological Sensitivity in the City of Beaumont General Plan Update Project Area.



Legend

- Project Area
- High Paleontological Sensitivity
- Low Paleontological Sensitivity
- Low to no Paleontological Sensitivity
- None Paleontological Sensitivity

SCALE 1:24,000

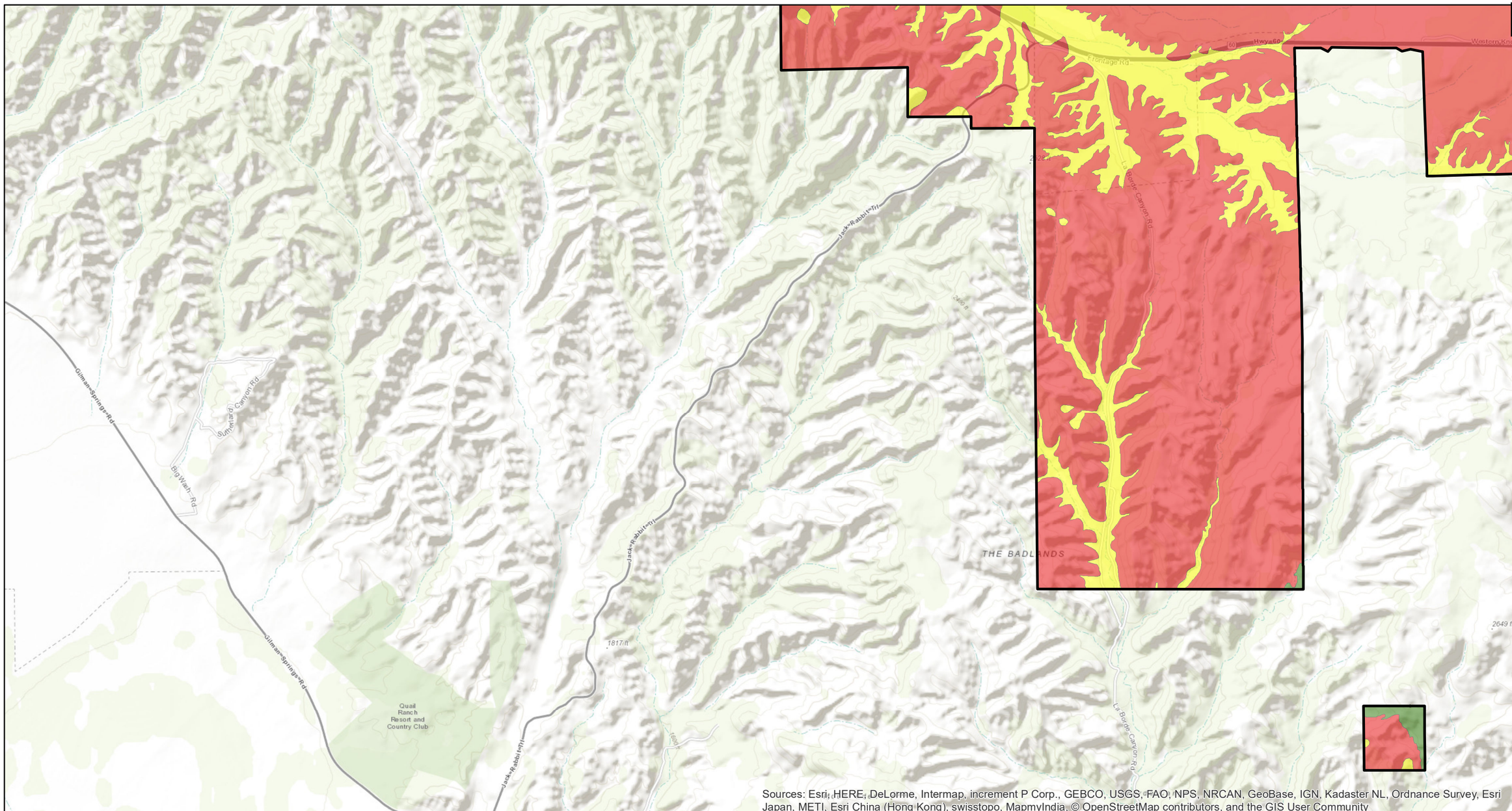
1 0.5 0 1 Miles

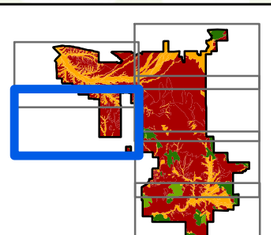
1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

Beaumont and El Casco, CA 7.5' USGS Quadrangle

Paleontological Sensitivity in the City of Beaumont General Plan Update Project Area.





Legend

- Project Area
- High Paleontological Sensitivity
- Low Paleontological Sensitivity
- Low to no Paleontological Sensitivity
- None Paleontological Sensitivity

SCALE 1:24,000

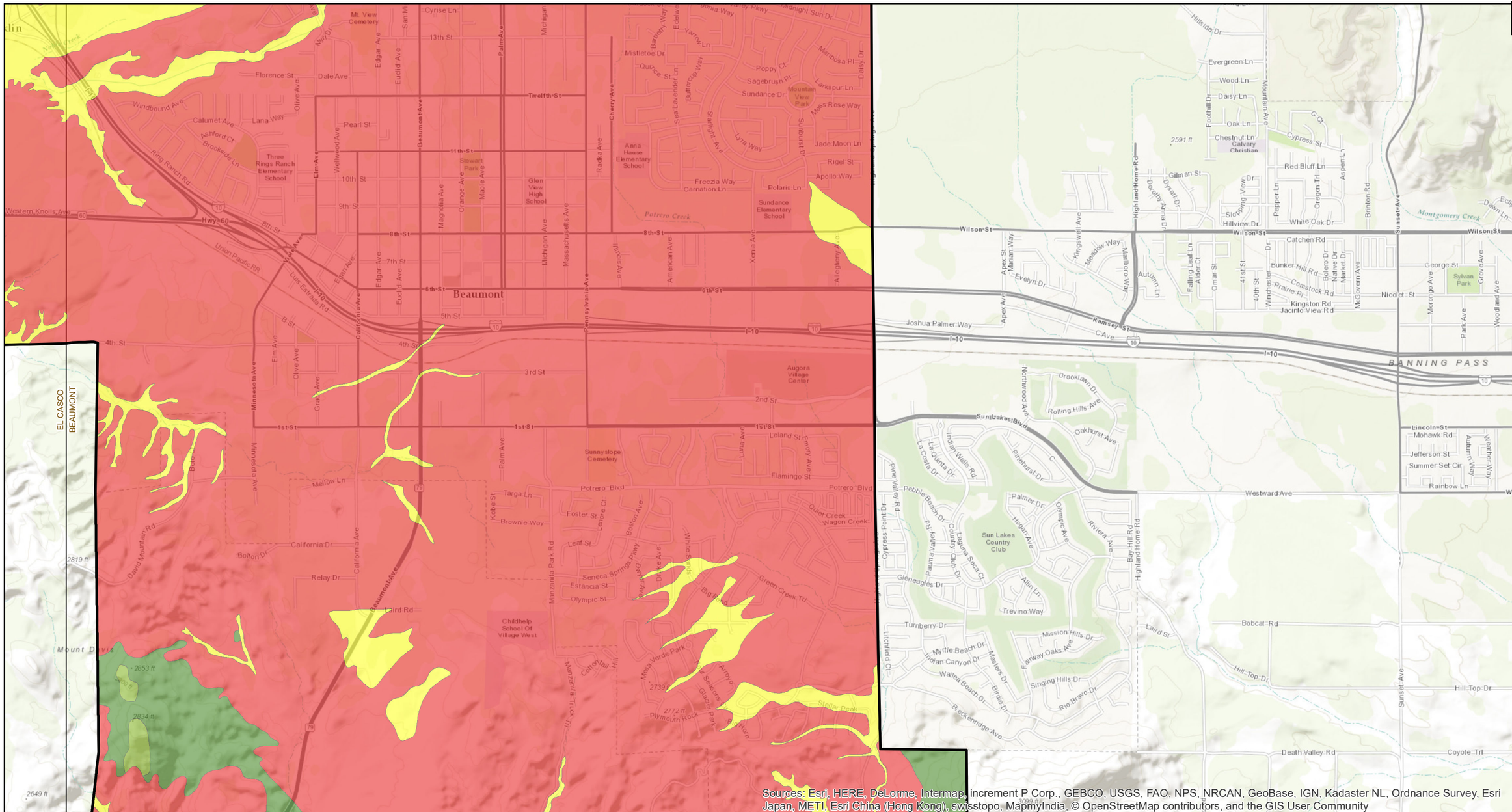
1 0.5 0 1 Miles

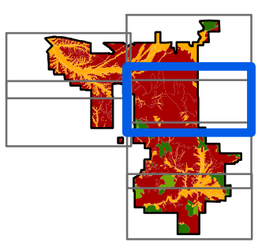
1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

El Casco, CA 7.5' USGS Quadrangle

Paleontological Sensitivity in the City of Beaumont General Plan Update Project Area.





Legend

- Project Area
- High Paleontological Sensitivity
- Low Paleontological Sensitivity
- Low to no Paleontological Sensitivity
- None Paleontological Sensitivity

SCALE 1:24,000

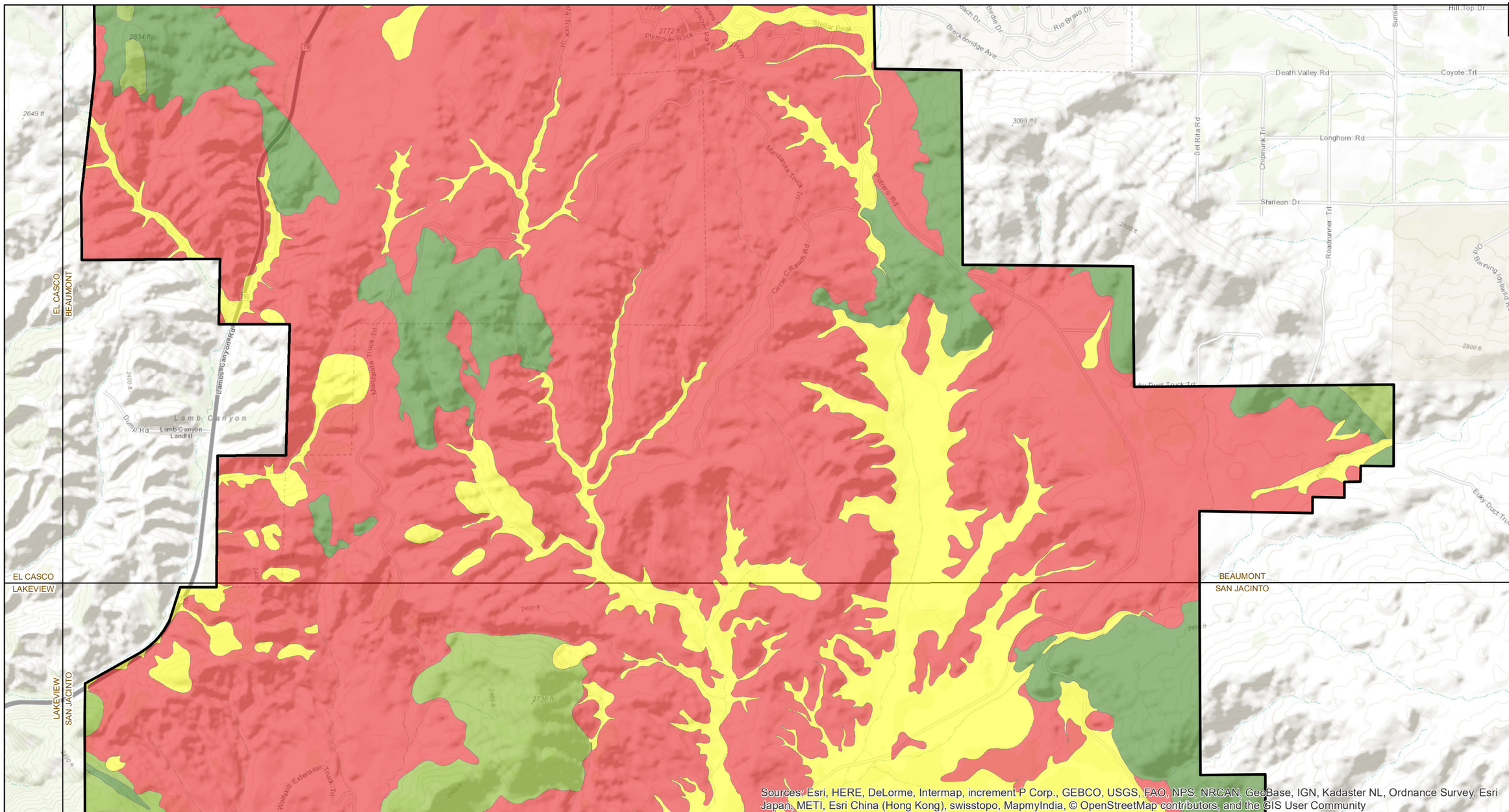
1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

Beaumont and El Casco, CA 7.5' USGS Quadrangle

Paleontological Sensitivity in the City of Beaumont General Plan Update Project Area.



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Legend

- Project Area
- High Paleontological Sensitivity
- Low Paleontological Sensitivity
- Low to no Paleontological Sensitivity
- None Paleontological Sensitivity

SCALE 1:24,000

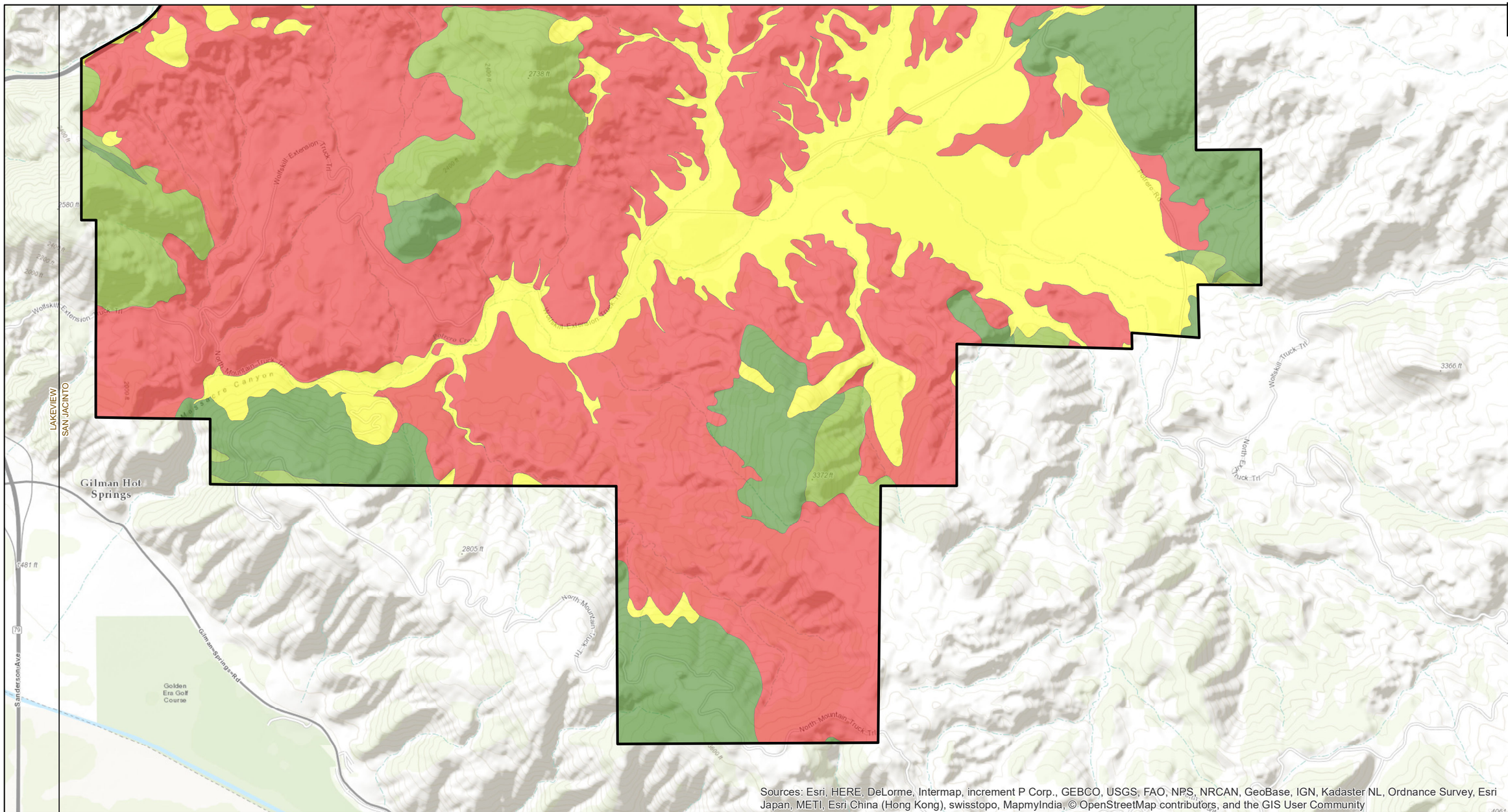
1 0.5 0 1 Miles

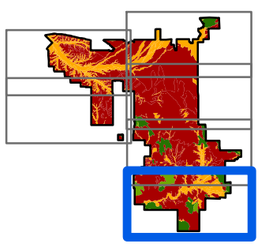
1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

Beaumont, El Casco, and San Jacinto, CA 7.5' USGS Quadrangle

Paleontological Sensitivity in the City of Beaumont General Plan Update Project Area.





Legend

- Project Area
- High Paleontological Sensitivity
- Low Paleontological Sensitivity
- Low to no Paleontological Sensitivity
- None Paleontological Sensitivity

SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

San Jacinto, CA 7.5' USGS Quadrangle

Paleontological Sensitivity in the City of Beaumont General Plan Update Project Area.

Memo

To: City of Beaumont
From: Raimi + Associates
Date: 8/27/20
Re: General Plan Update EIR GHG Analysis Findings

The following memorandum summarizes the potential greenhouse gas impacts associated with population and job growth facilitated by the land use designations proposed under the General Plan Update (GPU) in 2040. In accordance with CEQA, this analysis evaluates the significance of project impacts in terms of: (1) whether, or not, the project would generate greenhouse gas (GHG) emissions that may have a significant impact on the environment; and (2) whether, or not, the project would conflict with any applicable policy, plan, or regulation intended to reduce GHG emissions.

Key Findings

- Total annual emissions of GPU in 2040 equal 709,218 $MTCO_2e$ and 4.3 $MTCO_2e$ per service population.
- Estimated 2040 emissions 4.3 $MTCO_2e$ per service population are greater than the calculated threshold of significance of 2.0 $MTCO_2e$ per service population. Therefore, emission mitigation measures will be required.

Approach + Methodology

Greenhouse Gas Emissions

Greenhouse gas emissions were calculated for the anticipated future growth in Beaumont. Forecast emission levels were estimated for 2040 using population, housing, and employment forecasts developed for the General Plan update and consistent with the Traffic Impact Analysis (TIA) and other EIR analysis (Table 1). Mobile source emissions were estimated based on daily vehicle miles traveled (VMT) data from the TIA, and the CARB EMFAC emissions factor model was used to estimate vehicle emissions associated with VMT. These estimates include the effects of existing State and city regulations, representing an "Adjusted Business-as-Usual" forecast. The forecast accounts for implementation of State programs to reduce emissions locally (e.g., Assembly Bill 1493, Senate Bill 100, and incremental improvements in Title 24) and of existing local programs to reduce emissions (e.g., water efficiency measure).

Table 1. GPU Demographics Projections 2018-2040

	2018 (Baseline)	2030	2040 (GPU Horizon Year)
Households	14,394	28,825	40,851
Population	49,630	91,944	127,205
Jobs	10,377	25,525	38,149
Beaumont per Service Population	60,007	117,469	**165,354**

The baseline conditions modeling assumed the year 2018 and the future Beaumont General Plan modeling year assumed 2040. For comparison, 2020 and 2030 greenhouse gas emissions were estimated to compare to the State target defined in Senate Bill 32 (2016), 15 percent below 1990 levels by 2020 and 40 percent below 1990 levels by 2030.

Table 2. Emissions by Sector 2018-2040 (MTCO2e)

Sector	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 GP Buildout
Residential electricity	*28,611*	*27,916*	*26,961*	*12,280*
Residential natural gas	*27,677*	*32,301*	*49,395*	*67,493*
Nonresidential electricity	*22,819*	*23,718*	*26,735*	*12,991*
Nonresidential natural gas	*3,957*	*4,920*	*8,781*	*12,801*
On-Road Transportation	*249,364*	*286,315*	*472,645*	*547,663*
Landfilled Waste	*12,030*	*13,950*	*21,154*	*29,778*
Water + Wastewater Treatment	*88,603*	*85,894*	*55,864*	*26,212*
TOTAL	***433,062***	***475,014***	***661,535***	***709,218***

Establishing GHG Emission Threshold

Although local governments have broad influence and exclusive authority over some activities that contribute to statewide GHG emissions, there are no state-mandated GHG reduction targets for individual cities or counties. However, there are several common approaches for assessing consistency with statewide GHG reduction targets for plan level assessments as well as project level assessments.

This analysis uses as per service population threshold parallel with the 2017 California Scoping Plan (CARB 2017). This approach recognizes that Beaumont is a growing city, and that growing cities do not generally see a reduction in total GHG emissions. Instead, due to the influx of new people and jobs to the city, more emissions are generated. Given that Beaumont's population and job totals are projected to double by 2040, using a per capita or per service population (jobs + population) is the most valid approach. This technique also acknowledges that cities are dynamic (and not just a point in time analysis). It is a reasonable way of evaluating emissions and is the industry standard in the climate action planning field.

However, using a per capita emissions target would not represent a useful threshold for determining whether future commercial and industrial development projects contribute their fair share towards meeting City emission targets. In order to facilitate subsequent project-level analysis of future residential, commercial, and industrial projects, this analysis uses a per service population threshold.

To determine the significance thresholds, three steps were taken. First, the analysis used the State's Scoping Plan to establish current conditions for emissions. Then the analysis reviewed existing State policies including AB 32, SB 32 and Executive Order S-03-05 (80% reduction by 2050) to calculate the State target emissions reductions based on the adopted policies. Finally, the analysis established the thresholds of significance based on the State's target emissions. For 2040, the threshold is 2.0 $MTCO_2e$ per service population (see Table 2).

Table 3. Thresholds of Significance for Greenhouse Gas Emissions in $MTCO_2e$

	2018 (Baseline)	2020	2030	Adjusted 2040 (GPU Build-out)
State Reduction Target	N/A	15% Below 1990 levels	40% Below 1990 levels	60% Below 1990s levels
Target per Service Population	5.6 $MTCO_2e$	5.6 $MTCO_2e$	3.2 $MTCO_2e$	2.0 $MTCO_2e$
Beaumont per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$

GHG Analysis Results

In order to determine the GHG impacts of the full buildout of the 2040 General Plan Update, R+A calculated the Adjusted Business-as-Usual (ABAU) emissions based on the General Plan Update growth projections and baseline year 2018 emissions. The ABAU forecast accounts for the impacts of adopted

State climate action policies on local emissions. There are four major policies that the State has adopted to reduce GHG emissions at the local level:

1. **Renewables Portfolio Standard (RPS):** This law requires that electrical utilities provide an increased amount of electricity from eligible renewable sources. SB 100 requires that 33% of electricity sold by utilities in 2020 be renewable, 60% be renewable in 2030, and 100% be carbon-free in 2045.
2. **Title 24:** Title 24 is the set of regulations that specifies how new buildings must be constructed, including specifying minimum energy efficiency standards. These standards are updated triennially to be more stringent. California has set a goal for zero-net energy new construction by 2030.
3. **Clean Car Standards:** These standards require that vehicles sold in California meet minimum fuel efficiency requirements, and that fuel sold in the state emits less GHGs during production and use.
4. **SB 1383:** This law requires that food scraps and other organic material be diverted from landfill disposal. The State goal is that 75% of organic material is diverted from landfill by 2025.

Additionally, R+A utilized the VMT estimates generated by Fehr & Peer's updated traffic model for the City to calculate on-road emissions. These VMT estimates are a more accurate depiction of the anticipated conditions in Beaumont in 2040.

Based on these adjusted inputs, the estimated total emissions for the Beaumont 2040 build-out equals 709,218 $MTCO_2e$ which translates to 4.3 $MTCO_2e$ per service population, including the sphere of Influence (SOI) as shown in Table 2. This is a 64% increase in total emissions since the 2018 baseline year and a 41% decrease in per service population emissions.

Table 4. 2040 GPU Estimated Emissions in $MTCO_2e$

	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 (GPU Build-out)	% Change (Baseline to 2040)
Total Emissions	433,063 $MTCO_2e$	475,014 $MTCO_2e$	661,535 $MTCO_2e$	709,218 $MTCO_2e$	64%
Beaumont per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$	-41%

Potential Strategies for GHG Reductions

Since the estimated GHG emissions per service population in 2040 are higher than the threshold of significance, the City must prepare GHG mitigation measures. The City is currently participating in the

Western Riverside Council of Governments (WRCOG) regional Climate Action Plan (CAP) effort that addresses GHG emissions related to the following sectors at a minimum: energy and buildings, transportation, waste, and water and wastewater. The following table presents some best practice goals and strategies to achieve GHG reductions in each sector that the City could examine implementing in the future.

Table 5. Potential GHG Mitigation Strategies by Sector

Sector	Strategy
Buildings + Energy	Require residential and commercial energy efficiency upgrades in existing buildings
	Examine adopting an energy efficiency or electrification reach code beyond Title 24 requirements for new construction
	Explore requiring solar PV installation on residential and commercial buildings beyond CALGreen requirements
	Examine accelerating the renewable portfolio by joining a Community Choice Aggregation (CCA) program that procures 100% renewable energy
Transportation	Implement a Transportation Demand Management Program
	Examine adopting an EV-Ready reach code for EV charging infrastructure in residential and nonresidential new construction beyond CALGreen requirements
	Prioritize implementation of General Plan action items that encourage mode shift from driving alone to biking, walking and transit
	Explore implementing new micro-mobility programs including e-scooters and bikeshare
	Explore redesigning parking pricing in commercial and retail districts; requiring designated parking for EVs and carpool vehicles at new non-residential development; amending zoning codes to reduce vehicle parking requirements in new development.
Waste	Evaluate adopting a polystyrene ban
	Require commercial and residential organics and food waste recycling
	Examine adopting a single-use plastics ban
Water	Require residential and commercial water efficiency upgrades in existing buildings
	Evaluate adopting indoor and outdoor water efficiency requirements beyond CALGreen for new construction
	Streamline permitting for laundry to landscape greywater systems
	Invest in recycled water infrastructure and other local water supplies

Sources

American Community Survey: https://www.census.gov/programs-surveys/acs/data.html

Beaumont-Cherry Valley 2015 UWMP: https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf

Beaumont General Plan Update growth and transportation (TIA) assumptions

California Air Resources Board EMFAC 2040 model: https://arb.ca.gov/emfac/

California Air Resources Board 2017 Scoping Plan: https://ww2.arb.ca.gov/ghg-inventory-data

California Energy Commission:
https://efiling.energy.ca.gov/GetDocument.aspx?tn=205065&DocumentContentId=21592
CalRecycle 2014 Waste Characterization Study:
https://www2.calrecycle.ca.gov/WasteCharacterization/ResidentialStreams?lg=1033&cy=33

CalRecycle Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions:
https://www.calrecycle.ca.gov/climate/slcp

Energy Code Ace:
https://energycodeace.com/download/13929/file_path/T20%20Plumbing%20FS%20081116%20(2).pdf
https://energycodeace.com/download/35132/file_path/fieldList/Whats%20New.2019%20Residential%20Code
https://energycodeace.com/download/35133/file_path/fieldList/Whats%20New.2019%20Nonresidential%20Code

SoCalGas data request, February 2020

Southern California Edison data request, February 2020

FINAL Transportation Impact Analysis

Beaumont General Plan Update

And Beaumont Downtown Area Plan

Prepared for:
Raimi and Associates

July 2020

OC17-0488

FEHR PEERS

Table of Contents

1. EXECUTIVE SUMMARY 5

Proposed General Plan Update 5
Scope of Study 5
Findings 5

2. INTRODUCTION 7

Project Description 7
Study Area 7
Analysis Scenarios 11

3. ANALYSIS METHODOLOGY 14

Transportation Trends 14
Level of Service Criteria 14
Intersection Analysis 14
Roadway Analysis 16
Performance Criteria and Thresholds of Significance 17
Intersection Impact Criteria 17
Roadway Segment Impact Criteria 17
Traffic Volume Forecasting 18
Riverside County Traffic Analysis Model 18

4. EXISTING (2018) CONDITIONS 21

Existing Roadway Facilities 21
Regional Roads 21
Local Roads 21
Bicycle Facilities 23
Class I Bikeways (Bike Paths) 23
Class II Bikeways (Bike Lanes) 23
Class III Bikeways (Bike Routes) 24
Class IV Bikeways (Cycle Tracks) 24
Pedestrian Facilities 25
Existing Transit Facilities 28

Bus Services 28
Passenger Rail 30
Golf Cart Network 30
Golf Cart Lanes 30
Golf Cart Route Area 30
Golf Course Cart Crossing Zones 32
Traffic Volumes and Lane Configurations 32
Intersection Operations 32
Roadway Operations 35

5. EXISTING (2018) PLUS PROJECT CONDITIONS 37

Traffic Volumes 37
Planned Roadway and Intersection Improvements 37
Intersection Operation Analysis 40
Roadway Operations 42
Impact Assessment 43
Intersection Impacts 43
Roadway Impacts 44

6. CUMULATIVE (2040) CONDITIONS 45

Traffic Volumes 45
Planned Roadway and Intersection Improvements 45
Intersection Operation Anaysis 45
Roadway Segment Operation Analysis 48

7. VEHICLE MILES TRAVELED (VMT) ANALYSIS 50

VMT Background 50
VMT Analysis 51
tRANSPORTATION dEMAND mANAGEMENT 54
Parking 55
Commute 55
Pedestrian and Bicycle 55

8. IMPACT ANALYSIS 57

Existing (2018) Plus Project Impacts 57
Intersection Improvement Impacts 57
Roadway Improvement Impacts 57
Cumulative Year (2040) Impacts 57
Intersection Impacts 57
Roadway Impacts 57

List of Figures

Figure 2-1 Project Study Area and Land Use 8
Figure 2-2 Beaumont Downtown Area Plan and Land Use 9
Figure 2-3 Project Study Intersections 12
Figure 2-4 Project Study Roadway Segments 13
Figure 3-1 Proposed Roadway Connections 19
Figure 4-1 Existing Bicycle Facilities 26
Figure 4-2 Pedestrian and Bicycle Priority Facilities 27
Figure 4-3 Existing Transit Facilities 29
Figure 4-4 Existing and Proposed Golf Cart Facilities 31
Figure 4-5 Existing Year (2018) Conditions Peak Hour Traffic Volumes and Lane Configurations 34
Figure 5-1 Existing (2018) Plus Project Conditions Peak Hour Traffic Volumes and Lane Configurations. 38
Figure 6-1 Cumulative (2040) Traffic Volumes and Lane Configurations 46

List of Tables

Table 3-1 Intersection LOS Criteria 15
Table 3-2 Proposed Roadway Classification Standards 16
Table 4-1 Existing Intersection Operations 33
Table 4-2 Roadway Level of Service Existing Conditions 35
Table 5-1 Existing (2018) Plus Project Intersection Conditions 41
Table 5-2 Roadway Level of Service Existing Plus Project Conditions 42
Table 5-3 Existing (2018) Plus Project Impact Roadway Segment Impacts Summary 44

Table 6-1 Cumulative (2040) Year Intersection Conditions 47
Table 6-2 Roadway Segment Operations Future Year Conditions 48
Table 7-1 Beaumont General Plan Update VMT Summary 52
Table 7-2 VMT Per Service Population Analysis 53
Table 7-3 Future Year VMT Per Service Population Comparison 53
Table 7-4 VMT Regional Comparison – Future Year 54

Appendices

Appendix A: Traffic Counts
Appendix B: Synchro Reports
Appendix C: VMT Analysis

1. EXECUTIVE SUMMARY

PROPOSED GENERAL PLAN UPDATE

Fehr & Peers has completed a transportation impact analysis (TIA) for the proposed 2018 Beaumont General Plan Update and Beaumont Downtown Area Plan (DAP) in the City of Beaumont, California. The proposed City of Beaumont General Plan Update (the project) consists of residential, commercial, industrial, and some mixed-use land use designations. In total, the General Plan land use buildout assumes the following:

26,566 acres
40,851 housing units
127,205 population[1]
33,076,048 non-residential square feet
38,149 jobs

SCOPE OF STUDY

Intersections, roadway segments, freeway mainline segments, and multi-modal transportation facilities such as pedestrian, bicycle, and transit, were all considered in this TIA. The study area includes facilities mostly in the City of Beaumont and its sphere of influence, but it also includes facilities under the jurisdiction of Caltrans and the County of Riverside.

FINDINGS

This TIA, prepared pursuant to the California Environmental Quality Act (CEQA), found that the following locations require physical improvements in order to be consistent with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system. All

[1] This population count was developed for travel demand model forecasting purposes. The population for each traffic analysis zones (TAZ) was determined using the assumed residents per household identified in the SCAG socio-economic data. This method, though consistent with regional assumptions, differs from population estimates used in other analysis areas (such as energy and water).

intersections in the Existing (2018), Existing (2018) Plus Project, and Cumulative (2040) Conditions operate at an acceptable level of service (LOS). Therefore, no mitigation measures were created.

In the Existing Plus Project scenario, the Interstate 10 (I-10) between Pennsylvania Avenue and Highland Springs Avenue will require additional lanes to operate acceptably. In the Cumulative (2040) scenario, the following roadway segments will operate deficiently and require additional lanes to mitigate impacts:

Beaumont Avenue/State Route 79 (SR-79) - South of California Avenue
SR-60 Freeway - West of the I-10
I-10 Freeway West of SR-60
I-10 Freeway Between SR-60 and SR-79
I-10 Freeway Between SR-79 and Pennsylvania Avenue
I-10 Freeway Between Pennsylvania Avenue and Highland Springs Avenue

All other items covered in the Initial Checklist (Appendix G of CEQA) were determined to have less than significant impacts.

2. INTRODUCTION

Fehr & Peers has completed a TIA for the proposed Beaumont General Plan Update and the Beaumont Downtown Area Plan (DAP) in the City of Beaumont, California. This report summarizes the methodology, findings and conclusions of the analyses, including identification of recommended mitigation measures necessary to maintain consistency with the goals and policies of the proposed General and Area Plan. This chapter outlines the geographic scope of the TIA, including the study area.

PROJECT DESCRIPTION

The City of Beaumont is located in Riverside County. It is bordered by the City of Banning to the east and Calimesa to the west. The proposed Beaumont General Plan Update includes a sphere of influence located predominately south of the current City limits. In total, the General Plan land use proposes a buildout of the following assumptions:

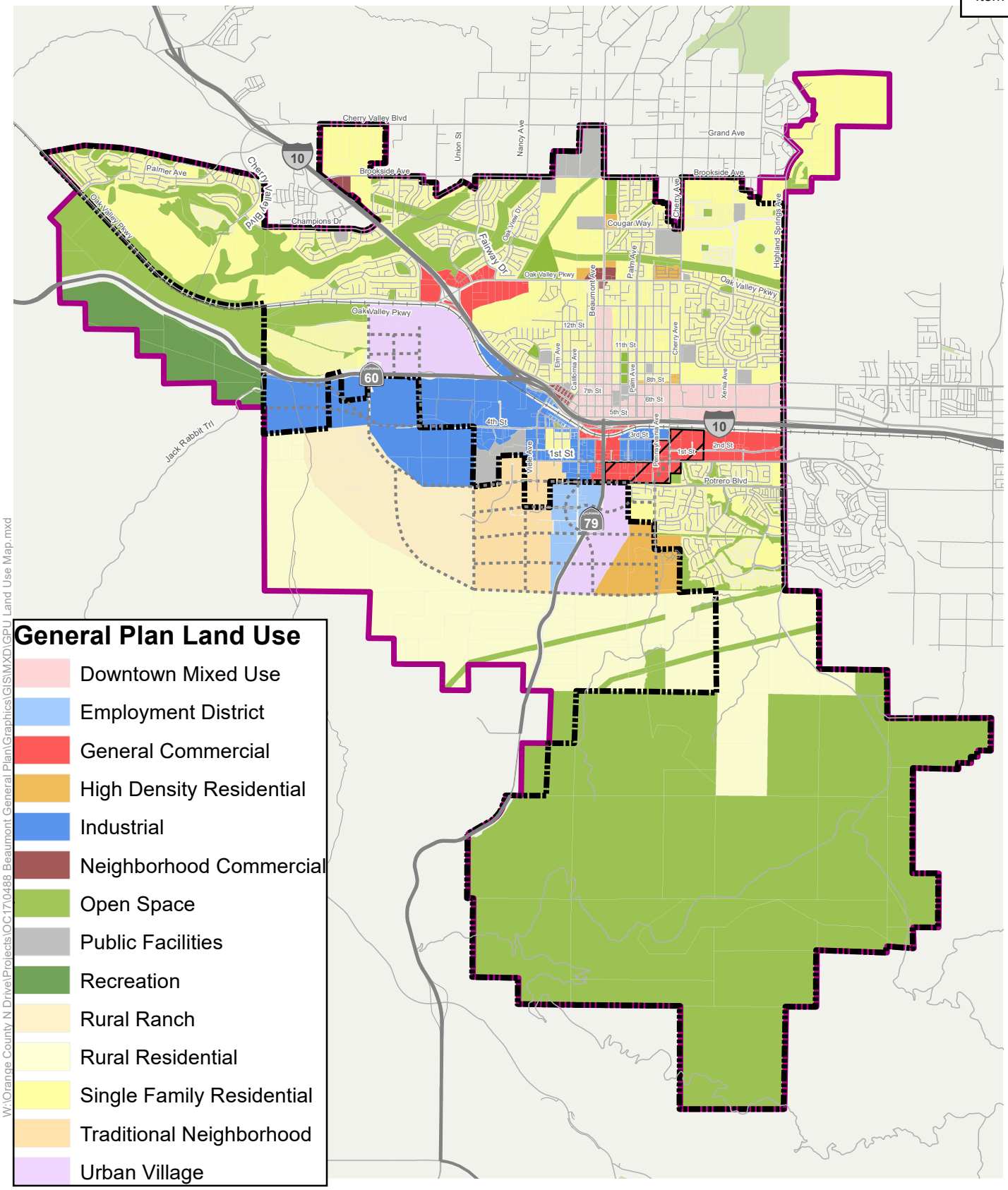
26,566 acres
40,851 housing units
127,205 population
33,076,048 non-residential square feet
38,149 jobs

In the context of this TIA, the buildout of the general plan will be referred to as "the project". **Figure 2-1** identifies the project's boundaries (including the sphere of influence), proposed General Plan land use assumptions, and the general location of the City.

The analysis also reflects the Beaumont Downtown Area Plan. The DAP is focused on Sixth Street between Veile Avenue and Highland Springs Avenue, and along Beaumont Avenue between Fifth Street and 12th Street. **Figure 2-2** identifies the Beaumont Downtown Area Plan boundary and shows the proposed land use within that area.

STUDY AREA

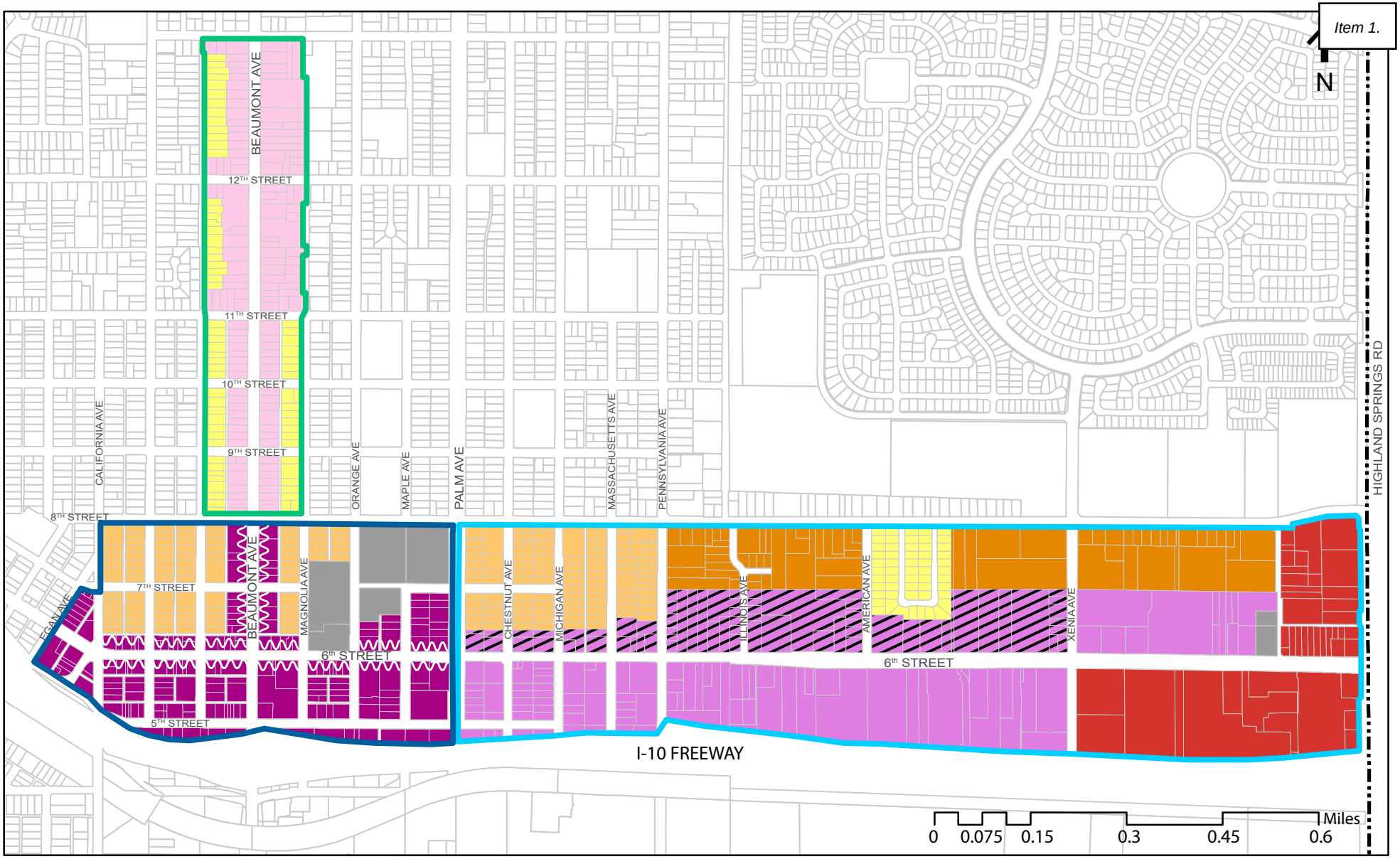
The study area of this analysis includes roadway segments in and around the City of Beaumont that are anticipated to be affected by the proposed General Plan. Roadway segments were selected based on areas where significant change occurred due to the General Plan land use assumptions.



W:\Orange County N Drive\Projects\OC17\0488 Beaumont General Plan\Graphics\GIS\MXD\GPU_Land Use Map.mxd

Figure 2-1

Beaumont General Plan Project Area



City Boundary
Beaumont Avenue Subarea
Downtown Subarea
Extended 6th Street Subarea
Active Ground Uses Required
Downtown Residential Single Family
Downtown Mixed Residential
Downtown Residential Multifamily
Local Commercial
Public Facilities
Downtown Mixed Use
Beaumont Mixed Use
Sixth Street Mixed Use
Sixth Street Mixed Use - Residential

Figure 2-2

City of Beaumont Downtown Area Pla

The study intersections were selected based on the City's desire to review intersections within the Beaumont Downtown Area Plan Area and not required by the General Plan.

The following lists define the study area:

Signalized Intersections:

1. Beaumont Avenue/11th Street
2. Beaumont Avenue/Eighth Street
3. Sixth Street/California Avenue
4. Sixth Street/Beaumont Avenue
5. Beaumont Avenue/Fifth Street
6. Sixth Street/Orange Avenue
7. Sixth Street/Palm Avenue
8. Sixth Street/Pennsylvania Avenue
9. Sixth Street/Xenia Avenue
10. Sixth Street/Highland Springs Avenue
11. Beaumont Avenue/ I-10 westbound Ramps

Roadway Segments:

1. Oak Valley Parkway west of Potrero Boulevard
2. Oak Valley Parkway east of Potrero Boulevard
3. Oak Valley Parkway between I-10 westbound Ramps and Oak View Drive
4. Beaumont Avenue north of Oak Valley Parkway
5. Oak Valley Parkway west of Starlight Avenue
6. Beaumont Avenue between Eighth Street and 12th Street
7. Highland Springs Avenue south of Oak Valley Parkway
8. Xenia Avenue north of Sixth Street
9. Sixth Street east of Veile Avenue
10. Beaumont Avenue between Fifth Street and Sixth Street
11. Sixth Street east of Beaumont Avenue
12. Pennsylvania Avenue between Sixth Street and I-10 WB Ramps
13. Sixth Street east of Pennsylvania Avenue
14. Highland Springs Avenue between Fifth Street and Sixth Street
15. Veile Avenue north of Fourth Street
16. Beaumont Avenue south of Fourth Street

17. Pennsylvania Avenue between I-10 EB Ramps and Third Street
18. Highland Springs Avenue between I-10 EB Ramps and First Street
19. First Street between Pennsylvania and Highland Springs Avenue
20. Beaumont Avenue (SR-79) south of First Street
21. Beaumont Avenue (SR-79) south of California Avenue
22. SR-60 Freeway west of I-10
23. I-10 Freeway west of SR-60
24. I-10 Freeway between SR-60 and SR-79
25. I-10 Freeway between SR-79 and Pennsylvania Avenue
26. I-10 Freeway between Pennsylvania Ave and Highland Springs Avenue

Figure 2-3 and **Figure 2-4** showcase the study area and analyzed intersections and roadways.

ANALYSIS SCENARIOS

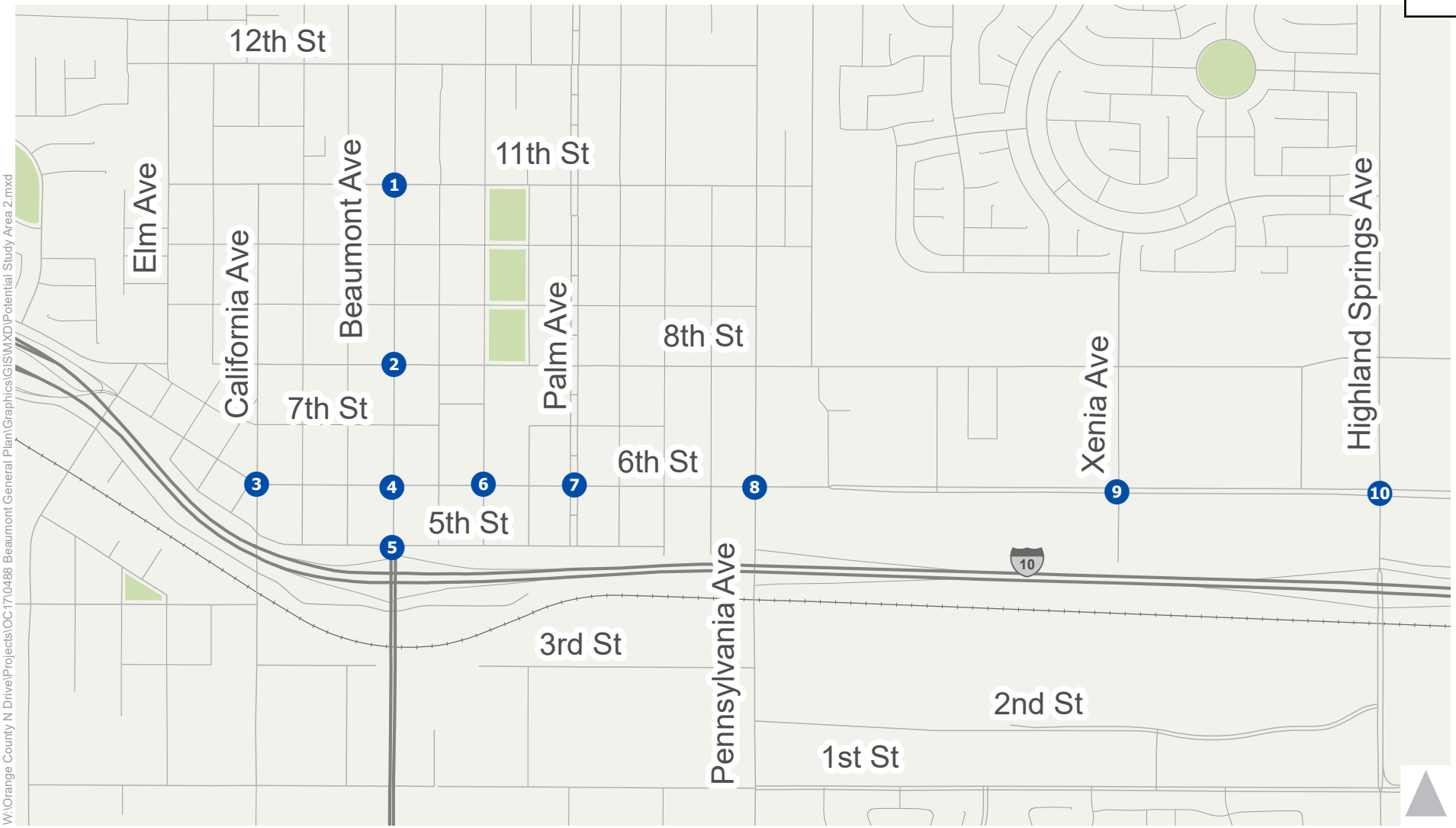
To identify potential significant project impacts, Fehr & Peers analyzed the following three scenarios:

Existing Year (2018) Conditions – Based on existing counts collected in the study area in April of 2018.

Existing Year (2018) Plus Project Conditions – Consists of forecasted volumes based on the buildout of the project inside the sphere of influence and existing land use conditions outside of the City. The "Plus Project" condition includes buildout of the proposed General Plan Update (which also includes the DAP).

Cumulative Year (2040) Conditions – Consists of forecasted volumes to Year 2040 based on the growth and travel forecasts contained in the RIVTAM travel demand forecasting model and the land use and transportation projects proposed by the General Plan Update (which also includes the DAP).

The TIA was performed during the typical weekday AM and PM peak hour conditions at the study intersections. Average daily traffic was used to evaluate roadway segment operations for those study facilities. Planned intersection and roadway changes proposed as part of the Beaumont Downtown Area Plan are assumed as part of the project.



Study Intersections

Figure 2-3
Study Intersections

Roadway Study Segments

Figure 2-4
Roadway Study Segments

3. ANALYSIS METHODOLOGY

This chapter discusses the analysis methodologies and assumptions used to determine project impacts as approved by the City.

TRANSPORTATION TRENDS

Transportation network companies (TNCs), such as Lyft and Uber, and vehicles are transportation trends that have begun to influence travel behaviors and are projected to continue to do so in the future. At this time, however, sufficient data is not available to draw conclusions about these topics. Based on the limited information available, it is difficult, if not impossible, to document how these transportation trends quantitatively influence overall travel conditions. This TIA relies on the best information available about existing and future travel patterns, at the time of publication, in order to provide the public and decision makers with the best information possible on which to evaluate the General Plan. Therefore, this analysis of this TIA does not account for these transportation trends.

LEVEL OF SERVICE CRITERIA

INTERSECTION ANALYSIS

Intersection operating conditions in the study area were evaluated using the Highway Capacity Manual (HCM) 6th Edition Transportation Research Board (TRB) methodology, which is considered the state-of-the-practice methodology for evaluating intersection operations and is consistent with the City of Beaumont and Caltrans requirements.

The HCM 6th Edition Methodology estimates a quantitative delay at intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in Table 3-1. Please see Table 3-1 for intersection LOS criteria.

Trafficware Synchro 10 software package was used to facilitate the HCM 6th Edition calculations. The delay, calculated in seconds per vehicle, was compared to the LOS thresholds outlined in the HCM 6th Edition. For signalized and all-way stopped controlled intersections, intersection level of service is determined based on

average delay per the standard HCM 6th Edition methodology. For side-street stop-controlled intersections, level of service is determined based on worst-case approach delay.

The following factors were applied in the intersection analysis:

Peak Hour Factor (PHF) was based on traffic counts collected in the field for all Existing Conditions analysis

PHF for all future analysis was set to 0.95

Heavy vehicle percentage was set to 2% for all analysis scenarios

TABLE 3-1
INTERSECTION LOS CRITERIA

Level of Service	Description	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	< 10.0	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	>10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	>15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	>25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	>35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0	>50.0

Source: Highway Capacity Manual (Transportation Research Board, 2017)

ROADWAY ANALYSIS

Roadway segment LOS is defined on the basis of Average Daily Traffic (ADT). Roadway segments for Existing (2018) conditions were analyzed utilizing the roadway segment LOS criteria from the Beaumont General Plan (1997). These traffic volume thresholds are shown in **Table 3-2**. Roadway segments for the Existing (2018) Plus Project and Cumulative (2040) Plus Project scenarios were analyzed utilizing HCM 6th Edition methodology. These traffic volume thresholds are shown in **Table 3-2**.

TABLE 3-2 PROPOSED ROADWAY CLASSIFICATION STANDARDS

Number of Lanes	LOS C (vehicles)	LOS D (vehicles)	LOS E (vehicles)
Freeway			
10	158,000	178,000	200,000
8	126,400	142,400	160,000
6	94,800	106,800	120,000
4	63,200	71,200	80,000
Expressway			
8	59,250	66,750	75,000
6	47,400	53,400	60,000
4	35,550	40,050	45,000
Urban Arterial Highway			
6	43,450	48,950	55,000
Arterial/Major Highway/ Major Frontage			
4	35,550	40,050	45,000
2	19,750	22,250	25,000
Downtown Streets			
6	43,450	48,950	55,000
4	35,550	40,050	45,000
2	19,750	22,250	25,000
Secondary Streets/Secondary Highway/Secondary Frontage			
4	31,600	35,600	40,000
2	15,800	17,800	20,000
Collector/ Industrial Collector			
4	19,750	22,250	25,000
2	9,880	11,130	12,500
Local Streets			
2	1,580	1,780	2,000

Source: Highway Capacity Manual (Transportation Research Board, 2017).

PERFORMANCE CRITERIA AND THRESHOLDS OF SIGNIFICANCE

The following LOS significance criteria were employed to determine if the project causes significant traffic impacts at intersections within the study area.

INTERSECTION IMPACT CRITERIA

Based on the City of Beaumont and Caltrans TIA guidelines, the following performance criteria and thresholds of significance were used to determine impacts at study facilities:

City of Beaumont

The City has adopted LOS D as the minimum acceptable standard, on all auto-priority streets, and LOS E as acceptable on non-auto-priority streets. A significant traffic impact occurs if the addition of project-generated trips causes an intersection to change from an acceptable LOS to a deficient LOS, or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.

Caltrans

Caltrans has adopted the transition between LOS C and LOS D as the threshold for their facilities. As such, LOS "D" is the minimum acceptable standard for state facilities. The project causes a significant impact if it causes the LOS to change from an acceptable LOS (LOS "D" or better) to a deficient LOS (LOS "E" or worse) or increases delay/density on a facility operating at an unacceptable level.

ROADWAY SEGMENT IMPACT CRITERIA

According to the City's evaluation criteria, the minimum acceptable daily LOS for roadways of Collector or higher roadway classification is LOS "D" for auto-priority streets, and LOS "E" for non-auto-priority. The recommended roadway segment impact thresholds are as follows:

A significant impact occurs when the LOS on a roadway segment degrades from an acceptable LOS to a deficient LOS; OR

A significant impact occurs when the project increases the volume to capacity (V/C) ratio of a roadway segment already operating at an unacceptable LOS by more than 0.02.[2]

[2] Significant impact threshold criteria is based on the County of Riverside TIA guidelines.

TRAFFIC VOLUME FORECASTING

RIVERSIDE COUNTY TRAFFIC ANALYSIS MODEL

The Riverside Traffic Analysis Model (RIVTAM) was used to develop forecasts for this project. The current RIVTAM uses a 2008 Base Year and a 2035 Future Year and Socioeconomic Data (SED), consistent with the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) model. However, the roadway networks and SED were reviewed for consistency with the 2016 RTP/Sustainable Communities Strategy (SCS) in the study area and updated appropriately based on the comparison to create a 2016 Base Year and 2040 Future Year condition.

The roadway network in the RIVTAM model was reviewed to determine the level of detail in the project study area. The following roadway improvements were identified for inclusion based on the RTP:

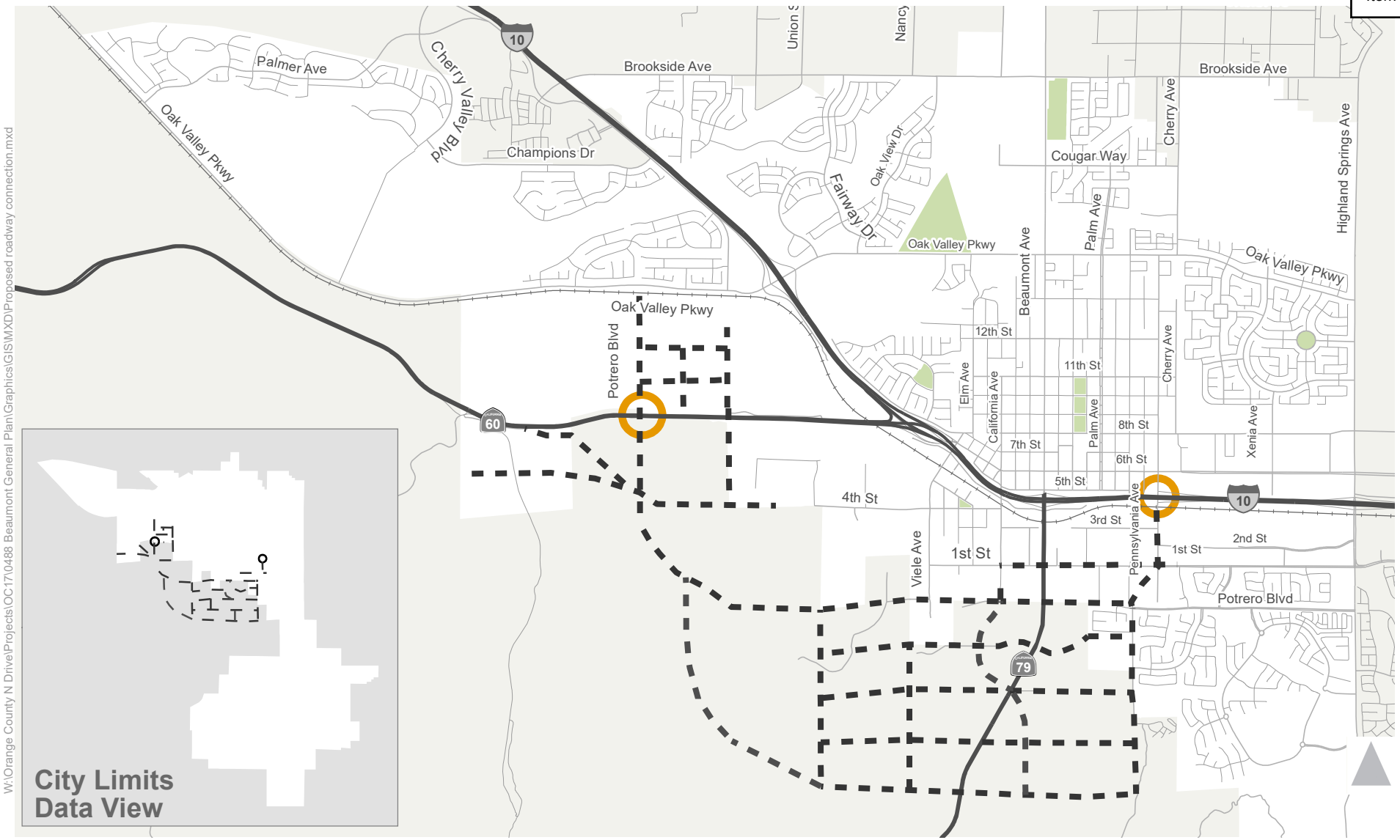
- RTP ID RIV050535: Construction of new Potrero Boulevard and SR-60 interchange (Completion Year 2020)
- RTP ID 3AO4WT003: Widening of Highland Springs Avenue from four to six lanes between Fifth Street and I-10 south ramps (Completion Year 2035)
- RTP ID 3MO4WT001: Widening of Highland Springs Avenue from four to six lanes between Fifth Street and First Street (Completion Year 2027)
- RTP ID 3MO4WT004: Reconstruct Pennsylvania Avenue and I-10 interchange to a full diamond interchange (Completion Year 2030)

In addition to these network improvements noted above, the roadway network proposed as part of the General Plan Update Mobility Element were included as part of the proposed project. **Figure 3-1** shows the proposed roadway and network improvements.

Socio-Economic Data (SED)

As mentioned above, the General Plan land use proposes a buildout with the following assumptions:

26,566 acres
40,851 housing units
127,205 population
33,076,048 non-residential square feet
38,149 jobs



Proposed Roadway Connections

New Interchange

Figure 3-1
Proposed Roadway Connections

The travel demand forecasting model includes inputs such as households, assumptions related to population in those households, and jobs (for non-residential uses). As mentioned above, the population for each traffic analysis zone (TAZ) was determined using the assumed residents per household identified in the SCAG socio-economic data. This method was used to be consistent with the regional RTP/SCS assumptions; however, using the SCAG socio-economic data to estimate population at a TAZ level does result in a population estimate that differs from population estimates used in other analysis areas.

Volumes Forecasting

RIVTAM was used to develop the future traffic volume forecasts. Three model scenarios were utilized in the forecasting process: Base Year, Base Year Plus Project, and Future Year, as described below:

Base Year Model – This scenario contains the base year (2012) land use and roadway network assumptions.

Base Year Plus Project Model – This scenario contains the base year (2012) land use and roadway network assumptions. The TAZs in the City of Beaumont were updated based on the General Plan proposed land use socioeconomic data. The network was updated to reflect the roadway network proposed in the Mobility Element of the General Plan Update. The most recent information for the Potrero Boulevard/SR-60 interchange improvement and Pennsylvania Avenue/I-10 interchange improvement projects were included in the roadway network.

Future Year Model – This scenario contains the future year (2040) land use and roadway network assumptions. The TAZs in the City of Beaumont were updated based on the General Plan proposed land use socioeconomic data. The network was updated to reflect the General Plan Mobility Element.

To develop Future Year scenario forecasts, the Future Year model was compared to the Base Year model outputs using the difference method. The difference method was implemented using standard techniques consistent with the National Cooperative Highway Research Program (NCHRP) Report 716. The arithmetic difference was taken between the future year and base year model outputs, and that difference was used to determine annual growth. That annual growth was then added to the existing traffic counts collected in 2018 to determine the project traffic volumes. This method was applied for both turning movement volumes and roadway segment ADT volumes. To provide a conservative analysis, negative growth was not included in the adjustment process. If the model predicted negative growth over existing conditions, the existing conditions volumes were utilized.

4. EXISTING (2018) CONDITIONS

This chapter discusses the existing transportation conditions in the project study area. This discussion addresses the roadway, transit, bicycle, and pedestrian networks. An operational analysis of the study area intersections, roadway segments, and freeway mainline facilities is also discussed.

EXISTING ROADWAY FACILITIES

REGIONAL ROADS

Interstate 10 (I-10) - I-10 provides direct access to the City by way of on and off-ramps located at Beaumont Avenue, Highland Spring Avenue, Oak Valley Parkway, Pennsylvania Avenue, and State Route 60 (SR-60). I-10 is an east-west facility with eight lanes and a posted speed of 70 mph that extends west to the City of Los Angeles and eastward to Arizona and beyond.

State Route 60 (SR-60) – The SR-60, also known as the Moreno Valley Freeway in Beaumont, provides direct access to the City by way of on- and off-ramps located at Sixth Street. Additional access will be provided by a new interchange currently under construction at Potrero Boulevard. SR-60 begins west of the City in Los Angeles and terminates at its I-10 junction within the City of Beaumont. Within the City limits, the highway has four lanes with a posted speed of 65 mph.

State Route 79 (SR-79) – SR-79 is a north-south facility beginning in Beaumont, extending south, and terminating in Los Terrenitos at Interstate 8 (I-8). Within the city limits, the highway has four lanes. Beaumont Avenue south of 5th Street is also designated as SR-79. It is a state highway with a posted speed of 45 miles per hour within the city limits.

LOCAL ROADS

First Street – First Street was classified as a major arterial between Michigan Avenue and Highland Springs Avenue, and as a secondary street between Michigan Avenue and Viele Avenue, in the 2007 General Plan Update. The roadway is now classified as an arterial. It is an east-west facility with four lanes that provides access to the Walmart transit transfer station.

Sixth Street – Sixth Street was classified as a major arterial between Pennsylvania Avenue and Xenia Avenue and a secondary arterial between Beaumont Avenue and Pennsylvania Avenue in the 2007 General Plan

Update. The roadway is not classified as a downtown street. It is an east-west facility with four lanes. It provides direct access to SR-60 and I-10.

Beaumont Avenue – Beaumont Avenue was classified as a major arterial between Oak Valley Parkway and Cougar Way, a secondary roadway between Sixth Street and Oak Valley Parkway, and an expressway between Laird Road and 5th Street in the 2007 General Plan Update. The roadway is now classified as a collector north of Cougar Way, an arterial between Cougar Way and Oak Valley Parkway, a downtown street between Oak Valley Parkway and the I-10 westbound ramps, and an expressway south of the I-10 westbound ramps. It is a north-south facility with four lanes that provides access through the central core of the city.

Highland Springs Avenue - Highland Springs Avenue was classified as an arterial north of Sixth Street and between First Street and Potrero Boulevard; an urban arterial between Sixth Street and First Street; a secondary roadway between Potrero Boulevard and Breckenridge Avenue; and a divided collector south of Breckenridge Avenue in the 2007 General Plan Update. The roadway is now classified as an arterial north of First Street and a collector between First Street and Potrero Boulevard. It is a north-south facility that varies between four and six lanes.

Oak Valley Parkway – Oak Valley Parkway was classified as an urban arterial between Potrero Boulevard and Oak View Drive, a major arterial between Potrero Boulevard and Palmer Avenue, and a major arterial between Beaumont Avenue and Highland Springs Avenue, in the 2007 General Plan Update. The roadway is now classified as an arterial. It is an east-west facility with four lanes.

Palms Avenue – Palms Avenue was classified as a collector roadway in the 2007 General Plan Update. The roadway is still classified as a collector. It is a north-south facility with two lanes. Palm Avenue has a center median that serves pedestrians and bicyclists.

Pennsylvania Avenue – Pennsylvania Avenue was classified as an arterial between Sixth Street and First Street in the 2007 General Plan Update. The roadway is still classified as an arterial. It is a north-south facility with two lanes that provides access to I-10.

Potrero Boulevard – Potrero Boulevard was classified as a major arterial between Fourth Street and Michigan Avenue, and as a secondary roadway between Michigan Avenue and Highland Springs Avenue in the 2007 General Plan Update. This roadway is now classified as an arterial west of Pennsylvania Avenue and a collector east of Pennsylvania Avenue. It is an east-west facility with two lanes.

BICYCLE FACILITIES

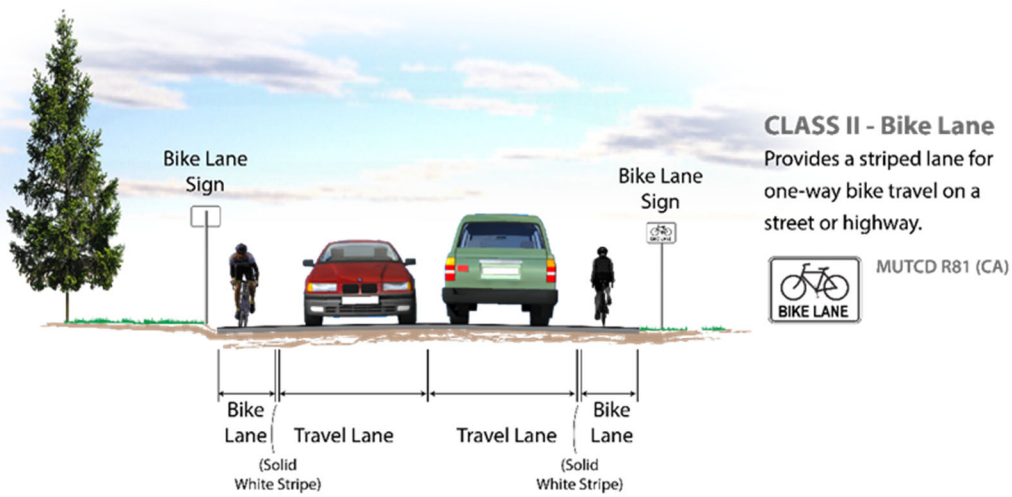
Bicycle facilities are classified as follows:

CLASS I BIKEWAYS (BIKE PATHS)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings, where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

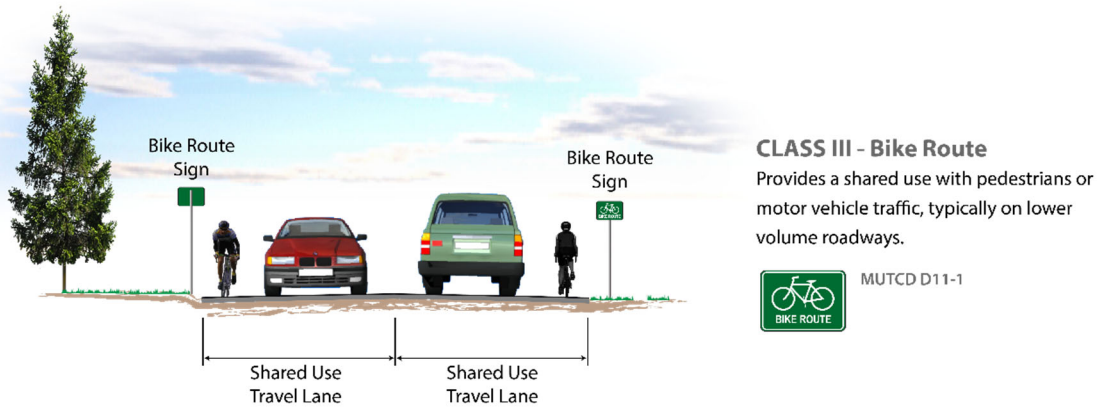
CLASS II BIKEWAYS (BIKE LANES)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.



CLASS III BIKEWAYS (BIKE ROUTES)

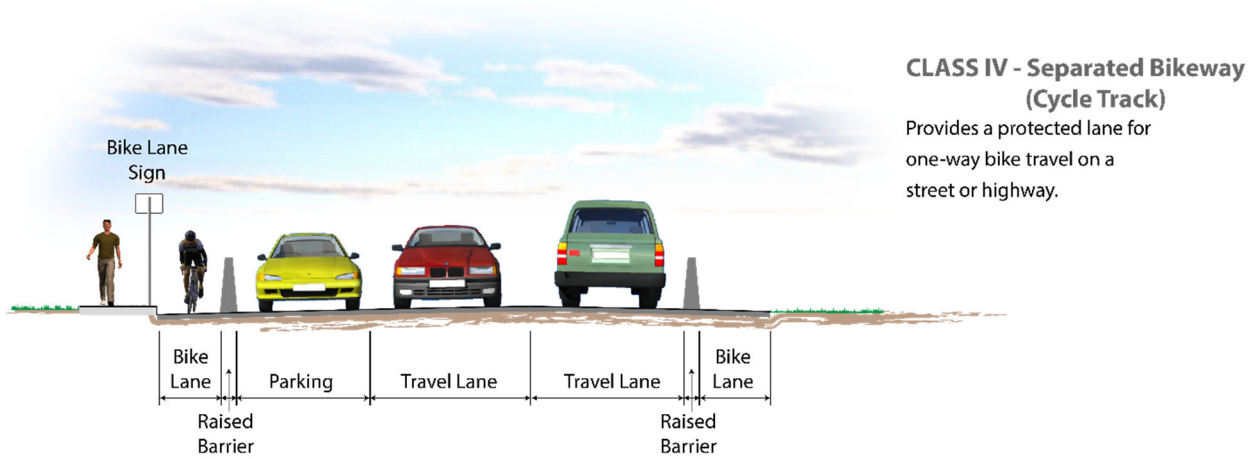
Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage on both the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space, denoting that the street is an official bike route.



CLASS IV BIKEWAYS (CYCLE TRACKS)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, and on-street parking).

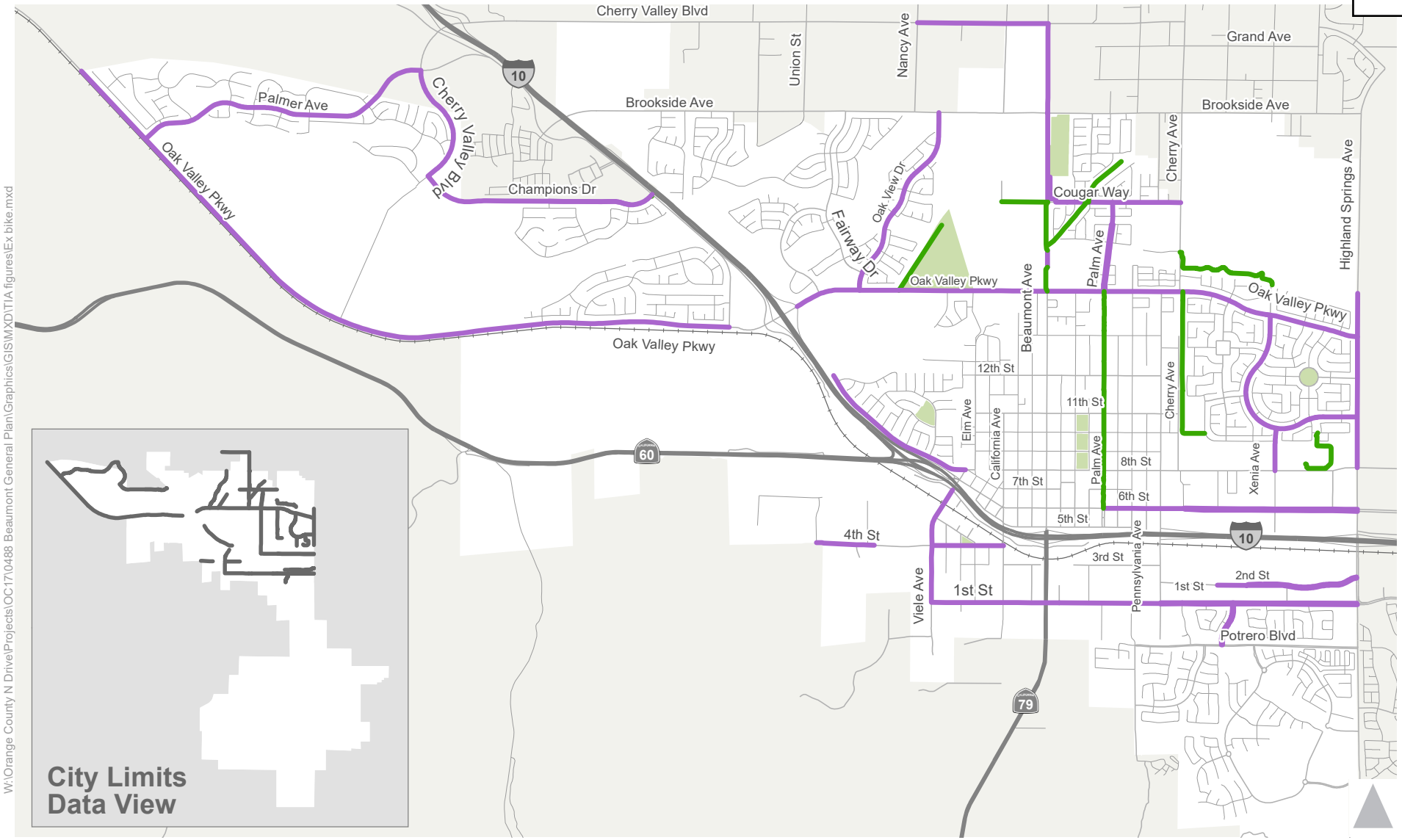
California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.



Numerous bike facilities have been implemented throughout the City. However, they are generally disconnected and don't provide good cross-town connectivity to fully connect all residents to potential destinations. The City adopted a Bikeway and Pedestrian Master Plan in February 2011. The Master Plan has identified a comprehensive system of bikeways, including trails along key utility corridors that will complete the future bikeway system. The Bikeway Master Plan also identifies the development of bicycle facilities along the Edison Transmission Easement corridor, which spans from Oak View Drive to Highland Springs Avenue. **Figure 4-1** shows the existing bicycle facilities. The mobility element of the Beaumont General Plan Update identifies streets that should prioritize bicycle facilities. **Figure 4-2** shows the bicycle priority facilities. Policies within the mobility element are outlined to encourage the City to develop bicycle facilities along these bicycle priority roadways.

PEDESTRIAN FACILITIES

Walking is an environmentally friendly mode of transportation that enhances both personal and social well-being. In addition to transportation, this mode of travel provides many public access, health and economic benefits. Well-designed pedestrian facilities are safe, attractive, convenient, and easy to use. Incomplete sidewalk networks and poor sidewalk conditions are a major deterrent to walking. Sidewalks are generally provided on at least one side of the street along most of the major roadways throughout the City. However, there are also several sidewalk gaps along these corridors.

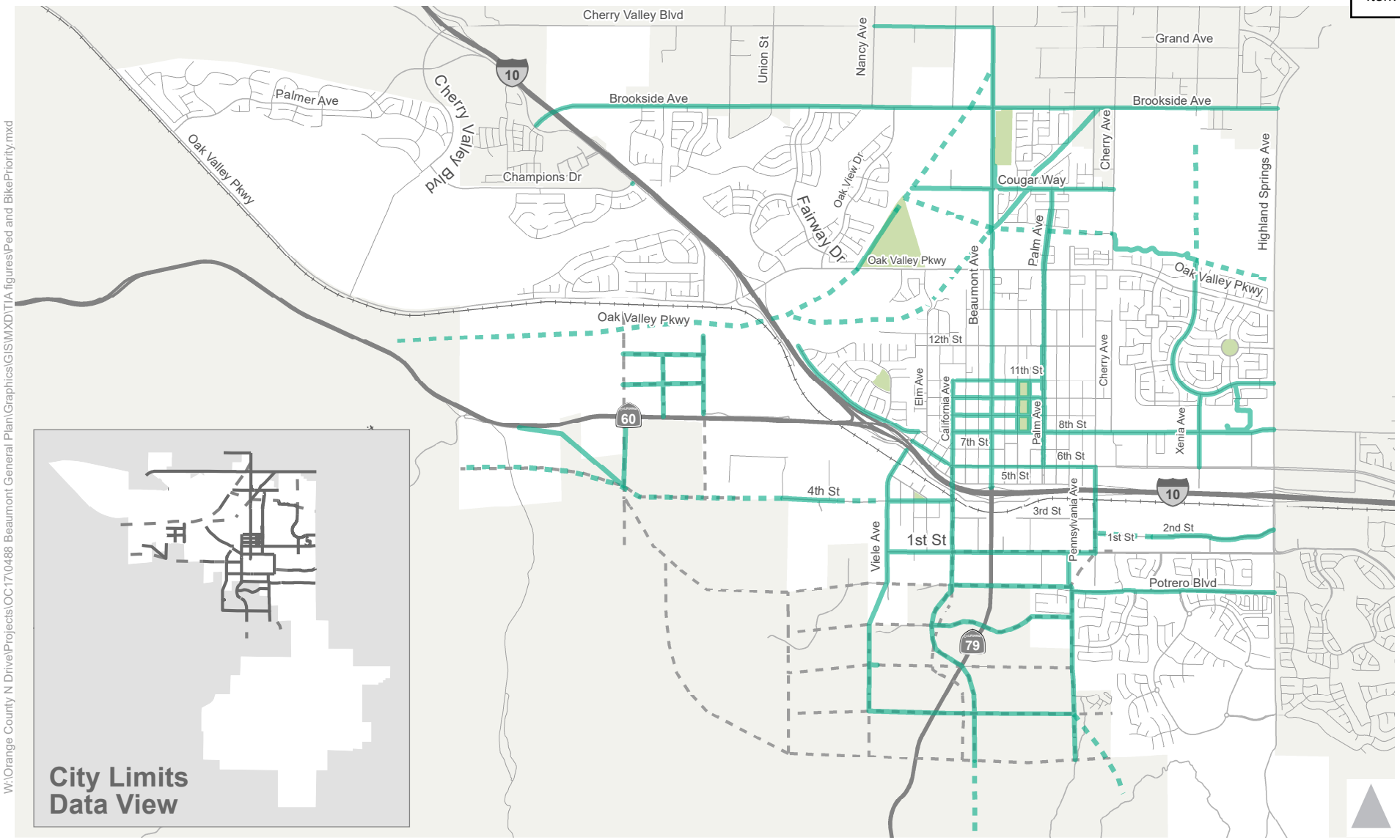


W:\Orange County N Drive\Projects\OC17\0488 Beaumont General Plan\Graphics\GIS\MXD\TIA figures\Ex bike.mxd

Existing Bicycle Facility

- Class 1 Bike Path
- Class 2 Bike Lane

Figure 4-1
Existing Bicycle Facility



Proposed Roadway Connections

Trail Priority

Bicycle and Pedestrain Priority

Figure 4-2

Pedestrian and Bicycle Facilit

Various signalized intersections contain crosswalks allowing pedestrians the choice of where to cross and providing good pedestrian access. The all-way and side-street stop controlled intersections within the City have a mix of crosswalks on all, some, or no approaches to the intersection. There is also a noticeable lack of sidewalk access in the residential areas adjacent to the downtown area. Specifically, in a grid roadway network that has great connectivity, sidewalks should be provided on both sides of the roadway.

EXISTING TRANSIT FACILITIES

Transit service in Beaumont is provided by the Beaumont Pass Transit System. It provides bus service to the City, local schools, and surrounding destinations. Riverside Transit Agency and SunLine Transit Agency also provide service to the City of Beaumont. The Walmart transit center operates as a key transit station and provides access to many of the routes that service the area. Many users of the City's system are students traveling to/from school. **Figure 4-3** shows the existing transit facilities.

BUS SERVICES

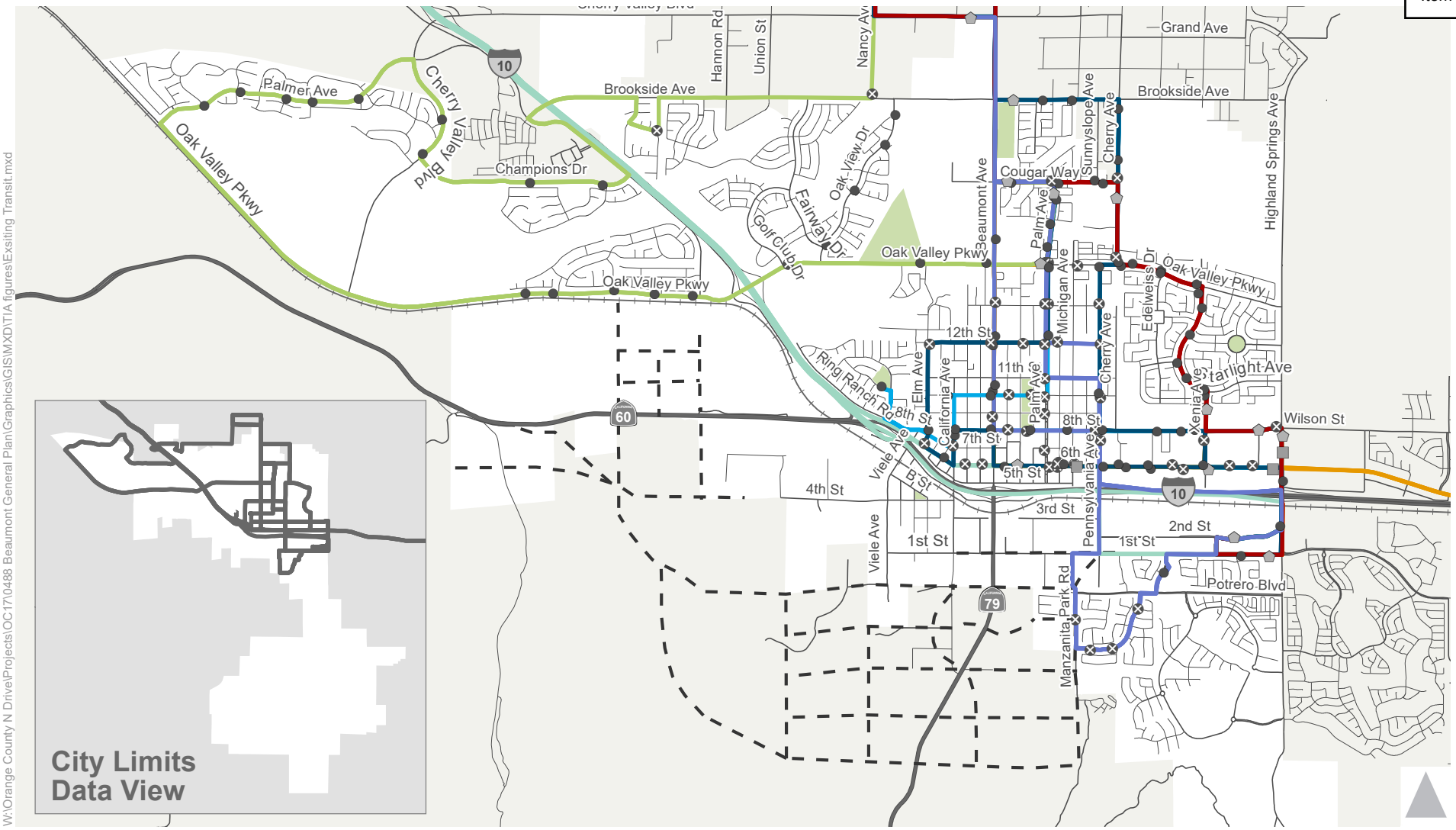
Route 2 – provides service from Beaumont to Cabazon. This route runs service to the Walmart transfer station, Banning, San Gorgonio Hospital transfer station, Casino Morongo and Outlet Malls. It operates from 6:30 AM to 7:50 PM at varying headways at least one hour apart on weekdays. It operates from 8:00 AM to 6:00 PM at approximately two-hour headways during the weekends.

Route 3 - provides service to the Walmart transfer station, Sundance, Beaumont High School, and Cherry Valley during the weekdays. It operates from 6:24 AM to 6:02 PM at varying headways, and at least one hour apart on weekdays. On Saturdays, this route operates in conjunction with Route 4.

Route 4 – provides service throughout midtown Beaumont to the Walmart transfer station, San Gorgonio Hospital transfer station, Orchard Park, and Chatigny Recreational Center. It operates from 7:35 AM to 7:35 PM at varying headways, at least one-hour apart on weekdays.

Route 7 – provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to Fairway Canyon and Beaumont High School. Route 9 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:30 PM.

Route 9 – provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to the Beaumont Walmart, Mountain View Middle School, San Gorgonio Middle School, and Beaumont High School. Route 9 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:18 PM.



W:\Orange County N Drive\Projects\OC17\0488 Beaumont General Plan\Graphics\GIS\MXD\TIA figures\Exsiting Transit.mxd

Bus Routes

- 3
- 4
- 7
- 9
- 3/4
- 120
- 2

Bus Stops

- Bench/Sign
- No Bus Sign
- Shelter
- Sign Only

Figure 4-3
Existing Transit Facility

Route 136 – provides service in the City of Calimesa. This transit route is operated through Beaumont Pass Transit with connections to Commuter Link 120. Connection to this route provides transfer service to Yucaipa OmniTrans routes 308 and 309. Route 136 operates from 7:20 AM to 5:25 PM at varying 30-minute headways.

Commuter Link 120 – an express route that provides service from Beaumont to Calimesa, San Bernardino Metrolink Station and Loma Linda Veteran's Hospital. The San Bernardino Metrolink Station provides transfer connections to Amtrak train services, as well as RTA, OmniTrans, Victor Valley Transit Authority, and Mountain Area Regional Transit Authority.

PASSENGER RAIL

There is no direct access to passenger rail within the City of Beaumont. However, RCTC is conducting a study to investigate passenger rail service from Riverside to Coachella Valley with a potential station in the Pass area.

GOLF CART NETWORK

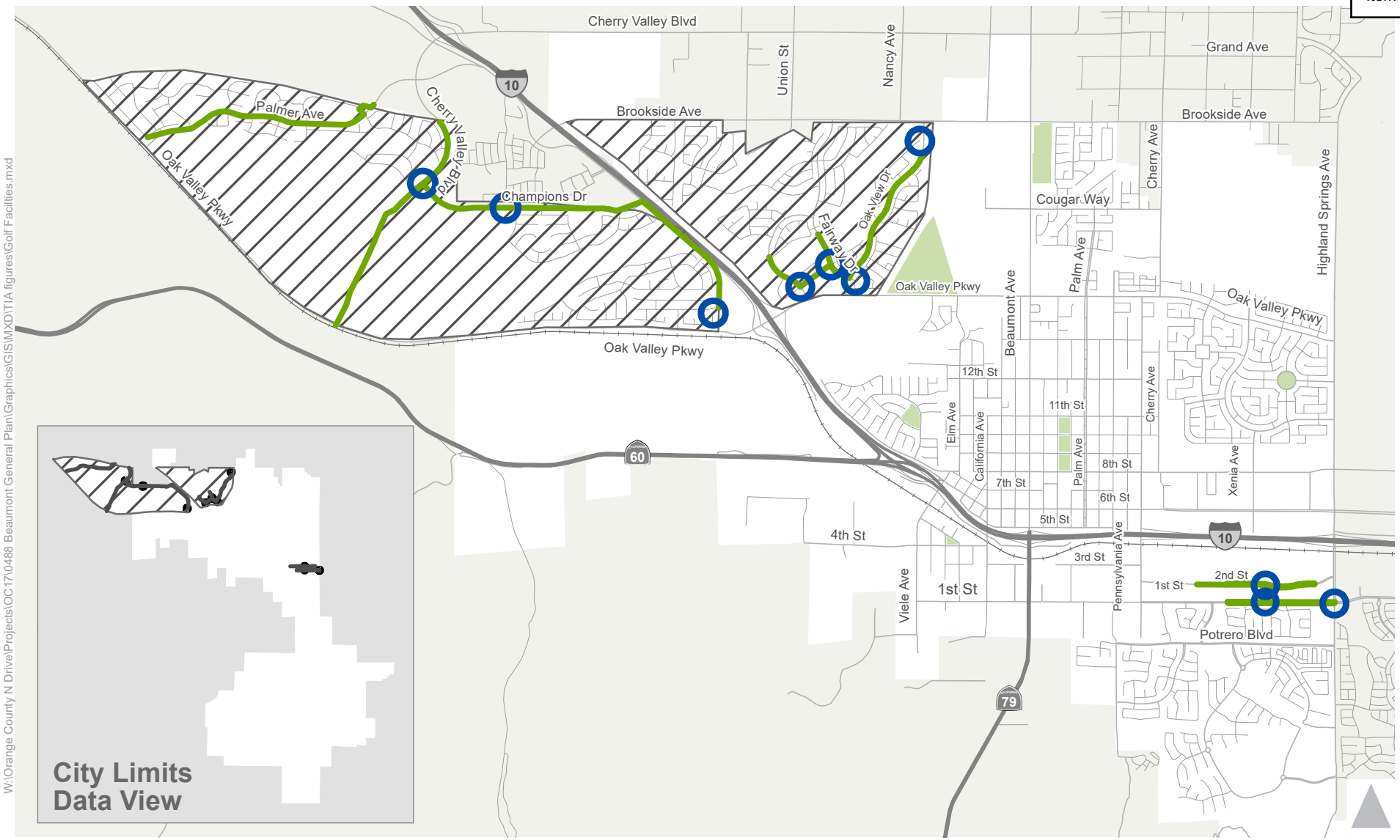
In an effort to promote the use of an alternative form of non-polluting transportation, the City of Beaumont has developed a Golf Cart Transportation Plan (GCTP) (2010, Community & Economic Development Department). This plan introduces golf cart facilities, such as golf cart routes, to link neighborhoods with various attractions, including retail, medical, and recreational facilities. Designated routes are proposed along collector streets. The GCTP defines golf cart facilities as all publicly owned facilities that provide for golf cart travel, including golf cart lanes, routes, and crossings designated by signs or permanent markings, and are shared with pedestrians, bicyclists, and other motorists in the plan area. Golf cart facilities are separated into three categories: golf cart lanes, golf cart route area, and golf course cart crossing zones. **Figure 4-4** show the existing and proposed GCTP facilities.

GOLF CART LANES

Golf cart lanes are outlined as public roadways that are designated by signs and pavement markings for golf cart travel. The plan states that these lanes allow golf carts to travel adjacent to automobile traffic, but within a separated striped space. Golf cart lanes are allowed to share lanes with bicycles. Second Street has golf cart lanes.

GOLF CART ROUTE AREA

Golf cart route areas are travel lanes on residential streets that are shared with pedestrians, bicyclists, and other motorists.



W:\Orange County N Drive\Projects\OC17\0488 Beaumont General Plan\Graphics\GIS\MXD\TIA figures\Golf Facilities.mxd

GolfCart_Crossing
GolfCart_Lane
GolfCart_RouteAreas

Figure 4-4
Golf Cart Transportation Pl

GOLF COURSE CART CROSSING ZONES

Golf course cart crossing zones are classified as locations on public streets that allow golf carts to cross at any time other than during darkness on any streets, with the exception of highways.

TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Existing morning (7:00 am to 9:00 am) and evening (4:00 pm to 6:00 pm) peak period intersection vehicle and bicycle and pedestrian counts were collected at 11 study intersections throughout the City of Beaumont during April 2018. Daily roadway segment counts were collected at 26 locations throughout the City of Beaumont during April 2018. All traffic counts were collected during typical weekdays with clear weather and when school was in-session.

Existing (2018) peak hour traffic volumes and lane configurations for the study intersections are shown on **Figure 4-5**. Existing traffic counts are provided in **Appendix A**.

As part of the field inventory, Fehr & Peers also collected the following information:

Lane configurations
Signal phasing
Land uses in the study area
Existing pedestrian and bicycle facilities
On-street parking conditions

INTERSECTION OPERATIONS

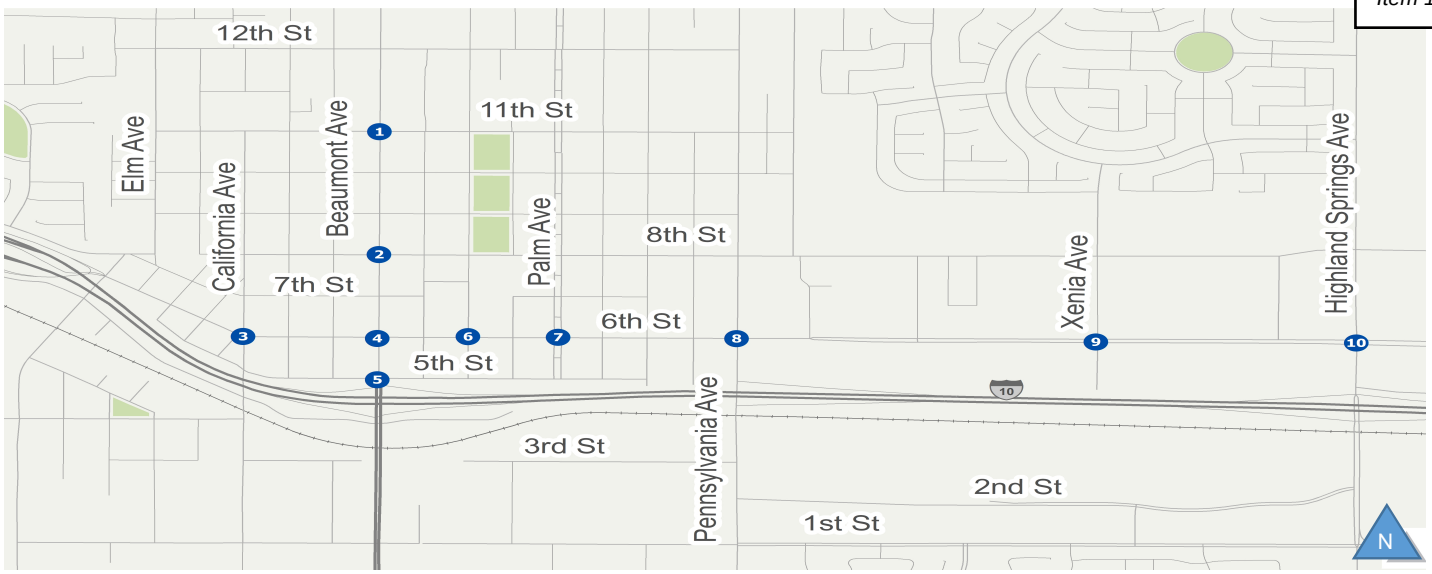
Existing traffic volumes, lane configurations, and signal timings were used to evaluate operations at the study intersections for existing AM and PM peak hour conditions. The results summarized in **Table 4-1** show vehicular LOS at the study intersections. The Existing LOS reports are provided in **Appendix B**.

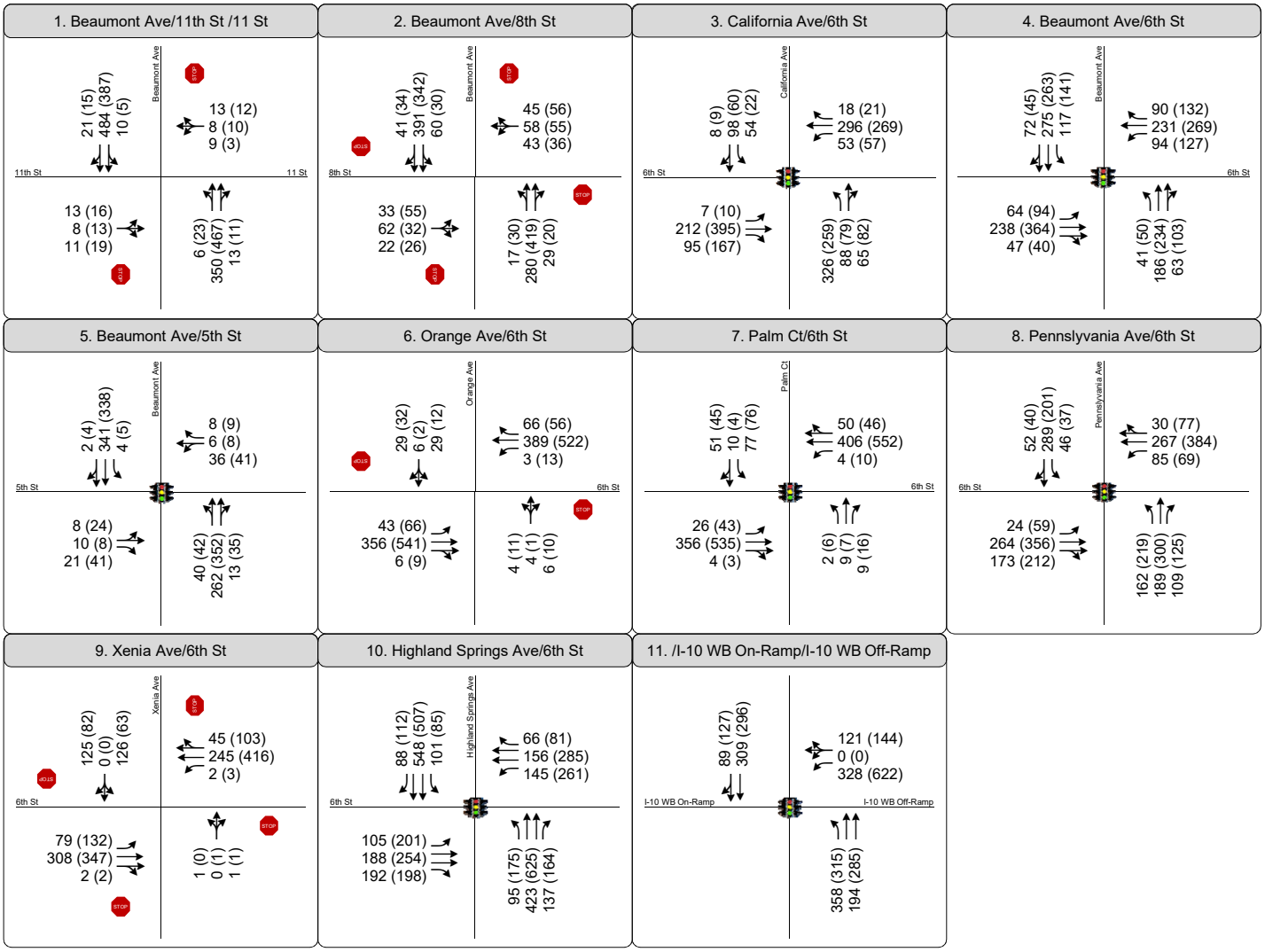
As shown in **Table 4-1**, all intersections operate at an acceptable LOS in both the AM and PM conditions.

TABLE 4-1 EXISTING INTERSECTION OPERATIONS

Intersection		Peak Hour	Existing	
			Delay	LOS
1	Beaumont Avenue/11th Street	AM	18	C
		PM	18	C
2	Beaumont Avenue/Eighth Street	AM	12	B
		PM	13	B
3	Sixth Street/California Avenue	AM	19	B
		PM	19	B
4	Sixth Street/Beaumont Avenue	AM	13	B
		PM	16	B
5	Beaumont Avenue/Fifth Street	AM	23	C
		PM	24	C
6	Sixth Street/Orange Avenue	AM	18	C
		PM	35	D
7	Sixth Street/Palm Avenue	AM	14	B
		PM	15	B
8	Sixth Street/Pennsylvania Avenue	AM	17	B
		PM	18	B
9	Sixth Street/Xenia Avenue	AM	12	B
		PM	12	B
10	Sixth Street/Highland Springs Avenue	AM	38	D
		PM	48	D
11	Beaumont Avenue/I-10 Westbound Ramps	AM	24	C
		PM	30	C

Notes:
1. Delay is calculated using Synchro 10 with HCM 6 Methodology
2. **Bold** type indicates LOS exceeds desired level.
Source: Fehr & Peers, 2019





AM (PM)

Figure 4-5
Peak Hour Traffic Volumes and Lane Configurations
Existing (2018) Conditi

ROADWAY OPERATIONS

As shown in **Table 4-2**, the following roadway segment operates at an unacceptable LOS:

I-10 - Between Pennsylvania Avenue and Highland Springs Avenue (LOS E)

TABLE 4-2 ROADWAY LEVEL OF SERVICE EXISTING CONDITIONS

Roadway	Segment	Classification[1]	Number of Lanes	Capacity	Volume	V/C Ratio	LOS
Oak Valley Parkway	West of Potrero Boulevard	Major Frontage Road	2	25,000	2,546	0.10	A
Oak Valley Parkway	East of Potrero Boulevard	Urban Arterial	4	50,000	5,379	0.11	A
Oak Valley Parkway	Between I-10 WB Ramps and Oak View Drive	Urban Arterial	4	50,000	16,600	0.33	A
Beaumont Avenue	North of Oak Valley Parkway	Major Highway	4	40,000	16,511	0.41	A
Oak Valley Parkway	West of Starlight Avenue	Major Highway	4	40,000	8,471	0.17	A
Beaumont Avenue	Between Eighth Street and 12th Street	Secondary	4	25,000	12,081	0.48	A
Highland Springs Avenue	South of Oak Valley Parkway	Arterial Highway	2	40,000	15,241	0.38	A
Xenia Avenue	North of Sixth Street	Secondary	4	25,000	2,487	0.10	A
Sixth Street	East of Veile Avenue	Divided Collector	4	25,000	17,150	0.69	B
Beaumont Avenue	Between Fifth Street and Sixth Street	Major Highway	4	25,000	11,093	0.44	A
Sixth Street	East of Beaumont Avenue	Divided Collector	2	25,000	14,059	0.56	A
Pennsylvania Avenue	Between Sixth Street and I-10 WB Ramps	Major Highway	2	40,000	14,009	0.56	A
6th Street	East of Pennsylvania Ave	Major Highway	4	40,000	11,352	0.28	A
Highland Springs Avenue	Between Fifth Street and Sixth Street	Urban Arterial	6	50,000	23,810	0.48	A
Veile Avenue	North of Fourth Street	Divided Collector	2	25,000	2,870	0.11	A
Beaumont Avenue	South of Fourth Street	Expressway	4	60,000	28,000	0.46	A
Pennsylvania Avenue	Between I-10 EB Ramps and Third Street	Major Highway	2	40,000	10,628	0.27	A

Roadway	Segment	Classification[1]	Number of Lanes	Capacity	Volume	V/C Ratio	LOS
Highland Springs Avenue	Between I-10 EB Ramps and First Street	Urban Arterial	6	50,000	25,760	0.52	A
First Street	Between Pennsylvania Avenue and Highland Springs Avenue	Major Highway	4	40,000	12,901	0.32	A
Beaumont Avenue (SR-79)	South of First Street	Expressway	4	60,000	30,000	0.50	A
Beaumont Avenue (SR-79)	South of California Avenue	Expressway	6	60,000	31,000	0.52	A
SR-60	West of the I-10	Freeway	4	80,000	59,500	0.74	C
I-10	West of SR-60	Freeway	6	120,000	103,700	0.86	D
I-10	Between SR-60 and SR-79	Freeway	8	160,000	135,700	0.85	D
I-10	Between SR-79 and Pennsylvania Avenue	Freeway	8	160,000	139,300	0.87	D
I-10	Between Pennsylvania Avenue and Highland Springs Avenue	Freeway	8	160,000	146,900	**0.92**	**E**

Note:
1. 2007 Beaumont General Plan Roadway Classifications were used for analysis in this scenario.
2. Roadway segment operating below acceptable LOS are noted in **bold**.

Source: Fehr & Peers, 2019

5. EXISTING (2018) PLUS PROJECT CONDITIONS

This section provides the intersection, roadway segment, and freeway segment operations analysis for locations in the study area. Traffic volumes were developed based on the methodologies described in Chapter 3.

TRAFFIC VOLUMES

As described in Chapter 3, the traffic volumes for this scenario consist of existing counts plus the addition of growth derived from RIVTAM. This scenario includes the existing land use conditions outside of the City plus the addition of the General Plan at buildout within the City. This condition is used to evaluate the net change in traffic conditions and to identify the potential traffic impacts associated with the project. Traffic volumes for the Existing (2018) Plus Project Conditions scenario are shown in **Figure 5-1**.

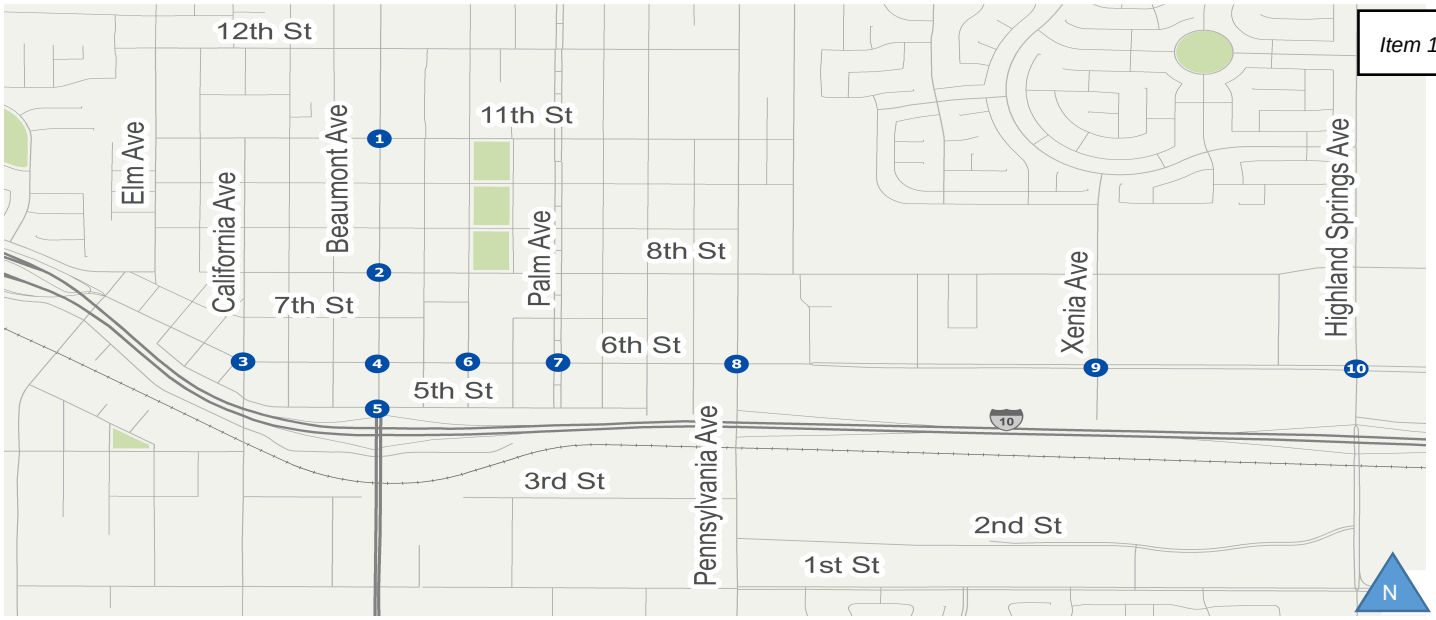
PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

The General Plan Update proposes roadway and intersection improvements to increase connectivity throughout the City. In chapter 3, **Figure 3-1** shows the proposed roadway network proposed as part of the Mobility Element.

In addition to the roadway network connectivity proposed in the Mobility Element, the Beaumont Downtown Area Plan proposes intersection and roadway modifications to promote a downtown district within the City (which prioritizes bicycles and pedestrians). The DAP recommends that Beaumont Avenue, between 12th Street and Eighth Street, be reduced to two-lanes; and that Sixth Street, between California Avenue and Palm Avenue, be reduced to two-lanes. Modifications to the intersections, listed below, were also proposed by the DAP. The following recommended modifications are denoted by their corresponding study intersection identification numbers, as shown on **Figure 2-3:**

Beaumont Avenue/11th Street (#1)

- Install a traffic signal
- The northbound approach of the intersection will be modified from one shared left-through lane and one shared through-right lane to one left-turn lane and one shared through-right lane



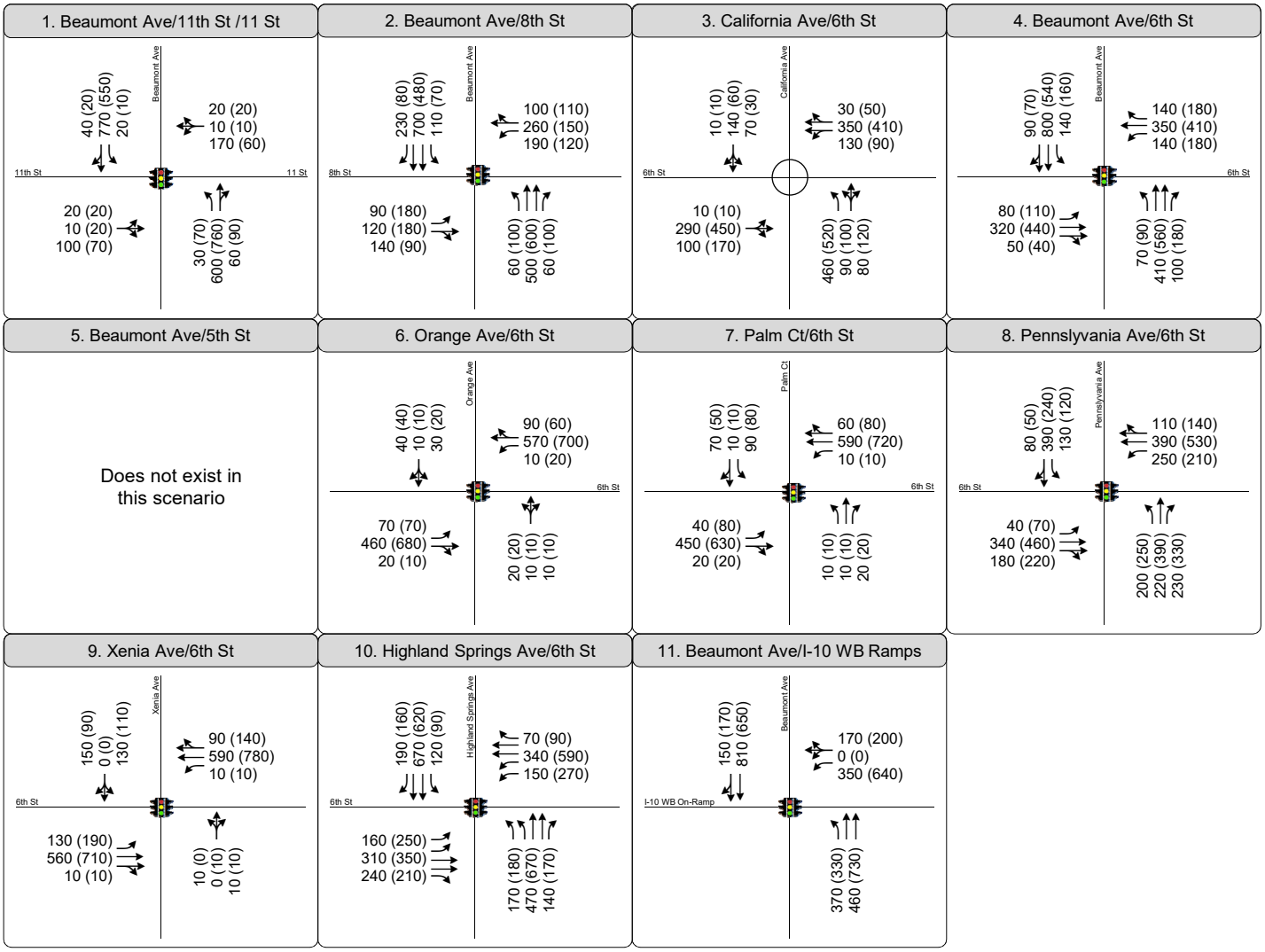


Figure 5-1
Peak Hour Traffic Volumes and Lane Configurations
Existing (2018) Plus Project Conditio

- The southbound approach of the intersection will be modified from one shared left-through lane and one shared through-right lane to one left-turn lane and one shared through-right lane

Beaumont Avenue/Eighth Street (#2)

- The northbound approach of the intersection will be modified from one shared left-through lane and one shared through-right lane to one left-turn lane, two through lanes, and one right-turn lane
- The southbound approach of the intersection will be modified from one shared through-left turn lane and one shared through-right turn lane to one left-turn lane, two through lanes, and one right-turn lane
- The eastbound approach of the intersection will be modified from one shared through-left turn-right turn lane to one left-turn lane, and one shared through-left turn lane
- The westbound approach of the intersection will be modified from one shared through-left turn-right turn lane to one left-turn lane, and one shared through-left turn lane

Sixth Street/California Avenue (#3)

- Install a two-lane roundabout

Sixth Street/Beaumont Avenue (#4)

- The northbound approach of the intersection will be modified from one left-turn lane, one through lane, and one shared through-right lane to one left-turn lane, two through lanes, and one right-turn lane

Fifth Street/Beaumont Avenue (#5)

- Removal of traffic signal

Sixth Street/Orange Avenue (#9)

- Install a traffic signal

Sixth Street/Highland Springs Avenue (#10)

- The northbound approach of the intersection will be modified from one left-turn lane, two through lanes, and one right-turn lane to two left-turn lanes, two through lanes, and one right-turn lane
- The eastbound approach of the intersection will be modified from one left-turn lane, two through lanes, and one right-turn lane to two left-turn lanes, two through lanes, and one right-turn lane

- The westbound approach of the intersection will be modified from one left-turn lane, two through lanes, and one right-turn lane to two left-turn lanes, two through lanes, and one right-turn lane

Beaumont Avenue/I-10 Westbound Ramps (#11)

- The northbound approach of the intersection will be modified from one left-turn lane and two through lanes to two left-turn lanes and two through lanes

INTERSECTION OPERATION ANALYSIS

Existing (2018) Plus Project traffic volumes, lane configurations, and signal timings were used to evaluate operations at the study intersections for AM and PM peak hour conditions. The results are summarized in **Table 5-1**, showing vehicular LOS at the study intersections. The Existing (2018) Plus Project LOS report is provided in **Appendix B**. As shown in **Table 5-1**, all study intersections are forecast to operate at an acceptable LOS in the Existing Year (2018) Plus Project Conditions.

TABLE 5-1 EXISTING (2018) PLUS PROJECT INTERSECTION CONDITIONS

Intersection		Peak Hour	Existing Plus Project	
			Delay	LOS
1	Beaumont Avenue/11th Street	AM	9	A
		PM	6	A
2	Beaumont Avenue/Eighth Street	AM	19	B
		PM	17	B
3	Sixth Street/California Avenue	AM	24	C
		PM	26	C
4	Sixth Street/Beaumont Avenue[1]	AM	18	B
		PM	21	C
5	Beaumont Avenue/Fifth Street[2]	AM	-	-
		PM	-	-
6	Sixth Street/Orange Avenue	AM	6	A
		PM	6	A
7	Sixth Street/Palm Avenue	AM	15	B
		PM	16	B
8	Sixth Street/Pennsylvania Avenue	AM	31	C
		PM	26	C
9	Sixth Street/Xenia Avenue	AM	11	B
		PM	10	B
10	Sixth Street/Highland Springs Avenue	AM	37	D
		PM	36	D
11	Beaumont Avenue/I-10 Westbound Ramps	AM	28	C
		PM	23	C

Notes:
1. LOS E is an acceptable LOS for intersection 4 as part of the Beaumont Downtown Area Plan
2. Intersection 5 does not exist in the future year.
3. Delay is calculated using Synchro using HCM 6th Edition Methodology
4. **Bold** type indicates LOS exceeds desired level.
Source: Fehr & Peers, 2019

ROADWAY OPERATIONS

As shown in **Table 5-2**, the following roadway segment operates at an unacceptable LOS:

- I-10 – Between Beaumont Avenue (SR-79) and Pennsylvania Avenue (LOS E)
- I-10 - Between Pennsylvania Avenue and Highland Springs Avenue (LOS E)

TABLE 5-2 ROADWAY LEVEL OF SERVICE EXISTING PLUS PROJECT CONDITIONS

Roadway	Segment	Classification[1]	Number of Lanes	Capacity	Volume	V/C Ratio	LOS
Oak Valley Parkway	West of Potrero Boulevard	Arterial Frontage	4	45,000	6,400	0.14	A
Oak Valley Parkway	East of Potrero Boulevard	Arterial Frontage	4	45,000	22,400	0.50	A
Oak Valley Parkway	Between I-10 WB Ramps and Oak View Drive	Arterial Frontage	4	45,000	30,000	0.67	B
Beaumont Avenue	North of Oak Valley Parkway	Arterial Highway	4	45,000	26,000	0.58	A
Oak Valley Parkway	West of Starlight Avenue	Arterial Highway	4	45,000	10,700	0.24	A
Beaumont Avenue	Between Eighth Street and 12th Street	Downtown Streets	2	25,000	17,000	0.68	B
Highland Springs Avenue	South of Oak Valley Parkway	Arterial Highway	4	45,000	14,500	0.32	A
Xenia Avenue	North of Sixth Street	Arterial Highway	4	45,000	3,900	0.09	A
Sixth Street	East of Veile Avenue	Downtown Streets	2	25,000	19,600	0.75	C
Beaumont Avenue	Between Fifth Street and Sixth Street	Downtown Streets	4	45,000	19,100	0.42	A
Sixth Street	East of Beaumont Avenue	Downtown Streets	2	25,000	15,100	0.60	B
Pennsylvania Avenue	Between Sixth Street and I-10 WB Ramps	Major Highway	4	45,000	17,700	0.39	A
6th Street	East of Pennsylvania Ave	Downtown Streets	4	45,000	17,100	0.38	A
Highland Springs Avenue	Between Fifth Street and Sixth Street	Urban Arterial Highway	6	55,000	25,300	0.46	A
Veile Avenue	North of Fourth Street	Arterial Highway	2	25,000	10,100	0.40	A
Beaumont Avenue	South of Fourth Street	Expressway	6	60,000	34,800	0.58	A

Roadway	Segment	Classification[1]	Number of Lanes	Capacity	Volume	V/C Ratio	LOS
Pennsylvania Avenue	Between I-10 EB Ramps and Third Street	Major Highway	4	45,000	22,000	0.49	A
Highland Springs Avenue	Between I-10 EB Ramps and First Street	Urban Arterial Highway	6	55,000	33,400	0.61	B
First Street	Between Pennsylvania Avenue and Highland Springs Avenue	Major Highway	4	45,000	17,200	0.38	A
Beaumont Avenue (SR-79)	South of First Street	Expressway	6	60,000	31,100	0.52	A
Beaumont Avenue (SR-79)	South of California Avenue	Expressway	6	60,000	41,600	0.69	B
SR-60	West of the I-10	Freeway	4	80,000	60,900	0.76	C
I-10	West of SR-60	Freeway	6	120,000	107,900	0.90	D
I-10	Between SR-60 and SR-79	Freeway	8	160,000	140,400	0.88	D
I-10	Between SR-79 and Pennsylvania Avenue	Freeway	8	160,000	144,200	**0.90**	**E**
I-10	Between Pennsylvania Avenue and Highland Springs Avenue	Freeway	8	160,000	152,500	**0.95**	**E**

Note:
1. Roadway Classifications from the 2019 Beaumont General Plan Update were used for analysis in this scenario.
2. Roadway segment operating below acceptable LOS are noted in **bold**.

Source: Fehr & Peers, 2019

IMPACT ASSESSMENT

INTERSECTION IMPACTS

As shown in **Table 5-1,** all intersections operate at an acceptable LOS. There are no intersection impacts in the Existing Plus Project conditions.

ROADWAY IMPACTS

Table 5-3 compares the changes in delay and LOS at intersections that operate at LOS E or F between "No Project" and "Plus Project" scenarios to determine project impacts. Changes are compared to the allowable change outlined in Chapter 3

TABLE 5-3 EXISTING (2018) PLUS PROJECT IMPACT ROADWAY SEGMENT IMPACTS SUMMARY

Roadway	Segment	Existing No Project V/C	Existing Plus Project V/C	Δ in V/C	Significant Impact?
I-10	Beaumont Avenue (SR-79) and Pennsylvania Avenue	0.87	0.90	**0.03**	**Yes**
I-10	Between Pennsylvania Avenue and Highland Springs Avenue	0.92	0.95	**0.03**	**Yes**

Note:
1. Significant impacts are noted in **bold**.

Source: Fehr & Peers, 2019

6. CUMULATIVE (2040) CONDITIONS

This section provides the intersection, roadway segment, and freeway segment operations analysis for locations in the study area. Traffic volumes were developed based on the methodologies described in Chapter 3.

TRAFFIC VOLUMES

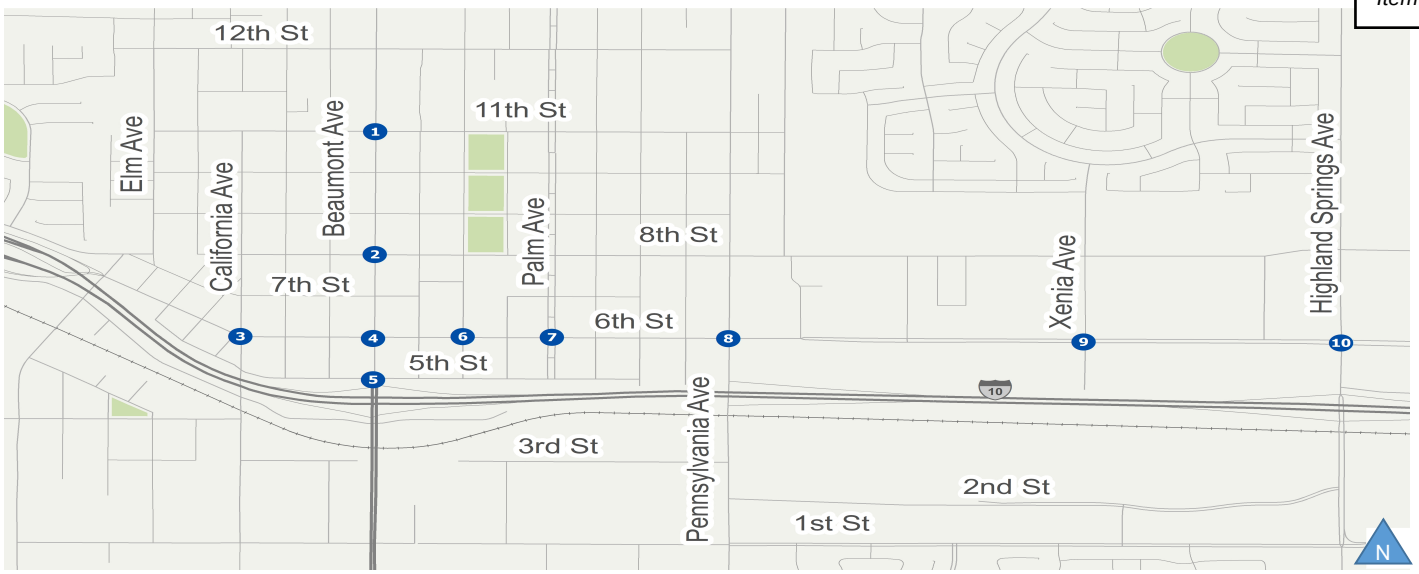
As described in Chapter 3, the traffic volumes for this scenario consist of existing counts plus the addition of growth derived from RIVTAM. Traffic volumes for the Cumulative Year (2040) Conditions scenario are shown in **Figure 6-1.**

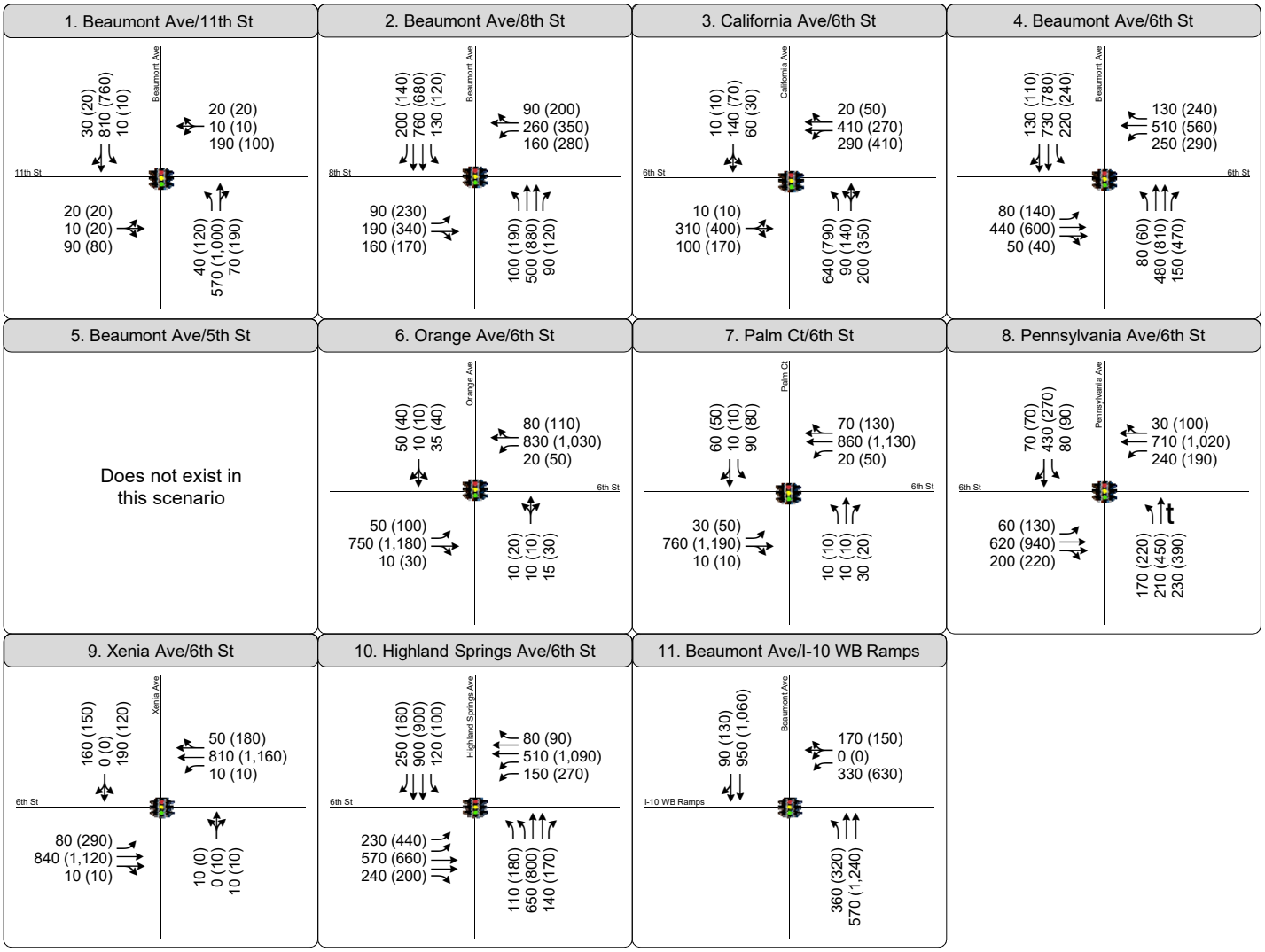
PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

The same future roadway improvements assumed in Existing (2018) Plus Project Conditions were assumed in this scenario.

INTERSECTION OPERATION ANAYSIS

Future traffic volumes, lane configurations, and signal timings were used to evaluate operations at the study intersections for Cumulative Year (2040) AM and PM peak hour conditions. The results are summarized in **Table 6-1**, showing vehicular LOS at the study intersections. The Cumulative Year (2040) LOS report is provided in **Appendix B**. As shown **Table 6-1**, all intersections operate at an acceptable LOS under both the AM and PM peak hour.





AM (PM)

Figure 6-1
Peak Hour Traffic Volumes and Lane Configurations
Cumulative (2040) Condit

TABLE 6-1 CUMULATIVE (2040) YEAR INTERSECTION CONDITIONS

Intersection		Peak Hour	Future Year	
			Delay	LOS
1	Beaumont Avenue/11th Street	AM	14	B
		PM	15	B
2	Beaumont Avenue/Eighth Street	AM	23	C
		PM	53	D
3	Sixth Street/California Avenue	AM	21	C
		PM	32	D
4	Sixth Street/Beaumont Avenue[1]	AM	39	D
		PM	67	E
5	Beaumont Avenue/Fifth Street[2]	AM	-	-
		PM	-	-
6	Sixth Street/Orange Avenue	AM	7	A
		PM	12	B
7	Sixth Street/Palm Avenue	AM	20	B
		PM	41	D
8	Sixth Street/Pennsylvania Avenue	AM	47	D
		PM	54	D
9	Sixth Street/Xenia Avenue	AM	14	B
		PM	19	B
10	Sixth Street/Highland Springs Avenue	AM	50	D
		PM	55	D
11	Beaumont Avenue/ I-10 Westbound Ramps	AM	31	C
		PM	29	C

Notes:
1. LOS E is an acceptable LOS for intersection 4 as part of the Beaumont Downtown Area Plan
2. Intersection 5 is not exist in the future year (2040).
3. Delay is calculated using Synchro using HCM 6th Edition Methodology
4. **Bold** type indicates LOS exceeds desired level.
Source: Fehr & Peers, 2019

ROADWAY SEGMENT OPERATION ANALYSIS

Roadway segments LOS analysis is presented in **Table 6-2** for the Cumulative Year (2040) Conditions. As shown in **Table 6-2**, the following roadway segments operate at an unacceptable LOS:

Beaumont Avenue (SR-79) – South of California Avenue (LOS F)
SR-60 Freeway West of the I-10 (LOS F)
I-10 Freeway West of SR-60 (LOS F)
I-10 Freeway Between SR-60 and SR-79 (LOS F)
I-10 Freeway Between SR-79 and Pennsylvania Avenue (LOS F)
I-10 Freeway Between Pennsylvania Ave and Highland Springs Avenue (LOS F)

TABLE 6-2 ROADWAY SEGMENT OPERATIONS FUTURE YEAR CONDITIONS

Roadway	Segment	Classification[1]	Number of Lanes	Capacity	Volume	V/C Ratio	LOS
Oak Valley Parkway	West of Potrero Boulevard	Arterial Frontage	4	45,000	9,700	0.22	A
Oak Valley Parkway	East of Potrero Boulevard	Arterial Frontage	4	45,000	27,700	0.62	B
Oak Valley Parkway	Between I-10 WB Ramps and Oak View Drive	Arterial Frontage	4	45,000	33,500	0.74	C
Beaumont Avenue	North of Oak Valley Parkway	Arterial Highway	4	45,000	28,100	0.62	B
Oak Valley Parkway	West of Starlight Avenue	Arterial Highway	4	40,000	12,400	0.31	A
Beaumont Avenue	Between Eighth Street and 12th Street	Downtown Streets	2	25,000	19,400	0.78	C
Highland Springs Avenue	South of Oak Valley Parkway	Arterial Highway	4	45,000	15,900	0.35	A
Xenia Avenue	North of Sixth Street	Major Highway	4	45,000	5,000	0.11	A
Sixth Street[4]	East of Veile Avenue	Downtown Streets	2	25,000	25,000	1.00	E
Beaumont Avenue	Between Fifth Street and Sixth Street	Downtown Streets	4	45,000	23,700	0.53	A
Sixth Street[4]	East of Beaumont Avenue	Downtown Streets	2	25,000	23,800	0.95	E
Pennsylvania Avenue	Between Sixth Street and I-10 WB Ramps	Major Highway	4	45,000	22,800	0.51	A
Sixth Street	East of Pennsylvania Ave	Downtown Streets	4	45,000	25,100	0.56	A

Roadway	Segment	Classification[1]	Number of Lanes	Capacity	Volume	V/C Ratio	LOS
Highland Springs Avenue	Between Fifth Street and Sixth Street	Urban Arterial Highway	6	55,000	30,800	0.56	A
Veile Avenue	North of Fourth Street	Arterial Highway	2	25,000	15,300	0.61	B
Beaumont Avenue	South of Fourth Street	Expressway	6	60,000	46,300	0.77	C
Pennsylvania Avenue	Between I-10 EB Ramps and Third St	Major Highway	4	45,000	27,800	0.62	B
Highland Springs Avenue	Between I-10 EB Ramps and First Street	Urban Arterial Highway	6	55,000	40,200	0.73	C
First Street	Between Pennsylvania Avenue and Highland Springs Avenue	Major Highway	4	45,000	23,800	0.53	A
Beaumont Avenue (SR-79)	South of First Street	Expressway	6	60,000	40,800	0.68	B
Beaumont Avenue (SR-79)	South of California Avenue	Expressway	6	60,000	62,900	**1.05**	**F**
SR-60	West of the I-10	Freeway	4	80,000	109,800	**1.37**	**F**
I-10	West of SR-60	Freeway	6	120,000	156,700	**1.31**	**F**
I-10	Between SR-60 and SR-79	Freeway	8	160,000	222,000	**1.39**	**F**
I-10	Between SR-79 and Pennsylvania Avenue	Freeway	8	160,000	220,900	**1.38**	**F**
I-10	Between Pennsylvania Avenue and Highland Springs Avenue	Freeway	8	160,000	234,700	**1.47**	**F**

Notes:
1. Roadway Classifications from the 2019 Beaumont General Plan Update were used for analysis in this scenario.
2. LOS E is an acceptable LOS for non-automobile prioritize roadway.
3. **Bold** indicates an LOS below the acceptable threshold.

Source: Fehr & Peers, 2019

7. VEHICLE MILES TRAVELED (VMT) ANALYSIS

SB 743, signed by the Governor in 2013, changed the way transportation impacts are identified. Specifically, the legislation has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation as a CEQA impact. The Final OPR guidelines, released in November 2017, identify vehicle miles of travel (VMT) as the preferred metric for traffic impact analysis moving forward. The Natural Resources Agency completed the rule making process to modify the CEQA guidelines in 2019 and VMT is the required CEQA metric as of July 1, 2020.

This chapter is particularly important, as VMT assessment is the basis for identifying CEQA impacts associated with project for transportation. The analyses provided in previous chapters focused on LOS.

VMT BACKGROUND

OPR has provided a Technical Advisory within the guidelines to "map out" potential criteria that can be applied by local agencies. The criteria, as currently written, is outlined below:

For residential projects, the project impact would be less-than-significant, if the resulting project VMT ratio is 15% below the existing regional or city VMT ratio.

For office projects, the project impact would be less-than-significant, if the resulting project VMT ratio is 15% below the existing regional or City VMT ratio.

For retail projects, the project impact is considered less-than-significant, if the project is local-serving retail. Retail which increases VMT compared to previous shopping patterns may be considered significant, such as large shopping centers with intended regional draw.

The legislative intent of SB 743 is to balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. However, the OPR recommended VMT threshold of 15% below baseline conditions is almost exclusively based on GHG reduction goals identified in the Air Resources Board's Mobile Source Strategy document. While this is a legislative intent objective of SB 743, the connection to the infill development and active transportation intent is less clear.

The OPR guidelines recognize that land use context matters when it comes to VMT mitigations options, thresholds, and effectiveness. The City of Beaumont adopted Traffic Impact Study (TIS) guidelines in June 2020 that address VMT impact criteria and analysis methodology. VMT per service population (total employment plus population) was utilized and compared back to the City's existing VMT per Service

Population ratio. The City's VMT threshold indicates that a project impact would be less-than-significant if the resulting project's VMT is 3% below the existing citywide VMT. These guidelines were applied to the Project in this assessment.

VMT ANALYSIS

Fehr & Peers utilized the RIVTAM travel demand forecasting model to estimate VMT for the Project and the City. The VMT estimates incorporate the "full accounting" methodology in that it accounts for the complete length of the trip from the origin to the destination and assigns 100% of that trip distance to the City of Beaumont. To estimate the existing VMT, Fehr & Peers had to estimate VMT from both the Base Year (2016) and Future Year (2040) horizons in the RIVTAM Model. The VMT per service population was estimated for both of these horizons and then linear interpolation was utilized to estimate the existing (2018, consistent with our traffic count collection) VMT for the project.

The base year, existing year, and future year VMT estimates are summarized in **Table 7-1**. **Table 7-2** summarizes the VMT analysis and compares the City's existing and future year VMT. As shown in **Table 7-2**, the existing VMT per service population in the City is 24.4. 3% below the Citywide average would be mean that the General Plan would results in a significant impact if the VMT per service population was greater than 23.7. The Project (implementation of the General Plan including the SOI area) results in VMT per service population of 29.7, which is 25% higher than the threshold of significance established by the City. Based on the City's thresholds, this project results in a ***significant impact*** and would be subject to mitigation.

It should be noted that, even though the General Plan buildout will result in a significant impact, the City's VMT per service population will be 12% lower than the WRCOG regional average and development in Beaumont (instead of other areas in the WRCOG region) would generally benefit the environment.

TABLE 7-1 BEAUMONT GENERAL PLAN UPDATE VMT SUMMARY

Scenario	2016 Base Year			2018 Interpolated Conditions			2040 Future Year (Including General Plan Buildout)		
	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population
City of Beaumont (Citywide) VMT	1,085,515	46,806	23.2	1,318,032	54,093	24.4	3,875,716	134,255	28.9
Sphere of Influence (SOI) Only VMT	138,764	3,456	40.2	218,563	5,914	37.0	1,096,347	32,949	33.3
Total Beaumont General Plan Area (Citywide plus SOI)	1,224,279	50,262	24.4	1,536,594	60,007	25.6	4,972,063	167,204	29.7
WRCOG VMT	67,556,043	2,263,510	29.8	71,464,388	2,374,232	30.1	114,456,180	3,411,485	33.6

Notes:
1. VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.
Source: Fehr & Peers, 2019

TABLE 7-2 VMT PER SERVICE POPULATION ANALYSIS

Scenario	Existing (2018)	Future (2040)	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	24.4	28.9	4.5 (16%)
Sphere of Influence Only VMT	37.0	33.3	-3.7 (-11%)
Total Beaumont General Plan Update Area	25.6	29.7	4.1 (14%)

Source: Fehr & Peers, 2020

Table 7-3 compares the Future Year VMT for the general plan area with and without the general plan buildout. As shown in **Table 7-3**, the buildout of the general plan significantly reduces the VMT per service population throughout the general plan area by approximately 50%. The mixed used development associated with the general plan improves VMT by providing more availability to different land uses within the City and shortening travel trips.

TABLE 7-3 FUTURE YEAR VMT PER SERVICE POPULATION COMPARISON

Scenario	Future (2040) No Build	Future (2040) General Plan Buildout	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	43.8	28.9	-14.9 (-51%)
Sphere of Influence Only VMT	158.9	33.3	-125.6 (-377%)
Total Beaumont General Plan Update Area	52.1	29.7	-22.4 (-75%)

Source: Fehr & Peers, 2020

Table 7-4 below shows comparison of VMT and VMT per service population for areas around Beaumont. As shown in **Table 7-4**, VMT per service population in Beaumont is lower than other nearby cities within Riverside County with the addition of the General Plan. VMT analysis outputs are provided in **Appendix C**.

TABLE 7-4 VMT REGIONAL COMPARISON – FUTURE YEAR

Area	VMT	VMT per Service Population[1]
Beaumont	3,875,716	28.9
Sphere of Influence Only VMT	1,096,347	33.3
Total Beaumont General Plan Area	4,972,063	29.7
Regional Comparison		
WRCOG	114,456,180	33.6
Nearby City Comparison		
Banning	2,055,092	31.3
Calimesa	946,917	36.2
San Jacinto	3,245,972	33.1
Moreno Valley	8,424,484	27.6
Hemet	4,216,271	28.4

Notes:
1. VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.
Source: Fehr & Peers, 2019

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) measures are effective ways to reduce VMT, daily vehicle trips, and peak hour vehicle trips. These measures are not captured in the travel demand model (such as RIVTAM) utilized in this analysis. As the General Plan Buildout results in a significant impact, goals listed in the Mobility Element that promote TDM policies could further reduce the VMT. These goals include policies that require new residential and retail developments implement TDM measures to reduce VMT. Many TDM programs can be residential, employment, and transit specific and should be tailored to meet the suburban needs of the City. The California Air Resource Board's Zero Carbon Buildings Study identified TDM strategies and programs that can be used to reduce VMT and shorten trip lengths. Listed below are some examples of TDM measures that could be utilized to reduce VMT:

PARKING

- A "park once" policy that encourages employees, residents, and visitors to park once and walk to multiple destinations.
- Unbundled parking programs that would allow parking spaces to be sold or rented separately without inclusion into rental cost.
- Shared parking between multiple land uses developments can increase parking utilization during off-peak parking demand hours.
- Paid parking programs, especially for high turnover at the most desirable locations, such as the Downtown Area Plan

COMMUTE

- Transportation Network Companies (TNCs) Partnerships to connect individuals to nearest transit stations or encourage carpooling.
- Market programs that educate visitors, residents, and employees about alternatives to driving.
- Carshare programs, such as Zip Car, are short-term rental services that can be located near key points of interest encouraging reduced vehicle ownership
- Carpool and vanpool programs provide payments to individuals who participate in in each model.
- Telecommuting programs that allow individuals to work from home.

PEDESTRIAN AND BICYCLE

- Secure bicycle parking facilities on site that may include restricted access to specific facilities.t
- Bikeshare system that provide individuals with loaner bikes for short, one-way trips.
- Bicycle riders guide with bicycle routes, lanes, and paths to between key points of interest and bicycle parking facilities.
- Walking programs that encourage employees to walk to work and may include mapping walking routes, creating walking groups or buddies, and providing incentives.

It should also be noted that the TDM strategies mentioned above do not take into consideration some foreseeable travel changes including increased use of TNCs, such as Uber and Lyft, nor the potential for autonomous vehicles. Although the technology for autonomous vehicles is expected to be available over the planning horizon, the federal and state legal and policy frameworks are uncertain. Initial modeling of an autonomous future indicates that with automated and connected vehicles, the capacity of the existing transportation system would increase as vehicles can travel closer together; however, these efficiencies are only realized when a high percentage of vehicles on the roadway are automated and connected. There is also the potential for vehicle travel to increase with zero-occupancy vehicles on the roadway.

The California Air Pollution Control Officers Association (CAPCOA) documentation identifies the maximum achievable VMT reduction with TDM measures to be 10% in a suburban setting. Given that the general plan buildout is estimated to generate VMT per service population that is approximately 25% higher than the threshold of significance, TDM measures would likely not reduce VMT per service population to a level below the City's threshold of significance. Therefore, the general plan buildout will result in a ***significant-and-unavoidable impact***.

8. IMPACT ANALYSIS

This chapter summarizes the environmental impacts of the proposed project and recommends feasible roadway and intersection improvements where possible. The results are summarized below.

EXISTING (2018) PLUS PROJECT IMPACTS

INTERSECTION IMPROVEMENT IMPACTS

As shown in Chapter 5, all study intersections were forecast to operate at an acceptable LOS in the Existing (2018) Plus Project Conditions. Therefore, there are no impacts in this scenario.

ROADWAY IMPROVEMENT IMPACTS

As shown in Chapter 6, the following roadway segment operates at an unacceptable LOS:

I-10 Freeway - Between Pennsylvania Ave and Highland Springs Ave (LOS E)

The General Plan combined with the regional growth, results in an impact to the I-10. To improve the impact additional lanes would be required. It should be noted that, the 2016 RTP/SCS does not include any lane widening improvements to I-10 Freeway between Pennsylvania Avenue and Highland Springs Avenue.

CUMULATIVE YEAR (2040) IMPACTS

INTERSECTION IMPACTS

As shown in Chapter 6, none of the study intersections were forecast to operate deficiently in the Cumulative (2040) Year Conditions. Therefore, there are no impacts in this scenario.

ROADWAY IMPACTS

As shown in Chapter 6, the following roadway segments operate at an unacceptable LOS:

Beaumont Avenue (SR-79) – South of California Avenue (LOS F)
SR-60 Freeway West of the I-10 (LOS F)
I-10 Freeway West of SR-60 (LOS F)

I-10 Freeway Between SR-60 and SR-79 (LOS F)

I-10 Freeway Between SR-79 and Pennsylvania Avenue (LOS F)

I-10 Freeway Between Pennsylvania Avenue and Highland Springs Avenue (LOS F)

The General Plan combined with the regional growth results in an impact to the SR-79, SR-60, and I-10. To improve operations at these facilities, additional lanes would be required. The 2016 RTP/SCS does not include any lane widening improvements to any of these facilities.

APPENDIX A: TRAFFIC COUNTS

Prepared by National Data & Surveying Services

Beaumont Ave & 11th St

Peak Hour Turning Movement Count

ID: 18-06059-001
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Beaumont Ave — SOUTHBOUND

AM	21	484	9	1	377	AM
NOON	0	0	0	0	0	NOON
PM	15	387	5	0	495	PM

11th St — EASTBOUND

AM	NOON	PM	
35	0	47	
0	0	0	0
13	0	16	0
8	0	13	1
11	0	19	0
AM	NOON	PM	

11th St — WESTBOUND

	PM	NOON	AM
0	12	0	13
1	10	0	8
0	3	0	9
0	0	0	0
	29	0	30
	PM	NOON	AM

Beaumont Ave — NORTHBOUND

PM	410	1	22	467	11	PM
NOON	0	0	0	0	0	NOON
AM	504	0	6	350	13	AM

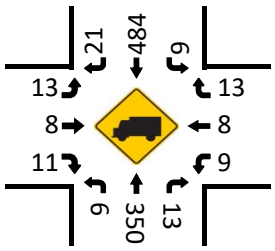
Turning movements (AM): 0 2 0 0 — 0 0 2 0

CONTROL

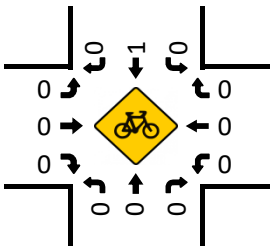
2-Way Stop (EB/WB)

	AM	NOON	PM
TEV	946	0	981
PHF	0.89		0.93

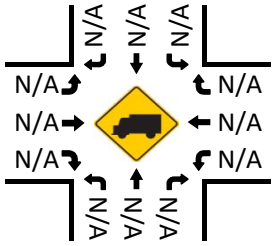
Total Vehicles (AM)



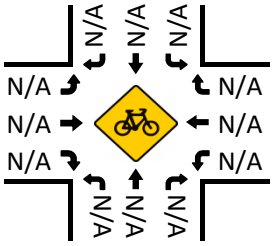
Bikes (AM)



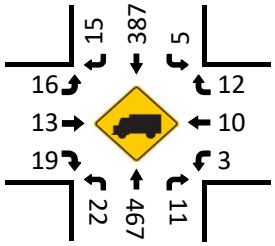
Total Vehicles (Noon)



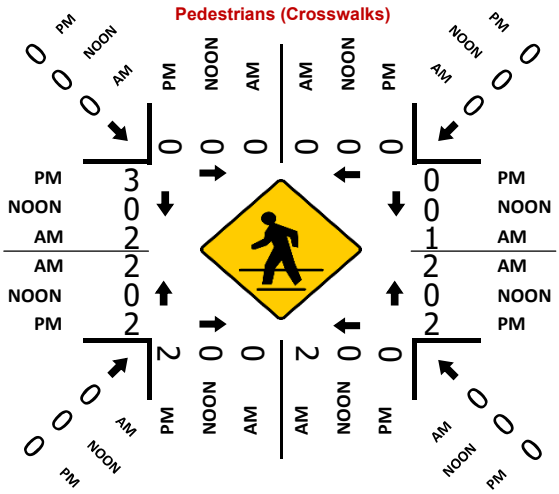
Bikes (NOON)



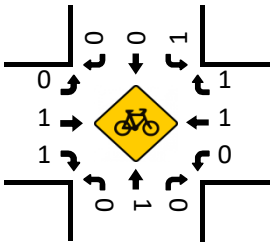
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

Beaumont Ave & 8th St

Peak Hour Turning Movement Count

ID: 18-06059-002
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Beaumont Ave — SOUTHBOUND

AM	41	391	60	0	358	AM
NOON	0	0	0	0	0	NOON
PM	34	342	30	0	530	PM

8th St — EASTBOUND

AM	NOON	PM		
116	0	119		
0	0	0		0
33	0	55		0
62	0	32		1
22	0	26		0
AM	NOON	PM		

8th St — WESTBOUND

PM	NOON	AM	
56	0	45	0
55	0	58	1
36	0	43	0
0	0	0	0
82	0	151	
PM	NOON	AM	

0	2	0	0	
0	0	2	0	

CONTROL

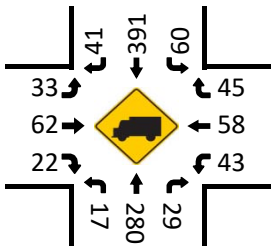
4-Way Stop

TEV	1081	0	1135
	AM	NOON	PM
PHF	0.93		0.86

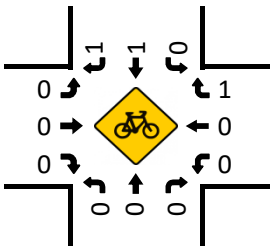
Beaumont Ave — NORTHBOUND

PM	404	0	30	419	20	PM
NOON	0	0	0	0	0	NOON
AM	456	0	17	280	29	AM

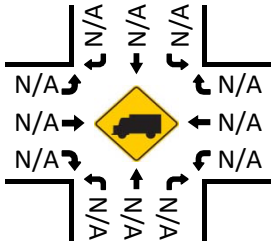
Total Vehicles (AM)



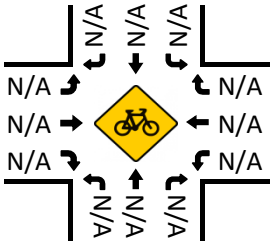
Bikes (AM)



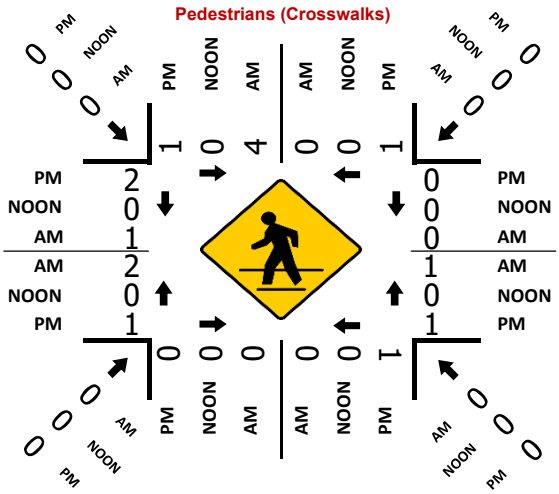
Total Vehicles (Noon)



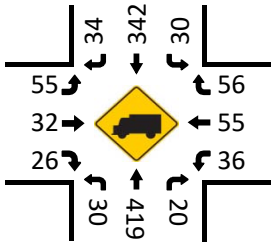
Bikes (NOON)



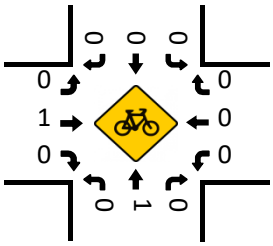
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

California Ave & 6th St

Peak Hour Turning Movement Count

ID: 18-06059-003
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS		COUNT PERIODS
07:00 AM - 08:00 AM		07:00 AM - 09:00 AM
NONE		NONE
04:15 PM - 05:15 PM		04:00 PM - 06:00 PM

California Ave — SOUTHBOUND

AM	8	98	54	0	113	AM
NOON	0	0	0	0	0	NOON
PM	9	60	22	0	110	PM

6th St — EASTBOUND

AM	NOON	PM	
630	0	537	⇦
0	0	0	↶ 0
7	0	10	↱ 1
212	0	395	→ 1
95	0	167	↳ 1
AM	NOON	PM	

6th St — WESTBOUND

	PM	NOON	AM
1 ↰	21	0	18
1 ←	269	0	296
1 ↲	57	0	53
0 ↺	0	0	0
⇨	499	0	331
	PM	NOON	AM

California Ave — NORTHBOUND

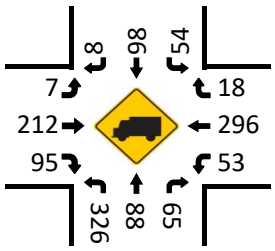
PM	284	0	259	79	82	PM
NOON	0	0	0	0	0	NOON
AM	246	0	326	88	65	AM

	EASTBOUND	WESTBOUND	NORTHBOUND
↶	0	0	0
↰	1	1	1
↑	1	1	1
↱	1	0	0

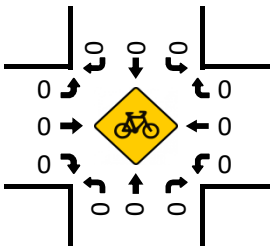
CONTROL: Signalized

TEV	1320	0	1430
	AM	NOON	PM
PHF	0.92		0.94

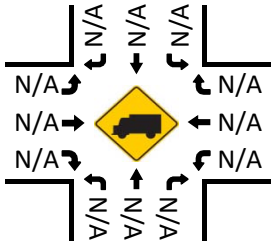
Total Vehicles (AM)



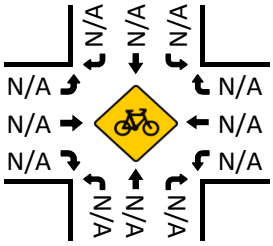
Bikes (AM)



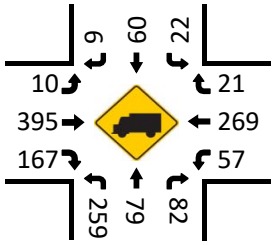
Total Vehicles (Noon)



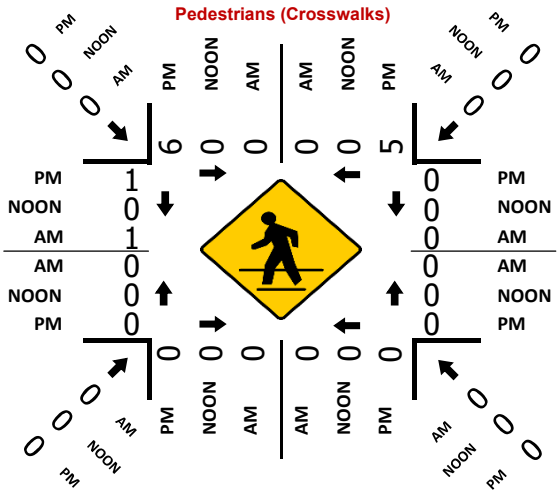
Bikes (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
6
0
0
0
0
5
PM
NOON
AM
1
0
1
0
0
0
0
0
0
0
0
0
0
0

Prepared by National Data & Surveying Services

Beaumont Ave & 6th St

Peak Hour Turning Movement Count

ID: 18-06059-004
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM		07:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		04:00 PM - 06:00 PM

Beaumont Ave — SOUTHBOUND

AM	72	275	117	0	340	AM
NOON	0	0	0	0	0	NOON
PM	45	263	141	0	460	PM

6th St — EASTBOUND

AM	NOON	PM	
344	0	364	
0	0	0	0
64	0	94	1
238	0	364	2
47	0	40	0

6th St — WESTBOUND

	PM	NOON	AM
1	132	0	90
1	269	0	231
1	127	0	94
0	0	0	0
	608	0	418

Beaumont Ave — NORTHBOUND

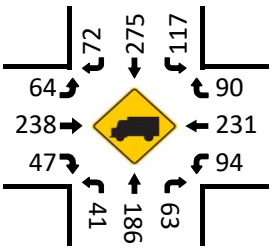
PM	430	0	50	234	103	PM
NOON	0	0	0	0	0	NOON
AM	416	0	41	186	63	AM

Turning movements (left, through, right, U-turn):

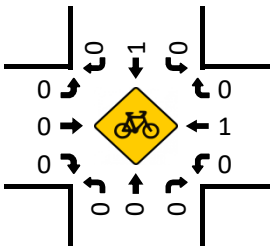
0	2	1	0	
0	1	2	0	

CONTROL			
Signalized			
TEV	1518 AM	0 NOON	1862 PM
PHF	0.88		0.97

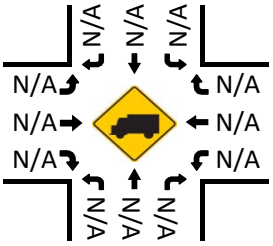
Total Vehicles (AM)



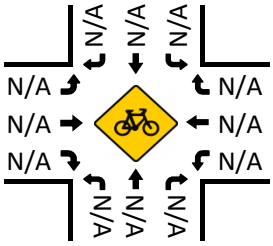
Bikes (AM)



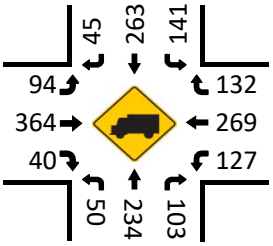
Total Vehicles (Noon)



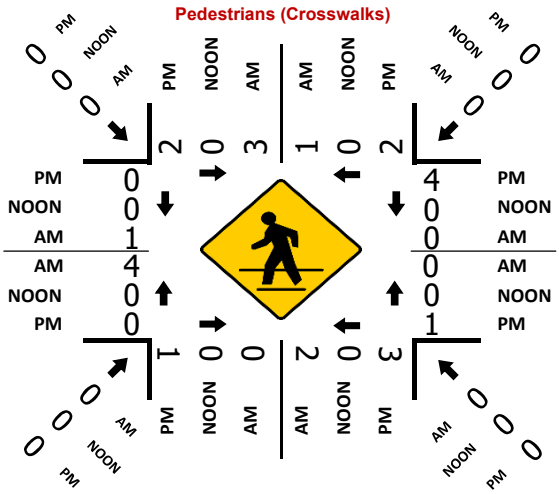
Bikes (NOON)



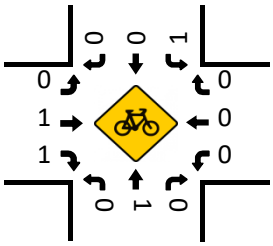
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

Beaumont Ave & 5th St

Peak Hour Turning Movement Count

ID: 18-06059-005
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Beaumont Ave — SOUTHBOUND

AM	4	270	2	0	195	AM
NOON	0	0	0	0	0	NOON
PM	4	248	5	0	282	PM

5th St — EASTBOUND

AM	NOON	PM		
14	0	20		
0	0	0		0
8	0	24		0
10	0	8		1
12	0	21		0
AM	NOON	PM		

5th St — WESTBOUND

PM	NOON	AM	
9	0	8	0
8	0	6	1
24	0	27	0
0	0	0	0
41	0	23	
PM	NOON	AM	

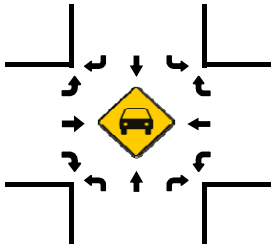
Beaumont Ave — NORTHBOUND

PM	293	0	8	249	28	PM
NOON	0	0	0	0	0	NOON
AM	309	0	4	179	11	AM

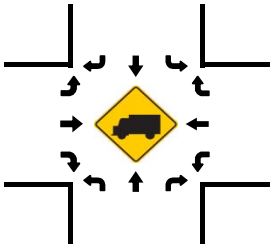
Turning movements (SOUTHBOUND): 0 2 1 0
Turning movements (NORTHBOUND): 0 0 1 0

CONTROL			
Signalized			
TEV	541 AM	0 NOON	636 PM
PHF	0.95		0.97

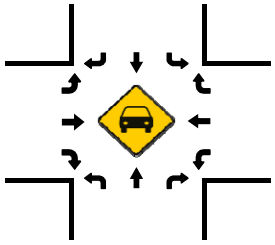
Total Vehicles (AM)



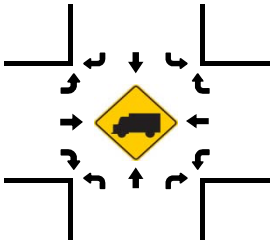
HT (AM)



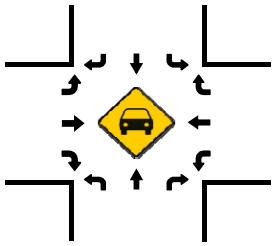
Total Vehicles (Noon)



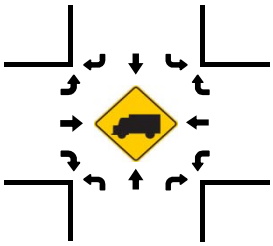
HT (NOON)



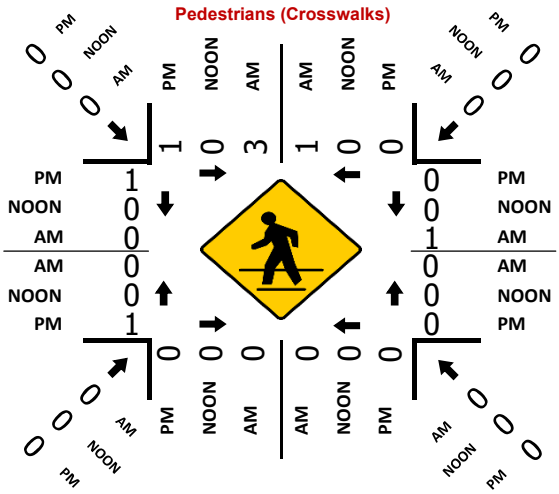
Total Vehicles (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Orange Ave & 6th St

Peak Hour Turning Movement Count

ID: 18-06059-006
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM		07:00 AM - 09:00 AM
NONE		NONE
04:15 PM - 05:15 PM		04:00 PM - 06:00 PM

Orange Ave — SOUTHBOUND

AM	29	6	29	0	113	AM
NOON	0	0	0	0	0	NOON
PM	32	2	12	0	123	PM

EASTBOUND — 6th St

AM	NOON	PM		
422	0	565		
0	0	0	0	
43	0	66	1	
356	0	541	2	
6	0	9	0	

WESTBOUND — 6th St

	PM	NOON	AM
1	56	0	66
2	522	0	389
0	13	0	3
0	0	0	0
	563	0	391

NORTHBOUND — Orange Ave

PM	24	0	11	1	10	PM
NOON	0	0	0	0	0	NOON
AM	15	0	4	4	6	AM

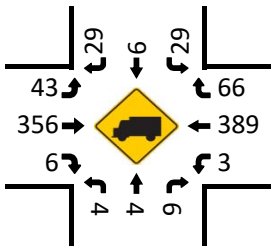
Turning movements (red): 0 1 0 0 (SB); 0 0 1 0 (NB)

CONTROL

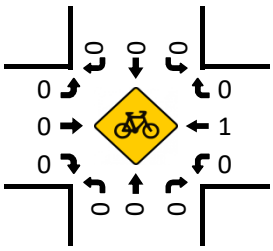
2-Way Stop (NB/SB)

	AM	NOON	PM
TEV	941	0	1275
PHF	0.88		0.91

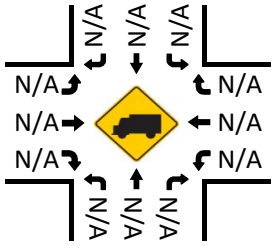
Total Vehicles (AM)



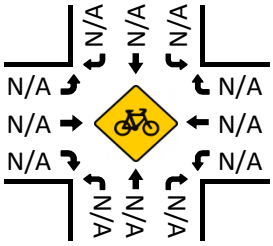
Bikes (AM)



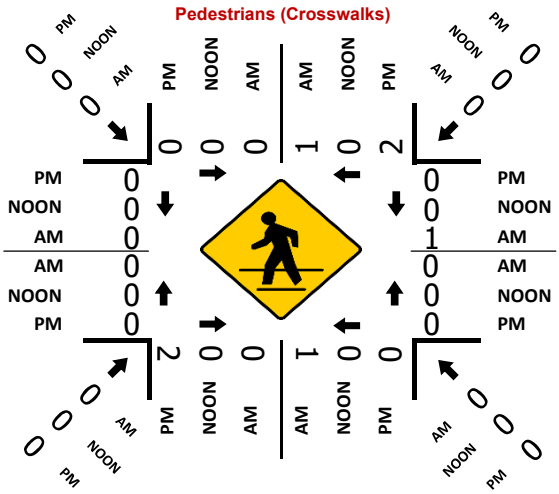
Total Vehicles (Noon)



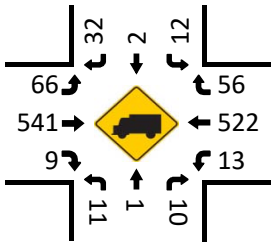
Bikes (NOON)



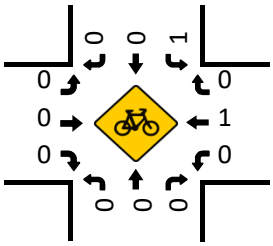
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Palm Ct & 6th St

Peak Hour Turning Movement Count

ID: 18-06059-007
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND (Palm Ct)

AM	51	10	77	0	85	AM
NOON	0	0	0	0	0	NOON
PM	45	4	74	2	98	PM
	1	0.5	0.5	0		

EASTBOUND (6th St)

AM	NOON	PM	
459	0	603	
0	0	0	0
26	0	43	1
356	0	535	2
4	0	3	0

WESTBOUND (6th St)

	PM	NOON	AM
0	46	0	50
2	552	0	406
1	10	0	4
0	0	0	0
	625	0	442

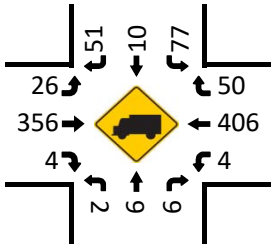
NORTHBOUND (Palm Ct)

PM	17	0	6	7	16	PM
NOON	0	0	0	0	0	NOON
AM	18	0	2	9	9	AM
		0	0.5	0.5	1	

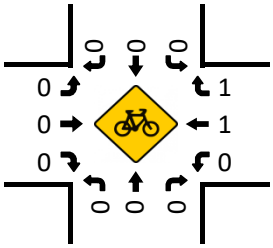
CONTROL: Signalized

	AM	NOON	PM
TEV	1004	0	1343
PHF	0.90		0.99

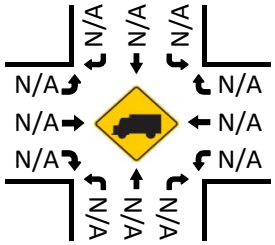
Total Vehicles (AM)



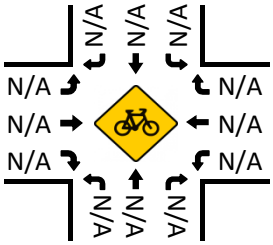
Bikes (AM)



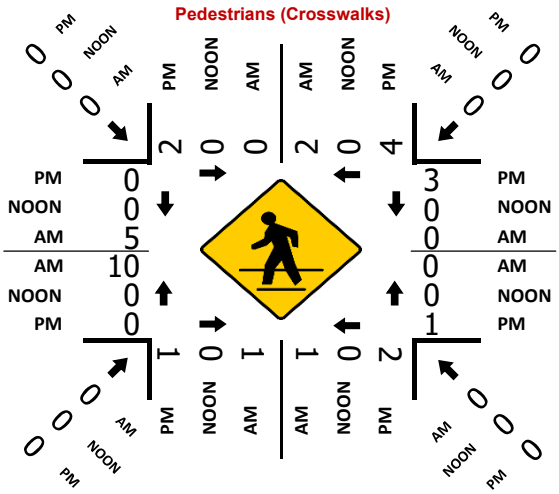
Total Vehicles (Noon)



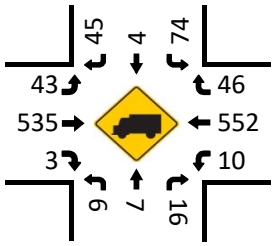
Bikes (NOON)



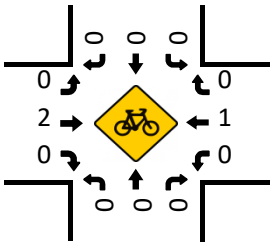
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Pennsylvania Ave & 6th St

Peak Hour Turning Movement Count

ID: 18-06059-008
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND (Pennsylvania Ave)

	U-turn	Left	Thru	Right	Total
AM	0	52	289	46	243
NOON	0	0	0	0	0
PM	0	40	201	37	436

EASTBOUND (6th St)

	U-turn	Left	Thru	Right	Total
AM	0	0	24	264	173
NOON	0	0	0	0	0
PM	0	59	356	212	481

WESTBOUND (6th St)

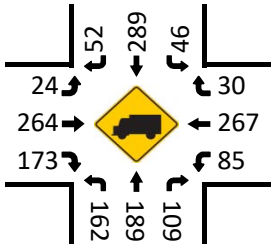
	U-turn	Left	Thru	Right	Total
PM	0	77	384	69	518
NOON	0	0	0	0	0
AM	0	30	267	85	419

NORTHBOUND (Pennsylvania Ave)

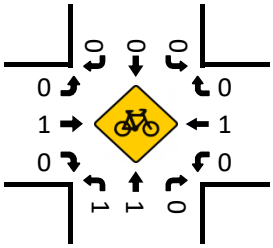
	U-turn	Left	Thru	Right	Total
PM	0	0	219	300	125
NOON	0	0	0	0	0
AM	0	0	162	189	109

CONTROL			
Signalized			
TEV	1690 AM	0 NOON	2079 PM
PHF	0.91		0.95

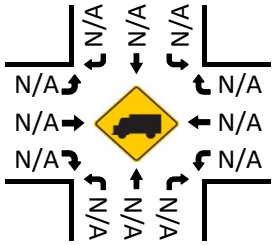
Total Vehicles (AM)



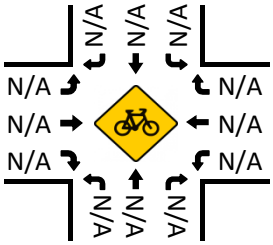
Bikes (AM)



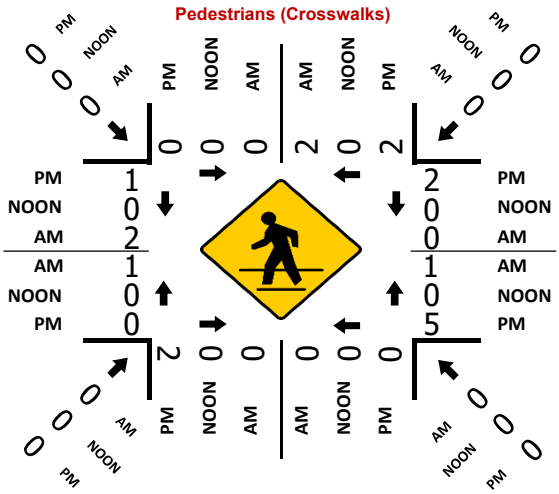
Total Vehicles (Noon)



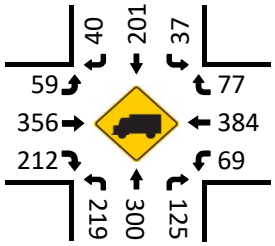
Bikes (NOON)



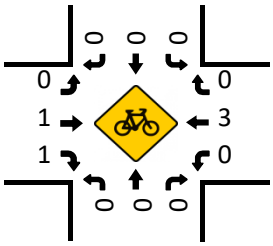
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Xenia Ave & 6th St

Peak Hour Turning Movement Count

ID: 18-06059-009
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND (Xenia Ave)

	Left	Thru	Right	U-Turn	Total
AM	125	0	126	0	123
NOON	0	0	0	0	0
PM	82	0	63	0	225

EASTBOUND (6th St)

	Left	Thru	Right	U-Turn
AM	1	0	11	0
NOON	78	0	121	1
PM	308	0	347	2
	2	0	2	0
	372	0	509	

WESTBOUND (6th St)

	Left	Thru	Right	U-Turn
PM	103	0	45	0
NOON	416	0	245	2
AM	1	0	2	1
	2	0	0	0
	413	0	435	

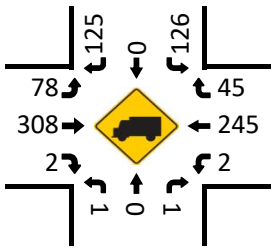
NORTHBOUND (Xenia Ave)

	Left	Thru	Right	U-Turn	Total
PM	3	0	0	1	1
NOON	0	0	0	0	0
AM	4	0	1	0	1

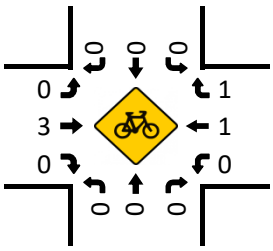
CONTROL: 4-Way Stop

	AM	NOON	PM
TEV	934	0	1150
PHF	0.96		0.97

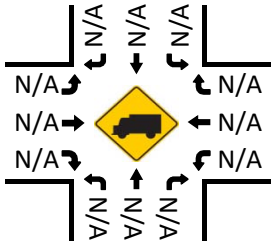
Total Vehicles (AM)



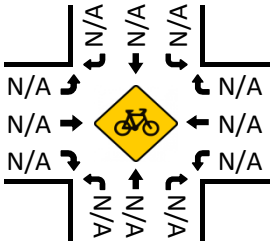
Bikes (AM)



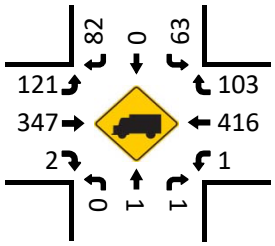
Total Vehicles (Noon)



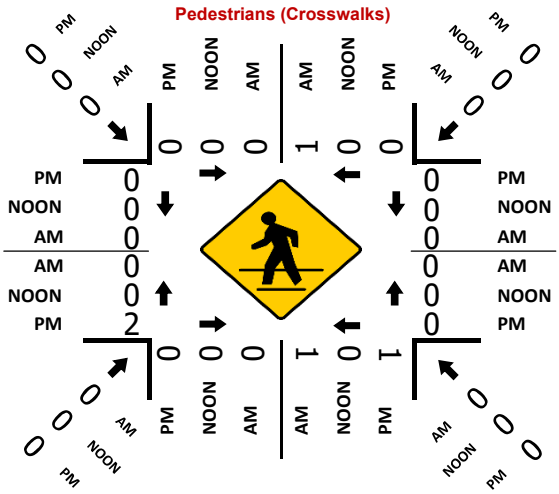
Bikes (NOON)



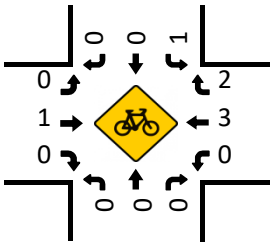
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

Highland Springs Ave & 6th St/Ramsey St

Peak Hour Turning Movement Count

ID: 18-06059-010
City: Beaumont

Day: Tuesday
Date: 05/08/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Highland Springs Ave — SOUTHBOUND

AM	88	548	101	0	578	AM
NOON	0	0	0	0	0	NOON
PM	112	507	85	0	874	PM

6th St/Ramsey St — EASTBOUND

AM	NOON	PM	
355	0	601	⇦
16	0	33	↰ 0
89	0	168	↱ 1
188	0	254	→ 2
192	0	198	↳ 1

6th St/Ramsey St — WESTBOUND

PM	NOON	AM	
81	0	66	0 ↰
285	0	156	2 ←
246	0	130	1 ↰
15	0	15	0 ↰
518	0	441	⇨

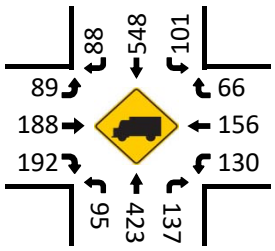
Highland Springs Ave — NORTHBOUND

PM	955	4	171	625	164	PM
NOON	0	0	0	0	0	NOON
AM	870	0	95	423	137	AM

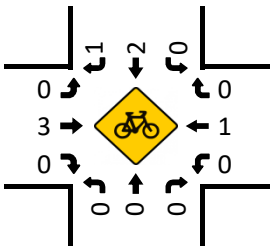
1	2	1	0	⇩
0	1	2	1	

CONTROL			
Signalized			
TEV	2244 AM	0 NOON	2948 PM
PHF	0.95		0.93

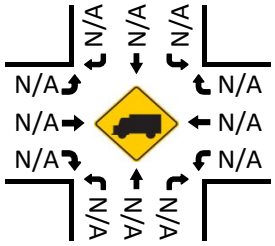
Total Vehicles (AM)



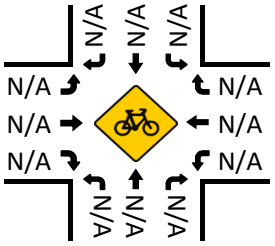
Bikes (AM)



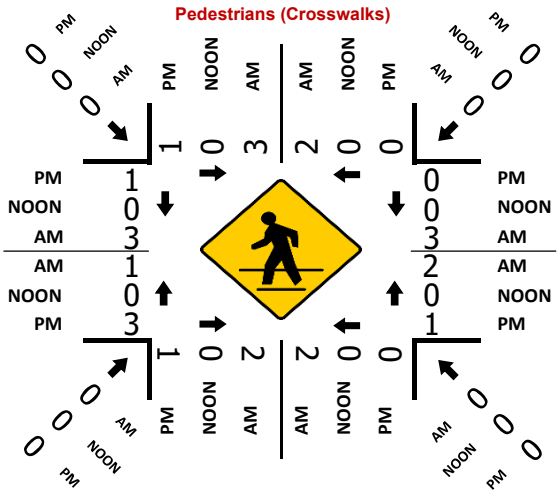
Total Vehicles (Noon)



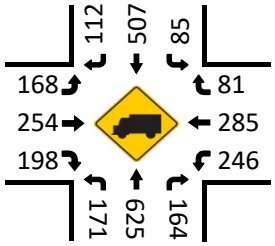
Bikes (NOON)



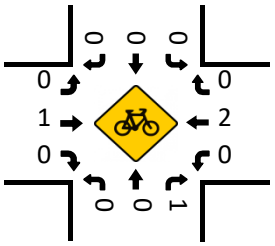
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by NDS/ATD

VOLUME

Oak Valley Pkwy Bet. Potrero Blvd & 2800' W/O Apron Ln

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,252	1,294	2,546

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		2		4		12:00			19		16		35	
00:15			3		0		3		12:15			18		19		37	
00:30			2		0		2		12:30			11		18		29	
00:45			1	8	3	5	4	13	12:45			17	65	24	77	41	142
01:00			3		2		5		13:00			18		16		34	
01:15			2		2		4		13:15			19		11		30	
01:30			4		0		4		13:30			40		19		59	
01:45			1	10	2	6	3	16	13:45			12	89	18	64	30	153
02:00			1		0		1		14:00			13		26		39	
02:15			2		0		2		14:15			21		22		43	
02:30			0		1		1		14:30			22		22		44	
02:45			0	3	0	1	0	4	14:45			25	81	26	96	51	177
03:00			2		3		5		15:00			26		22		48	
03:15			4		4		8		15:15			22		25		47	
03:30			2		6		8		15:30			26		25		51	
03:45			5	13	2	15	7	28	15:45			32	106	12	84	44	190
04:00			3		4		7		16:00			18		19		37	
04:15			2		6		8		16:15			39		21		60	
04:30			4		15		19		16:30			26		11		37	
04:45			3	12	6	31	9	43	16:45			22	105	18	69	40	174
05:00			4		4		8		17:00			25		17		42	
05:15			5		9		14		17:15			25		17		42	
05:30			8		16		24		17:30			17		23		40	
05:45			10	27	14	43	24	70	17:45			22	89	22	79	44	168
06:00			9		20		29		18:00			17		26		43	
06:15			13		16		29		18:15			25		24		49	
06:30			11		19		30		18:30			23		26		49	
06:45			19	52	22	77	41	129	18:45			17	82	13	89	30	171
07:00			12		26		38		19:00			13		10		23	
07:15			17		41		58		19:15			16		16		32	
07:30			37		26		63		19:30			12		12		24	
07:45			25	91	29	122	54	213	19:45			10	51	14	52	24	103
08:00			17		26		43		20:00			7		12		19	
08:15			19		11		30		20:15			14		18		32	
08:30			15		12		27		20:30			10		15		25	
08:45			13	64	18	67	31	131	20:45			7	38	10	55	17	93
09:00			17		14		31		21:00			12		12		24	
09:15			16		16		32		21:15			8		14		22	
09:30			11		15		26		21:30			7		9		16	
09:45			14	58	21	66	35	124	21:45			3	30	8	43	11	73
10:00			19		12		31		22:00			9		9		18	
10:15			15		15		30		22:15			4		2		6	
10:30			17		16		33		22:30			5		6		11	
10:45			19	70	18	61	37	131	22:45			5	23	4	21	9	44
11:00			21		18		39		23:00			1		4		5	
11:15			18		13		31		23:15			1		2		3	
11:30			25		15		40		23:30			3		1		4	
11:45			15	79	16	62	31	141	23:45			1	6	2	9	3	15
TOTALS				487		556		1043	TOTALS				765		738		1503
SPLIT %				46.7%		53.3%		41.0%	SPLIT %				50.9%		49.1%		59.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,252	1,294	2,546

AM Peak Hour			07:30	07:00	07:15	PM Peak Hour			15:30	14:45	14:45
AM Pk Volume			98	122	218	PM Pk Volume			115	98	197
Pk Hr Factor			0.662	0.744	0.865	Pk Hr Factor			0.737	0.942	0.966
7 - 9 Volume	0	0	155	189	344	4 - 6 Volume	0	0	194	148	342
7 - 9 Peak Hour			07:30	07:00	07:15	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	98	122	218	4 - 6 Pk Volume	0	0	112	79	179
Pk Hr Factor	0.000	0.000	0.662	0.744	0.865	Pk Hr Factor	0.000	0.000	0.718	0.859	0.746

Prepared by NDS/ATD

VOLUME

Oak Valley Pkwy Bet. Gateway Dr & I-10 SB Ramps

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,818	2,561	5,379

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			8		6		14		12:00			40		37		77	
00:15			6		3		9		12:15			41		46		87	
00:30			3		4		7		12:30			33		32		65	
00:45			4	21	3	16	7	37	12:45			49	163	44	159	93	322
01:00			3		5		8		13:00			40		54		94	
01:15			5		4		9		13:15			49		32		81	
01:30			6		2		8		13:30			68		39		107	
01:45			2	16	3	14	5	30	13:45			38	195	46	171	84	366
02:00			4		1		5		14:00			42		52		94	
02:15			3		1		4		14:15			47		44		91	
02:30			1		2		3		14:30			54		49		103	
02:45			2	10	0	4	2	14	14:45			61	204	43	188	104	392
03:00			3		3		6		15:00			55		40		95	
03:15			5		0		5		15:15			42		48		90	
03:30			9		8		17		15:30			52		37		89	
03:45			9	26	2	13	11	39	15:45			51	200	26	151	77	351
04:00			9		2		11		16:00			34		44		78	
04:15			9		6		15		16:15			49		35		84	
04:30			9		14		23		16:30			47		38		85	
04:45			8	35	9	31	17	66	16:45			50	180	35	152	85	332
05:00			14		12		26		17:00			41		50		91	
05:15			12		15		27		17:15			50		27		77	
05:30			23		16		39		17:30			42		40		82	
05:45			26	75	19	62	45	137	17:45			43	176	43	160	86	336
06:00			33		33		66		18:00			37		56		93	
06:15			45		24		69		18:15			41		55		96	
06:30			32		31		63		18:30			37		40		77	
06:45			48	158	37	125	85	283	18:45			30	145	33	184	63	329
07:00			56		42		98		19:00			34		38		72	
07:15			65		45		110		19:15			27		32		59	
07:30			63		45		108		19:30			20		26		46	
07:45			59	243	48	180	107	423	19:45			21	102	39	135	60	237
08:00			44		39		83		20:00			17		35		52	
08:15			46		28		74		20:15			21		32		53	
08:30			43		30		73		20:30			14		31		45	
08:45			39	172	31	128	70	300	20:45			16	68	24	122	40	190
09:00			47		36		83		21:00			16		21		37	
09:15			35		29		64		21:15			12		25		37	
09:30			39		33		72		21:30			13		15		28	
09:45			38	159	36	134	74	293	21:45			12	53	15	76	27	129
10:00			52		30		82		22:00			9		21		30	
10:15			35		26		61		22:15			10		12		22	
10:30			42		30		72		22:30			6		19		25	
10:45			41	170	32	118	73	288	22:45			10	35	18	70	28	105
11:00			49		30		79		23:00			4		12		16	
11:15			52		35		87		23:15			6		11		17	
11:30			51		37		88		23:30			5		4		9	
11:45			42	194	31	133	73	327	23:45			3	18	8	35	11	53
TOTALS				1279		958		2237	TOTALS				1539		1603		3142
SPLIT %				57.2%		42.8%		41.6%	SPLIT %				49.0%		51.0%		58.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,818	2,561	5,379

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			14:15	17:30	14:15
AM Pk Volume			243	180	423	PM Pk Volume			217	194	393
Pk Hr Factor			0.935	0.938	0.961	Pk Hr Factor			0.889	0.866	0.945
7 - 9 Volume	0	0	415	308	723	4 - 6 Volume	0	0	356	312	668
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	16:15
7 - 9 Pk Volume	0	0	243	180	423	4 - 6 Pk Volume	0	0	188	160	345
Pk Hr Factor	0.000	0.000	0.935	0.938	0.961	Pk Hr Factor	0.000	0.000	0.940	0.800	0.948

Prepared by NDS/ATD

VOLUME

Oak Valley Pkwy Bet. I-10 NB Ramps & Oak View Dr

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,829	8,771	16,600

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			22		7		29		12:00			107		110		217	
00:15			23		7		30		12:15			96		117		213	
00:30			14		9		23		12:30			113		100		213	
00:45			17	76	4	27	21	103	12:45			99	415	115	442	214	857
01:00			19		8		27		13:00			85		100		185	
01:15			14		5		19		13:15			102		104		206	
01:30			10		3		13		13:30			109		137		246	
01:45			10	53	6	22	16	75	13:45			100	396	120	461	220	857
02:00			11		3		14		14:00			125		124		249	
02:15			9		6		15		14:15			113		116		229	
02:30			8		6		14		14:30			129		112		241	
02:45			10	38	12	27	22	65	14:45			137	504	129	481	266	985
03:00			8		13		21		15:00			148		133		281	
03:15			12		21		33		15:15			133		180		313	
03:30			10		29		39		15:30			139		151		290	
03:45			10	40	31	94	41	134	15:45			153	573	113	577	266	1150
04:00			9		42		51		16:00			144		153		297	
04:15			10		51		61		16:15			141		125		266	
04:30			12		48		60		16:30			175		114		289	
04:45			14	45	57	198	71	243	16:45			179	639	104	496	283	1135
05:00			16		89		105		17:00			176		116		292	
05:15			26		103		129		17:15			178		113		291	
05:30			31		109		140		17:30			178		122		300	
05:45			54	127	119	420	173	547	17:45			165	697	111	462	276	1159
06:00			41		187		228		18:00			167		153		320	
06:15			39		202		241		18:15			169		122		291	
06:30			52		231		283		18:30			148		104		252	
06:45			60	192	228	848	288	1040	18:45			156	640	102	481	258	1121
07:00			99		221		320		19:00			129		102		231	
07:15			114		212		326		19:15			124		90		214	
07:30			141		200		341		19:30			111		78		189	
07:45			113	467	177	810	290	1277	19:45			134	498	111	381	245	879
08:00			85		153		238		20:00			120		111		231	
08:15			71		135		206		20:15			130		83		213	
08:30			83		157		240		20:30			102		60		162	
08:45			94	333	131	576	225	909	20:45			114	466	73	327	187	793
09:00			68		115		183		21:00			97		56		153	
09:15			67		110		177		21:15			88		57		145	
09:30			73		105		178		21:30			73		41		114	
09:45			100	308	91	421	191	729	21:45			73	331	33	187	106	518
10:00			64		93		157		22:00			58		24		82	
10:15			74		99		173		22:15			48		39		87	
10:30			78		111		189		22:30			39		29		68	
10:45			82	298	121	424	203	722	22:45			50	195	29	121	79	316
11:00			87		113		200		23:00			41		27		68	
11:15			106		102		208		23:15			22		10		32	
11:30			93		104		197		23:30			31		11		42	
11:45			95	381	112	431	207	812	23:45			23	117	9	57	32	174
TOTALS				2358		4298		6656	TOTALS				5471		4473		9944
SPLIT %				35.4%		64.6%		40.1%	SPLIT %				55.0%		45.0%		59.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,829	8,771	16,600

AM Peak Hour			07:00	06:30	07:00	PM Peak Hour			16:45	15:15	17:15
AM Pk Volume			467	892	1277	PM Pk Volume			711	597	1187
Pk Hr Factor			0.828	0.965	0.936	Pk Hr Factor			0.993	0.829	0.927
7 - 9 Volume	0	0	800	1386	2186	4 - 6 Volume	0	0	1336	958	2294
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	467	810	1277	4 - 6 Pk Volume	0	0	711	496	1166
Pk Hr Factor	0.000	0.000	0.828	0.916	0.936	Pk Hr Factor	0.000	0.000	0.993	0.810	0.972

Prepared by NDS/ATD

VOLUME

Beaumont Ave Bet. Cougar Way & Oak Valley Pkwy

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_004

DAILY TOTALS	NB	SB	EB	WB	Total
	7,785	8,726	0	0	16,511

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	9		5						14		12:00	105		133						238	
00:15	11		5						16		12:15	84		200						284	
00:30	10		10						20		12:30	121		143						264	
00:45	5	35	2	22					7	57	12:45	114	424	105	581					219	1005
01:00	10		6						16		13:00	93		130						223	
01:15	2		0						2		13:15	85		137						222	
01:30	2		3						5		13:30	103		136						239	
01:45	7	21	1	10					8	31	13:45	84	365	142	545					226	910
02:00	6		1						7		14:00	112		180						292	
02:15	2		2						4		14:15	119		150						269	
02:30	2		4						6		14:30	198		111						309	
02:45	9	19	3	10					12	29	14:45	249	678	124	565					373	1243
03:00	1		6						7		15:00	228		261						489	
03:15	3		9						12		15:15	173		287						460	
03:30	1		9						10		15:30	153		245						398	
03:45	2	7	15	39					17	46	15:45	163	717	154	947					317	1664
04:00	1		15						16		16:00	148		169						317	
04:15	3		17						20		16:15	139		148						287	
04:30	4		17						21		16:30	153		123						276	
04:45	14	22	28	77					42	99	16:45	162	602	128	568					290	1170
05:00	18		30						48		17:00	143		148						291	
05:15	21		42						63		17:15	184		120						304	
05:30	19		45						64		17:30	177		106						283	
05:45	22	80	48	165					70	245	17:45	181	685	146	520					327	1205
06:00	24		63						87		18:00	162		157						319	
06:15	35		80						115		18:15	155		114						269	
06:30	87		92						179		18:30	136		121						257	
06:45	89	235	154	389					243	624	18:45	106	559	83	475					189	1034
07:00	139		148						287		19:00	126		82						208	
07:15	216		189						405		19:15	82		73						155	
07:30	203		247						450		19:30	98		87						185	
07:45	194	752	240	824					434	1576	19:45	64	370	75	317					139	687
08:00	130		178						308		20:00	91		73						164	
08:15	94		121						215		20:15	72		73						145	
08:30	84		123						207		20:30	71		77						148	
08:45	89	397	117	539					206	936	20:45	68	302	105	328					173	630
09:00	85		122						207		21:00	68		168						236	
09:15	114		95						209		21:15	50		68						118	
09:30	85		89						174		21:30	57		39						96	
09:45	102	386	91	397					193	783	21:45	36	211	32	307					68	518
10:00	78		95						173		22:00	33		22						55	
10:15	86		103						189		22:15	29		14						43	
10:30	92		109						201		22:30	24		18						42	
10:45	90	346	136	443					226	789	22:45	22	108	16	70					38	178
11:00	80		139						219		23:00	11		10						21	
11:15	108		156						264		23:15	20		10						30	
11:30	99		133						232		23:30	11		9						20	
11:45	121	408	120	548					241	956	23:45	14	56	11	40					25	96
TOTALS		2708		3463						6171	TOTALS		5077		5263						10340
SPLIT %		43.9%		56.1%						37.4%	SPLIT %		49.1%		50.9%						62.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,785	8,726	0	0	16,511

AM Peak Hour	07:00	07:15			07:15	PM Peak Hour	14:30	15:00			14:45
AM Pk Volume	752	854			1597	PM Pk Volume	848	947			1720
Pk Hr Factor	0.870	0.864			0.887	Pk Hr Factor	0.851	0.825			0.879
7 - 9 Volume	1149	1363	0	0	2512	4 - 6 Volume	1287	1088	0	0	2375
7 - 9 Peak Hour	07:00	07:15			07:15	4 - 6 Peak Hour	17:00	16:00			17:00
7 - 9 Pk Volume	752	854	0	0	1597	4 - 6 Pk Volume	685	568	0	0	1205
Pk Hr Factor	0.870	0.864	0.000	0.000	0.887	Pk Hr Factor	0.931	0.840	0.000	0.000	0.921

Prepared by NDS/ATD

VOLUME

Oak Valley Pkwy Bet. Cherry Ave & Star Light Ave

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,282	4,189	8,471

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		5		7		12:00			41		58		99	
00:15			3		4		7		12:15			52		49		101	
00:30			4		1		5		12:30			51		52		103	
00:45			3	12	3	13	6	25	12:45			58	202	48	207	106	409
01:00			5		3		8		13:00			44		59		103	
01:15			2		1		3		13:15			50		57		107	
01:30			3		1		4		13:30			60		45		105	
01:45			3	13	1	6	4	19	13:45			57	211	49	210	106	421
02:00			1		1		2		14:00			62		46		108	
02:15			3		2		5		14:15			73		64		137	
02:30			2		3		5		14:30			71		82		153	
02:45			4	10	8	14	12	24	14:45			100	306	80	272	180	578
03:00			6		2		8		15:00			102		87		189	
03:15			9		5		14		15:15			74		75		149	
03:30			8		9		17		15:30			132		122		254	
03:45			6	29	11	27	17	56	15:45			72	380	73	357	145	737
04:00			9		14		23		16:00			70		62		132	
04:15			11		9		20		16:15			82		77		159	
04:30			17		14		31		16:30			63		68		131	
04:45			11	48	17	54	28	102	16:45			72	287	74	281	146	568
05:00			23		20		43		17:00			68		63		131	
05:15			21		25		46		17:15			86		118		204	
05:30			21		28		49		17:30			77		97		174	
05:45			31	96	35	108	66	204	17:45			79	310	71	349	150	659
06:00			63		57		120		18:00			85		65		150	
06:15			74		63		137		18:15			66		58		124	
06:30			90		79		169		18:30			52		55		107	
06:45			94	321	94	293	188	614	18:45			47	250	53	231	100	481
07:00			103		106		209		19:00			48		45		93	
07:15			96		90		186		19:15			38		35		73	
07:30			106		84		190		19:30			45		37		82	
07:45			89	394	98	378	187	772	19:45			39	170	32	149	71	319
08:00			110		89		199		20:00			38		18		56	
08:15			75		68		143		20:15			25		39		64	
08:30			79		93		172		20:30			28		23		51	
08:45			114	378	78	328	192	706	20:45			30	121	30	110	60	231
09:00			70		85		155		21:00			30		29		59	
09:15			44		41		85		21:15			15		27		42	
09:30			47		48		95		21:30			15		22		37	
09:45			46	207	49	223	95	430	21:45			15	75	21	99	36	174
10:00			53		30		83		22:00			9		10		19	
10:15			56		60		116		22:15			16		12		28	
10:30			44		48		92		22:30			11		15		26	
10:45			42	195	66	204	108	399	22:45			7	43	9	46	16	89
11:00			52		56		108		23:00			7		5		12	
11:15			41		54		95		23:15			8		7		15	
11:30			44		40		84		23:30			9		7		16	
11:45			59	196	58	208	117	404	23:45			4	28	3	22	7	50
TOTALS				1899		1856		3755	TOTALS				2383		2333		4716
SPLIT %				50.6%		49.4%		44.3%	SPLIT %				50.5%		49.5%		55.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,282	4,189	8,471

AM Peak Hour			07:15	07:00	06:45	PM Peak Hour			14:45	14:45	14:45
AM Pk Volume			401	378	773	PM Pk Volume			408	364	772
Pk Hr Factor			0.911	0.892	0.925	Pk Hr Factor			0.773	0.746	0.760
7 - 9 Volume	0	0	772	706	1478	4 - 6 Volume	0	0	597	630	1227
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	401	378	772	4 - 6 Pk Volume	0	0	310	352	659
Pk Hr Factor	0.000	0.000	0.911	0.892	0.923	Pk Hr Factor	0.000	0.000	0.901	0.746	0.808

Prepared by NDS/ATD

VOLUME

Beaumont Ave Bet. 12th St & 8th St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_006

DAILY TOTALS	NB	SB	EB	WB	Total
	5,955	6,126	0	0	12,081

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	9		10						19		12:00	94		88						182	
00:15	10		4						14		12:15	92		135						227	
00:30	12		2						14		12:30	111		96						207	
00:45	10	41	8	24					18	65	12:45	112	409	105	424					217	833
01:00	11		4						15		13:00	91		104						195	
01:15	6		2						8		13:15	73		88						161	
01:30	5		3						8		13:30	85		99						184	
01:45	4	26	4	13					8	39	13:45	83	332	84	375					167	707
02:00	5		2						7		14:00	82		139						221	
02:15	7		2						9		14:15	99		98						197	
02:30	6		2						8		14:30	149		95						244	
02:45	3	21	6	12					9	33	14:45	185	515	107	439					292	954
03:00	3		7						10		15:00	142		138						280	
03:15	4		6						10		15:15	97		145						242	
03:30	6		11						17		15:30	118		173						291	
03:45	4	17	10	34					14	51	15:45	118	475	117	573					235	1048
04:00	3		12						15		16:00	136		108						244	
04:15	6		14						20		16:15	123		105						228	
04:30	4		10						14		16:30	125		92						217	
04:45	9	22	24	60					33	82	16:45	115	499	107	412					222	911
05:00	14		24						38		17:00	109		114						223	
05:15	15		27						42		17:15	112		112						224	
05:30	22		31						53		17:30	113		81						194	
05:45	29	80	39	121					68	201	17:45	109	443	91	398					200	841
06:00	34		45						79		18:00	116		110						226	
06:15	35		35						70		18:15	87		99						186	
06:30	41		50						91		18:30	93		73						166	
06:45	57	167	87	217					144	384	18:45	84	380	70	352					154	732
07:00	52		72						124		19:00	68		75						143	
07:15	77		108						185		19:15	81		53						134	
07:30	93		137						230		19:30	65		51						116	
07:45	106	328	140	457					246	785	19:45	59	273	85	264					144	537
08:00	97		120						217		20:00	72		69						141	
08:15	67		117						184		20:15	48		40						88	
08:30	72		89						161		20:30	64		61						125	
08:45	74	310	109	435					183	745	20:45	57	241	40	210					97	451
09:00	87		96						183		21:00	44		40						84	
09:15	94		85						179		21:15	46		29						75	
09:30	92		86						178		21:30	39		20						59	
09:45	70	343	101	368					171	711	21:45	38	167	24	113					62	280
10:00	62		79						141		22:00	21		17						38	
10:15	71		92						163		22:15	19		18						37	
10:30	93		84						177		22:30	22		15						37	
10:45	106	332	74	329					180	661	22:45	26	88	19	69					45	157
11:00	90		107						197		23:00	19		19						38	
11:15	99		87						186		23:15	16		15						31	
11:30	93		81						174		23:30	17		12						29	
11:45	99	381	98	373					197	754	23:45	13	65	8	54					21	119
TOTALS		2068		2443						4511	TOTALS		3887		3683						7570
SPLIT %		45.8%		54.2%						37.3%	SPLIT %		51.3%		48.7%						62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,955	6,126	0	0	12,081

AM Peak Hour	11:45	07:30			07:15	PM Peak Hour	14:15	15:00			14:45
AM Pk Volume	396	514			878	PM Pk Volume	575	573			1105
Pk Hr Factor	0.892	0.918			0.892	Pk Hr Factor	0.777	0.828			0.946
7 - 9 Volume	638	892	0	0	1530	4 - 6 Volume	942	810	0	0	1752
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:00	16:30			16:00
7 - 9 Pk Volume	373	514	0	0	878	4 - 6 Pk Volume	499	425	0	0	911
Pk Hr Factor	0.880	0.918	0.000	0.000	0.892	Pk Hr Factor	0.917	0.932	0.000	0.000	0.933

Prepared by NDS/ATD

VOLUME

Highland Springs Ave Bet. Oak Valley Pkwy & Wilson St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_007

DAILY TOTALS	NB	SB	EB	WB	Total
	7,483	7,758	0	0	15,241

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	16		8						24		12:00	101		115						216	
00:15	10		4						14		12:15	112		128						240	
00:30	12		4						16		12:30	103		127						230	
00:45	8	46	7	23					15	69	12:45	102	418	113	483					215	901
01:00	13		8						21		13:00	99		104						203	
01:15	14		7						21		13:15	93		101						194	
01:30	5		3						8		13:30	89		124						213	
01:45	6	38	6	24					12	62	13:45	116	397	106	435					222	832
02:00	8		10						18		14:00	114		128						242	
02:15	7		11						18		14:15	126		105						231	
02:30	5		12						17		14:30	172		137						309	
02:45	4	24	7	40					11	64	14:45	198	610	116	486					314	1096
03:00	5		4						9		15:00	175		183						358	
03:15	7		9						16		15:15	159		261						420	
03:30	3		12						15		15:30	140		194						334	
03:45	2	17	14	39					16	56	15:45	159	633	147	785					306	1418
04:00	5		11						16		16:00	150		120						270	
04:15	7		17						24		16:15	149		112						261	
04:30	4		20						24		16:30	140		102						242	
04:45	9	25	29	77					38	102	16:45	169	608	106	440					275	1048
05:00	20		32						52		17:00	160		114						274	
05:15	25		44						69		17:15	171		104						275	
05:30	33		47						80		17:30	143		112						255	
05:45	52	130	73	196					125	326	17:45	151	625	113	443					264	1068
06:00	41		67						108		18:00	123		109						232	
06:15	69		68						137		18:15	156		93						249	
06:30	65		89						154		18:30	142		118						260	
06:45	95	270	126	350					221	620	18:45	124	545	97	417					221	962
07:00	111		129						240		19:00	123		99						222	
07:15	131		133						264		19:15	110		85						195	
07:30	128		158						286		19:30	110		72						182	
07:45	100	470	224	644					324	1114	19:45	86	429	83	339					169	768
08:00	101		204						305		20:00	100		91						191	
08:15	104		180						284		20:15	76		74						150	
08:30	76		118						194		20:30	72		53						125	
08:45	86	367	121	623					207	990	20:45	77	325	37	255					114	580
09:00	79		123						202		21:00	75		41						116	
09:15	59		125						184		21:15	70		39						109	
09:30	64		107						171		21:30	48		19						67	
09:45	90	292	136	491					226	783	21:45	42	235	21	120					63	355
10:00	91		102						193		22:00	46		36						82	
10:15	83		105						188		22:15	44		19						63	
10:30	93		116						209		22:30	45		17						62	
10:45	85	352	103	426					188	778	22:45	46	181	21	93					67	274
11:00	86		114						200		23:00	30		19						49	
11:15	87		113						200		23:15	19		15						34	
11:30	100		115						215		23:30	20		11						31	
11:45	85	358	128	470					213	828	23:45	19	88	14	59					33	147
TOTALS		2389		3403						5792	TOTALS		5094		4355						9449
SPLIT %		41.2%		58.8%						38.0%	SPLIT %		53.9%		46.1%						62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,483	7,758	0	0	15,241

AM Peak Hour	07:00	07:30			07:30	PM Peak Hour	14:30	15:00			14:45
AM Pk Volume	470	766			1199	PM Pk Volume	704	785			1426
Pk Hr Factor	0.897	0.855			0.925	Pk Hr Factor	0.889	0.752			0.849
7 - 9 Volume	837	1267	0	0	2104	4 - 6 Volume	1233	883	0	0	2116
7 - 9 Peak Hour	07:00	07:30			07:30	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	470	766	0	0	1199	4 - 6 Pk Volume	643	443	0	0	1079
Pk Hr Factor	0.897	0.855	0.000	0.000	0.925	Pk Hr Factor	0.940	0.971	0.000	0.000	0.981

Prepared by NDS/ATD

VOLUME

Xenia Ave Bet. Carnation Ln & 6th St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_008

DAILY TOTALS	NB	SB	EB	WB	Total
	1,175	1,312	0	0	2,487

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		1						3		12:00	22		27						49	
00:15	3		0						3		12:15	18		12						30	
00:30	2		0						2		12:30	16		20						36	
00:45	1	8	3	4					4	12	12:45	10	66	21	80					31	146
01:00	2		0						2		13:00	16		14						30	
01:15	0		2						2		13:15	18		10						28	
01:30	1		1						2		13:30	36		19						55	
01:45	1	4	1	4					2	8	13:45	20	90	18	61					38	151
02:00	1		0						1		14:00	25		27						52	
02:15	2		2						4		14:15	20		22						42	
02:30	0		1						1		14:30	21		22						43	
02:45	1	4	0	3					1	7	14:45	24	90	27	98					51	188
03:00	0		1						1		15:00	26		22						48	
03:15	1		0						1		15:15	22		25						47	
03:30	0		0						0		15:30	24		24						48	
03:45	1	2	1	2					2	4	15:45	32	104	12	83					44	187
04:00	0		0						0		16:00	17		19						36	
04:15	3		2						5		16:15	39		22						61	
04:30	3		14						17		16:30	26		11						37	
04:45	2	8	11	27					13	35	16:45	20	102	19	71					39	173
05:00	4		12						16		17:00	25		16						41	
05:15	5		10						15		17:15	24		17						41	
05:30	6		14						20		17:30	16		23						39	
05:45	5	20	15	51					20	71	17:45	22	87	22	78					44	165
06:00	7		21						28		18:00	17		26						43	
06:15	7		13						20		18:15	24		24						48	
06:30	17		17						34		18:30	22		26						48	
06:45	12	43	23	74					35	117	18:45	15	78	13	89					28	167
07:00	12		27						39		19:00	12		10						22	
07:15	15		31						46		19:15	15		16						31	
07:30	20		23						43		19:30	12		12						24	
07:45	20	67	25	106					45	173	19:45	10	49	14	52					24	101
08:00	13		19						32		20:00	11		12						23	
08:15	19		25						44		20:15	13		18						31	
08:30	16		18						34		20:30	12		15						27	
08:45	17	65	20	82					37	147	20:45	15	51	10	55					25	106
09:00	14		20						34		21:00	11		12						23	
09:15	15		22						37		21:15	6		14						20	
09:30	13		19						32		21:30	6		10						16	
09:45	15	57	17	78					32	135	21:45	4	27	8	44					12	71
10:00	14		17						31		22:00	6		9						15	
10:15	13		15						28		22:15	3		2						5	
10:30	12		14						26		22:30	5		6						11	
10:45	16	55	22	68					38	123	22:45	5	19	4	21					9	40
11:00	13		18						31		23:00	1		4						5	
11:15	23		21						44		23:15	1		2						3	
11:30	20		17						37		23:30	3		1						4	
11:45	17	73	16	72					33	145	23:45	1	6	2	9					3	15
TOTALS		406		571						977	TOTALS		769		741						1510
SPLIT %		41.6%		58.4%						39.3%	SPLIT %		50.9%		49.1%						60.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,175	1,312	0	0	2,487

AM Peak Hour	11:15	07:00			07:00	PM Peak Hour	15:45	14:00			14:45
AM Pk Volume	82	106			173	PM Pk Volume	114	98			194
Pk Hr Factor	0.891	0.855			0.940	Pk Hr Factor	0.731	0.907			0.951
7 - 9 Volume	132	188	0	0	320	4 - 6 Volume	189	149	0	0	338
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:15	17:00			16:15
7 - 9 Pk Volume	72	106	0	0	173	4 - 6 Pk Volume	110	78	0	0	178
Pk Hr Factor	0.900	0.855	0.000	0.000	0.940	Pk Hr Factor	0.705	0.848	0.000	0.000	0.730

Prepared by NDS/ATD

VOLUME

6th St Bet. Veile Ave & California Ave

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,682	10,468	17,150

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			15		9		24		12:00			105		127		232	
00:15			11		6		17		12:15			108		135		243	
00:30			15		8		23		12:30			74		128		202	
00:45			12	53	12	35	24	88	12:45			70	357	122	512	192	869
01:00			13		8		21		13:00			98		145		243	
01:15			11		11		22		13:15			84		189		273	
01:30			13		5		18		13:30			105		171		276	
01:45			10	47	5	29	15	76	13:45			99	386	158	663	257	1049
02:00			8		11		19		14:00			119		178		297	
02:15			9		0		9		14:15			138		166		304	
02:30			8		4		12		14:30			136		200		336	
02:45			12	37	8	23	20	60	14:45			103	496	136	680	239	1176
03:00			15		18		33		15:00			132		178		310	
03:15			8		20		28		15:15			126		191		317	
03:30			9		25		34		15:30			154		197		351	
03:45			12	44	23	86	35	130	15:45			144	556	186	752	330	1308
04:00			11		26		37		16:00			164		186		350	
04:15			13		31		44		16:15			155		206		361	
04:30			15		40		55		16:30			162		184		346	
04:45			15	54	37	134	52	188	16:45			151	632	155	731	306	1363
05:00			17		51		68		17:00			162		212		374	
05:15			23		91		114		17:15			184		190		374	
05:30			30		103		133		17:30			162		206		368	
05:45			42	112	163	408	205	520	17:45			153	661	182	790	335	1451
06:00			39		157		196		18:00			143		153		296	
06:15			39		228		267		18:15			126		129		255	
06:30			49		260		309		18:30			130		116		246	
06:45			62	189	230	875	292	1064	18:45			95	494	92	490	187	984
07:00			63		265		328		19:00			79		96		175	
07:15			82		240		322		19:15			82		99		181	
07:30			89		213		302		19:30			65		91		156	
07:45			121	355	206	924	327	1279	19:45			64	290	85	371	149	661
08:00			88		190		278		20:00			55		77		132	
08:15			67		179		246		20:15			57		50		107	
08:30			64		185		249		20:30			54		48		102	
08:45			96	315	148	702	244	1017	20:45			55	221	44	219	99	440
09:00			88		178		266		21:00			59		45		104	
09:15			59		131		190		21:15			64		59		123	
09:30			69		172		241		21:30			43		40		83	
09:45			63	279	149	630	212	909	21:45			34	200	43	187	77	387
10:00			73		134		207		22:00			39		33		72	
10:15			87		123		210		22:15			34		25		59	
10:30			77		151		228		22:30			32		22		54	
10:45			81	318	129	537	210	855	22:45			22	127	24	104	46	231
11:00			82		120		202		23:00			28		15		43	
11:15			92		145		237		23:15			24		22		46	
11:30			92		154		246		23:30			17		16		33	
11:45			101	367	103	522	204	889	23:45			23	92	11	64	34	156
TOTALS				2170		4905		7075	TOTALS				4512		5563		10075
SPLIT %				30.7%		69.3%		41.3%	SPLIT %				44.8%		55.2%		58.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,682	10,468	17,150

AM Peak Hour			11:30	06:30	07:00	PM Peak Hour			17:00	17:00	17:00
AM Pk Volume			406	995	1279	PM Pk Volume			661	790	1451
Pk Hr Factor			0.940	0.939	0.975	Pk Hr Factor			0.898	0.932	0.970
7 - 9 Volume	0	0	670	1626	2296	4 - 6 Volume	0	0	1293	1521	2814
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	380	924	1279	4 - 6 Pk Volume	0	0	661	790	1451
Pk Hr Factor	0.000	0.000	0.785	0.872	0.975	Pk Hr Factor	0.000	0.000	0.898	0.932	0.970

Prepared by NDS/ATD

VOLUME

Beaumont Ave Bet. 6th St & 5th St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_010

DAILY TOTALS	NB	SB	EB	WB	Total
	5,975	5,118	0	0	11,093

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		6						16		**12:00**	106		97						203	
00:15	13		17						30		**12:15**	127		76						203	
00:30	10		12						22		**12:30**	117		94						211	
00:45	15	48	10	45					25	93	**12:45**	91	441	79	346					170	787
01:00	4		9						13		**13:00**	95		67						162	
01:15	9		6						15		**13:15**	111		78						189	
01:30	10		4						14		**13:30**	96		73						169	
01:45	8	31	8	27					16	58	**13:45**	85	387	76	294					161	681
02:00	7		6						13		**14:00**	130		59						189	
02:15	4		6						10		**14:15**	92		96						188	
02:30	6		3						9		**14:30**	78		89						167	
02:45	8	25	6	21					14	46	**14:45**	104	404	92	336					196	740
03:00	8		3						11		**15:00**	121		77						198	
03:15	10		3						13		**15:15**	120		92						212	
03:30	10		8						18		**15:30**	124		89						213	
03:45	14	42	11	25					25	67	**15:45**	110	475	86	344					196	819
04:00	14		9						23		**16:00**	96		104						200	
04:15	18		9						27		**16:15**	104		89						193	
04:30	12		13						25		**16:30**	79		90						169	
04:45	18	62	18	49					36	111	**16:45**	108	387	88	371					196	758
05:00	30		19						49		**17:00**	88		118						206	
05:15	32		13						45		**17:15**	114		106						220	
05:30	31		31						62		**17:30**	92		115						207	
05:45	54	147	41	104					95	251	**17:45**	100	394	90	429					190	823
06:00	47		39						86		**18:00**	102		75						177	
06:15	42		29						71		**18:15**	100		87						187	
06:30	67		47						114		**18:30**	91		67						158	
06:45	88	244	47	162					135	406	**18:45**	64	357	56	285					120	642
07:00	60		63						123		**19:00**	66		56						122	
07:15	64		76						140		**19:15**	61		43						104	
07:30	75		118						193		**19:30**	58		45						103	
07:45	77	276	91	348					168	624	**19:45**	81	266	42	186					123	452
08:00	65		98						163		**20:00**	86		52						138	
08:15	74		74						148		**20:15**	44		63						107	
08:30	66		89						155		**20:30**	65		39						104	
08:45	69	274	78	339					147	613	**20:45**	51	246	48	202					99	448
09:00	91		66						157		**21:00**	40		45						85	
09:15	103		91						194		**21:15**	41		38						79	
09:30	94		72						166		**21:30**	32		48						80	
09:45	83	371	62	291					145	662	**21:45**	39	152	36	167					75	319
10:00	82		58						140		**22:00**	34		24						58	
10:15	75		58						133		**22:15**	29		25						54	
10:30	94		60						154		**22:30**	22		34						56	
10:45	80	331	77	253					157	584	**22:45**	26	111	32	115					58	226
11:00	101		54						155		**23:00**	26		28						54	
11:15	103		73						176		**23:15**	20		22						42	
11:30	103		77						180		**23:30**	12		25						37	
11:45	127	434	79	283					206	717	**23:45**	12	70	21	96					33	166
TOTALS		2285		1947						**4232**	**TOTALS**		3690		3171						**6861**
SPLIT %		54.0%		46.0%						**38.2%**	**SPLIT %**		53.8%		46.2%						**61.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	5,975	5,118	0	0	11,093

AM Peak Hour	11:45	07:15			**11:45**	**PM Peak Hour**	15:00	17:00			**16:45**
AM Pk Volume	477	383			**823**	**PM Pk Volume**	475	429			**829**
Pk Hr Factor	0.939	0.811			**0.975**	**Pk Hr Factor**	0.958	0.909			**0.942**
7 - 9 Volume	550	687	0	0	**1237**	**4 - 6 Volume**	781	800	0	0	**1581**
7 - 9 Peak Hour	07:30	07:15			**07:30**	**4 - 6 Peak Hour**	16:45	17:00			**16:45**
7 - 9 Pk Volume	291	383	0	0	**672**	**4 - 6 Pk Volume**	402	429	0	0	**829**
Pk Hr Factor	0.945	0.811	0.000	0.000	**0.870**	**Pk Hr Factor**	0.882	0.909	0.000	0.000	**0.942**

Prepared by NDS/ATD

VOLUME

6th St Bet. Beaumont Ave & Palm Ct

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,680	7,379	14,059

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		13		24		12:00			131		111		242	
00:15			15		5		20		12:15			124		113		237	
00:30			12		14		26		12:30			108		121		229	
00:45			11	49	10	42	21	91	12:45			116	479	130	475	246	954
01:00			10		5		15		13:00			115		105		220	
01:15			8		8		16		13:15			103		138		241	
01:30			12		6		18		13:30			122		121		243	
01:45			6	36	7	26	13	62	13:45			109	449	145	509	254	958
02:00			8		5		13		14:00			153		127		280	
02:15			8		4		12		14:15			152		129		281	
02:30			5		8		13		14:30			173		160		333	
02:45			8	29	9	26	17	55	14:45			141	619	184	600	325	1219
03:00			9		9		18		15:00			134		145		279	
03:15			5		10		15		15:15			146		134		280	
03:30			4		9		13		15:30			183		134		317	
03:45			6	24	12	40	18	64	15:45			145	608	164	577	309	1185
04:00			6		14		20		16:00			151		140		291	
04:15			8		27		35		16:15			147		138		285	
04:30			8		27		35		16:30			161		132		293	
04:45			13	35	24	92	37	127	16:45			159	618	151	561	310	1179
05:00			16		37		53		17:00			143		148		291	
05:15			14		28		42		17:15			148		127		275	
05:30			24		35		59		17:30			151		120		271	
05:45			43	97	51	151	94	248	17:45			118	560	122	517	240	1077
06:00			32		45		77		18:00			128		77		205	
06:15			33		53		86		18:15			141		92		233	
06:30			31		73		104		18:30			116		97		213	
06:45			46	142	92	263	138	405	18:45			98	483	82	348	180	831
07:00			69		124		193		19:00			33		66		99	
07:15			63		97		160		19:15			41		78		119	
07:30			92		116		208		19:30			38		67		105	
07:45			116	340	122	459	238	799	19:45			47	159	83	294	130	453
08:00			104		100		204		20:00			39		82		121	
08:15			91		93		184		20:15			32		62		94	
08:30			81		125		206		20:30			28		59		87	
08:45			94	370	91	409	185	779	20:45			22	121	54	257	76	378
09:00			84		102		186		21:00			24		46		70	
09:15			85		100		185		21:15			15		45		60	
09:30			100		125		225		21:30			18		45		63	
09:45			117	386	113	440	230	826	21:45			20	77	31	167	51	244
10:00			93		116		209		22:00			15		38		53	
10:15			113		120		233		22:15			17		23		40	
10:30			97		111		208		22:30			21		20		41	
10:45			89	392	112	459	201	851	22:45			24	77	22	103	46	180
11:00			105		141		246		23:00			22		14		36	
11:15			87		111		198		23:15			15		21		36	
11:30			146		122		268		23:30			14		22		36	
11:45			125	463	122	496	247	959	23:45			16	67	11	68	27	135
TOTALS				2363		2903		5266	TOTALS				4317		4476		8793
SPLIT %				44.9%		55.1%		37.5%	SPLIT %				49.1%		50.9%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,680	7,379	14,059

AM Peak Hour			11:30	11:00	11:30	PM Peak Hour			15:30	14:30	14:00
AM Pk Volume			526	496	994	PM Pk Volume			626	623	1219
Pk Hr Factor			0.901	0.879	0.927	Pk Hr Factor			0.855	0.846	0.915
7 - 9 Volume	0	0	710	868	1578	4 - 6 Volume	0	0	1178	1078	2256
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			16:00	16:15	16:00
7 - 9 Pk Volume	0	0	403	459	834	4 - 6 Pk Volume	0	0	618	569	1179
Pk Hr Factor	0.000	0.000	0.869	0.925	0.876	Pk Hr Factor	0.000	0.000	0.960	0.942	0.951

Prepared by NDS/ATD

VOLUME

Pennsylvania Ave Bet. 6th St & I-10 WB off-ramp

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_012

DAILY TOTALS	NB	SB	EB	WB	Total
	7,211	6,798	0	0	14,009

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		9						22		12:00	106		112						218	
00:15	11		5						16		12:15	93		126						219	
00:30	10		5						15		12:30	132		104						236	
00:45	10	44	5	24					15	68	12:45	113	444	112	454					225	898
01:00	6		4						10		13:00	125		103						228	
01:15	6		3						9		13:15	101		101						202	
01:30	5		5						10		13:30	114		99						213	
01:45	3	20	1	13					4	33	13:45	115	455	104	407					219	862
02:00	5		0						5		14:00	111		123						234	
02:15	3		8						11		14:15	157		104						261	
02:30	2		4						6		14:30	156		128						284	
02:45	6	16	3	15					9	31	14:45	148	572	145	500					293	1072
03:00	5		2						7		15:00	144		119						263	
03:15	4		5						9		15:15	122		176						298	
03:30	4		3						7		15:30	137		153						290	
03:45	4	17	6	16					10	33	15:45	126	529	114	562					240	1091
04:00	6		5						11		16:00	147		131						278	
04:15	7		12						19		16:15	128		102						230	
04:30	6		18						24		16:30	143		129						272	
04:45	10	29	32	67					42	96	16:45	179	597	119	481					298	1078
05:00	15		27						42		17:00	177		125						302	
05:15	12		38						50		17:15	143		108						251	
05:30	19		44						63		17:30	169		106						275	
05:45	25	71	73	182					98	253	17:45	154	643	99	438					253	1081
06:00	25		62						87		18:00	112		105						217	
06:15	28		73						101		18:15	115		116						231	
06:30	49		63						112		18:30	114		99						213	
06:45	64	166	102	300					166	466	18:45	118	459	105	425					223	884
07:00	101		84						185		19:00	106		115						221	
07:15	108		97						205		19:15	83		70						153	
07:30	128		94						222		19:30	97		81						178	
07:45	114	451	145	420					259	871	19:45	86	372	91	357					177	729
08:00	166		128						294		20:00	89		76						165	
08:15	92		146						238		20:15	78		45						123	
08:30	81		128						209		20:30	68		41						109	
08:45	117	456	123	525					240	981	20:45	54	289	35	197					89	486
09:00	79		117						196		21:00	49		30						79	
09:15	75		83						158		21:15	61		29						90	
09:30	80		113						193		21:30	45		25						70	
09:45	123	357	98	411					221	768	21:45	36	191	18	102					54	293
10:00	93		74						167		22:00	46		20						66	
10:15	98		107						205		22:15	31		11						42	
10:30	98		98						196		22:30	27		13						40	
10:45	87	376	92	371					179	747	22:45	24	128	19	63					43	191
11:00	115		95						210		23:00	33		12						45	
11:15	100		88						188		23:15	26		7						33	
11:30	110		122						232		23:30	21		10						31	
11:45	111	436	122	427					233	863	23:45	13	93	12	41					25	134
TOTALS		2439		2771						5210	TOTALS		4772		4027						8799
SPLIT %		46.8%		53.2%						37.2%	SPLIT %		54.2%		45.8%						62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,211	6,798	0	0	14,009

AM Peak Hour	07:15	07:45			07:30	PM Peak Hour	16:45	14:45			14:45
AM Pk Volume	516	547			1013	PM Pk Volume	668	593			1144
Pk Hr Factor	0.777	0.937			0.861	Pk Hr Factor	0.933	0.842			0.960
7 - 9 Volume	907	945	0	0	1852	4 - 6 Volume	1240	919	0	0	2159
7 - 9 Peak Hour	07:15	07:45			07:30	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	516	547	0	0	1013	4 - 6 Pk Volume	668	481	0	0	1126
Pk Hr Factor	0.777	0.937	0.000	0.000	0.861	Pk Hr Factor	0.933	0.918	0.000	0.000	0.932

Prepared by NDS/ATD

VOLUME

6th St Bet. Pennsylvania Ave & Xenia Ave

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,998	5,354	11,352

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		3		14		12:00			109		99		208	
00:15			5		5		10		12:15			104		110		214	
00:30			9		6		15		12:30			109		111		220	
00:45			6	31	6	20	12	51	12:45			82	404	92	412	174	816
01:00			5		3		8		13:00			95		95		190	
01:15			4		1		5		13:15			121		105		226	
01:30			3		5		8		13:30			93		91		184	
01:45			7	19	3	12	10	31	13:45			137	446	101	392	238	838
02:00			2		2		4		14:00			116		96		212	
02:15			3		5		8		14:15			121		108		229	
02:30			2		4		6		14:30			129		111		240	
02:45			6	13	6	17	12	30	14:45			143	509	103	418	246	927
03:00			2		6		8		15:00			101		97		198	
03:15			2		1		3		15:15			116		101		217	
03:30			5		2		7		15:30			148		89		237	
03:45			9	18	3	12	12	30	15:45			127	492	95	382	222	874
04:00			3		5		8		16:00			108		115		223	
04:15			9		1		10		16:15			113		114		227	
04:30			15		7		22		16:30			125		122		247	
04:45			7	34	6	19	13	53	16:45			109	455	131	482	240	937
05:00			13		6		19		17:00			128		134		262	
05:15			10		2		12		17:15			116		119		235	
05:30			16		8		24		17:30			124		120		244	
05:45			30	69	25	41	55	110	17:45			100	468	92	465	192	933
06:00			27		17		44		18:00			74		83		157	
06:15			33		17		50		18:15			87		75		162	
06:30			40		29		69		18:30			61		68		129	
06:45			56	156	38	101	94	257	18:45			64	286	70	296	134	582
07:00			50		47		97		19:00			62		73		135	
07:15			36		40		76		19:15			73		60		133	
07:30			63		69		132		19:30			62		69		131	
07:45			99	248	102	258	201	506	19:45			66	263	59	261	125	524
08:00			99		84		183		20:00			77		44		121	
08:15			105		101		206		20:15			40		36		76	
08:30			88		88		176		20:30			69		35		104	
08:45			75	367	92	365	167	732	20:45			40	226	44	159	84	385
09:00			81		73		154		21:00			37		38		75	
09:15			95		66		161		21:15			38		32		70	
09:30			102		86		188		21:30			32		35		67	
09:45			99	377	97	322	196	699	21:45			26	133	33	138	59	271
10:00			94		86		180		22:00			21		26		47	
10:15			123		93		216		22:15			20		19		39	
10:30			97		80		177		22:30			20		20		40	
10:45			111	425	70	329	181	754	22:45			18	79	15	80	33	159
11:00			118		87		205		23:00			18		10		28	
11:15			103		71		174		23:15			20		17		37	
11:30			94		84		178		23:30			10		8		18	
11:45			108	423	85	327	193	750	23:45			9	57	11	46	20	103
TOTALS				2180		1823		4003	TOTALS				3818		3531		7349
SPLIT %				54.5%		45.5%		35.3%	SPLIT %				52.0%		48.0%		64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,998	5,354	11,352

AM Peak Hour			10:15	11:45	11:45	PM Peak Hour			14:00	16:30	16:30
AM Pk Volume			449	405	835	PM Pk Volume			509	506	984
Pk Hr Factor			0.913	0.912	0.949	Pk Hr Factor			0.890	0.944	0.939
7 - 9 Volume	0	0	615	623	1238	4 - 6 Volume	0	0	923	947	1870
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	391	375	766	4 - 6 Pk Volume	0	0	478	506	984
Pk Hr Factor	0.000	0.000	0.931	0.919	0.930	Pk Hr Factor	0.000	0.000	0.934	0.944	0.939

Prepared by NDS/ATD

VOLUME

Highland Springs Ave Bet. 6th St & 5th St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_014

DAILY TOTALS	NB	SB	EB	WB	Total
	12,258	11,552	0	0	23,810

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	25		32						57		12:00	181		161						342	
00:15	30		23						53		12:15	185		159						344	
00:30	29		22						51		12:30	198		162						360	
00:45	18	102	8	85					26	187	12:45	200	764	181	663					381	1427
01:00	17		21						38		13:00	193		169						362	
01:15	16		17						33		13:15	191		192						383	
01:30	12		10						22		13:30	204		183						387	
01:45	13	58	17	65					30	123	13:45	205	793	198	742					403	1535
02:00	16		21						37		14:00	223		187						410	
02:15	19		11						30		14:15	210		195						405	
02:30	15		12						27		14:30	239		223						462	
02:45	17	67	12	56					29	123	14:45	232	904	228	833					460	1737
03:00	10		10						20		15:00	216		193						409	
03:15	13		11						24		15:15	222		222						444	
03:30	8		13						21		15:30	197		210						407	
03:45	12	43	10	44					22	87	15:45	230	865	189	814					419	1679
04:00	13		15						28		16:00	200		226						426	
04:15	13		10						23		16:15	240		243						483	
04:30	15		11						26		16:30	242		215						457	
04:45	24	65	21	57					45	122	16:45	238	920	207	891					445	1811
05:00	40		25						65		17:00	239		242						481	
05:15	41		33						74		17:15	254		211						465	
05:30	52		48						100		17:30	241		213						454	
05:45	70	203	73	179					143	382	17:45	266	1000	229	895					495	1895
06:00	56		64						120		18:00	225		165						390	
06:15	83		71						154		18:15	236		189						425	
06:30	74		85						159		18:30	179		198						377	
06:45	111	324	99	319					210	643	18:45	174	814	198	750					372	1564
07:00	108		125						233		19:00	174		163						337	
07:15	145		143						288		19:15	173		156						329	
07:30	150		155						305		19:30	141		148						289	
07:45	184	587	206	629					390	1216	19:45	156	644	131	598					287	1242
08:00	144		158						302		20:00	147		157						304	
08:15	142		156						298		20:15	134		102						236	
08:30	127		168						295		20:30	128		115						243	
08:45	165	578	208	690					373	1268	20:45	122	531	128	502					250	1033
09:00	146		187						333		21:00	121		111						232	
09:15	142		142						284		21:15	126		89						215	
09:30	160		139						299		21:30	115		102						217	
09:45	167	615	160	628					327	1243	21:45	106	468	81	383					187	851
10:00	155		166						321		22:00	98		79						177	
10:15	191		162						353		22:15	105		71						176	
10:30	161		162						323		22:30	75		58						133	
10:45	205	712	184	674					389	1386	22:45	53	331	68	276					121	607
11:00	161		140						301		23:00	64		52						116	
11:15	155		162						317		23:15	56		49						105	
11:30	179		165						344		23:30	40		41						81	
11:45	170	665	141	608					311	1273	23:45	45	205	29	171					74	376
TOTALS		4019		4034						8053	TOTALS		8239		7518						15757
SPLIT %		49.9%		50.1%						33.8%	SPLIT %		52.3%		47.7%						66.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	12,258	11,552	0	0	23,810

AM Peak Hour	11:45	08:15			10:00	PM Peak Hour	17:00	16:15			17:00
AM Pk Volume	734	719			1386	PM Pk Volume	1000	907			1895
Pk Hr Factor	0.927	0.864			0.891	Pk Hr Factor	0.940	0.933			0.957
7 - 9 Volume	1165	1319	0	0	2484	4 - 6 Volume	1920	1786	0	0	3706
7 - 9 Peak Hour	07:15	08:00			07:30	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	623	690	0	0	1295	4 - 6 Pk Volume	1000	907	0	0	1895
Pk Hr Factor	0.846	0.829	0.000	0.000	0.830	Pk Hr Factor	0.940	0.933	0.000	0.000	0.957

Prepared by NDS/ATD

VOLUME

Veile Ave Bet. Luis Estrada Rd & 4th St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_015

DAILY TOTALS	NB	SB	EB	WB	Total
	1,323	1,547	0	0	2,870

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		5						18		12:00	24		23						47	
00:15	3		1						4		12:15	18		17						35	
00:30	4		1						5		12:30	18		24						42	
00:45	4	24	3	10					7	34	12:45	14	74	26	90					40	164
01:00	5		0						5		13:00	18		24						42	
01:15	8		2						10		13:15	15		10						25	
01:30	9		1						10		13:30	27		25						52	
01:45	5	27	2	5					7	32	13:45	12	72	20	79					32	151
02:00	17		0						17		14:00	28		11						39	
02:15	5		4						9		14:15	21		22						43	
02:30	5		0						5		14:30	54		23						77	
02:45	14	41	0	4					14	45	14:45	19	122	26	82					45	204
03:00	16		2						18		15:00	17		35						52	
03:15	7		13						20		15:15	15		27						42	
03:30	11		4						15		15:30	49		27						76	
03:45	8	42	9	28					17	70	15:45	29	110	24	113					53	223
04:00	6		5						11		16:00	55		25						80	
04:15	10		5						15		16:15	36		25						61	
04:30	8		11						19		16:30	22		23						45	
04:45	4	28	14	35					18	63	16:45	32	145	16	89					48	234
05:00	2		14						16		17:00	53		27						80	
05:15	4		19						23		17:15	11		19						30	
05:30	3		30						33		17:30	22		21						43	
05:45	10	19	38	101					48	120	17:45	13	99	23	90					36	189
06:00	5		15						20		18:00	10		8						18	
06:15	12		14						26		18:15	13		16						29	
06:30	4		28						32		18:30	13		12						25	
06:45	15	36	36	93					51	129	18:45	12	48	11	47					23	95
07:00	9		24						33		19:00	4		8						12	
07:15	10		47						57		19:15	2		11						13	
07:30	11		15						26		19:30	9		11						20	
07:45	10	40	33	119					43	159	19:45	3	18	10	40					13	58
08:00	11		27						38		20:00	4		8						12	
08:15	12		24						36		20:15	4		8						12	
08:30	15		17						32		20:30	6		12						18	
08:45	20	58	37	105					57	163	20:45	11	25	18	46					29	71
09:00	13		19						32		21:00	9		10						19	
09:15	12		20						32		21:15	9		12						21	
09:30	20		24						44		21:30	5		9						14	
09:45	20	65	22	85					42	150	21:45	7	30	10	41					17	71
10:00	11		19						30		22:00	2		3						5	
10:15	16		23						39		22:15	5		5						10	
10:30	19		13						32		22:30	1		5						6	
10:45	19	65	36	91					55	156	22:45	11	19	2	15					13	34
11:00	20		23						43		23:00	8		2						10	
11:15	31		36						67		23:15	2		6						8	
11:30	18		34						52		23:30	6		3						9	
11:45	28	97	29	122					57	219	23:45	3	19	6	17					9	36
TOTALS		542		798						1340	TOTALS		781		749						1530
SPLIT %		40.4%		59.6%						46.7%	SPLIT %		51.0%		49.0%						53.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,323	1,547	0	0	2,870

AM Peak Hour	11:15	06:30			11:15	PM Peak Hour	15:30	14:45			15:30
AM Pk Volume	101	135			223	PM Pk Volume	169	115			270
Pk Hr Factor	0.815	0.718			0.832	Pk Hr Factor	0.768	0.821			0.844
7 - 9 Volume	98	224	0	0	322	4 - 6 Volume	244	179	0	0	423
7 - 9 Peak Hour	08:00	07:15			07:15	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	58	122	0	0	164	4 - 6 Pk Volume	145	91	0	0	234
Pk Hr Factor	0.725	0.649	0.000	0.000	0.719	Pk Hr Factor	0.659	0.843	0.000	0.000	0.731

Prepared by NDS/ATD

VOLUME

Pennsylvania Ave Bet. I-10 EB on-ramp & 3rd St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_016

DAILY TOTALS	NB	SB	EB	WB	Total
	5,353	5,275	0	0	10,628

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		8						14		12:00	92		66						158	
00:15	3		5						8		12:15	77		92						169	
00:30	5		4						9		12:30	93		92						185	
00:45	4	18	2	19					6	37	12:45	95	357	87	337					182	694
01:00	5		1						6		13:00	83		69						152	
01:15	1		3						4		13:15	80		71						151	
01:30	3		0						3		13:30	72		84						156	
01:45	0	9	2	6					2	15	13:45	87	322	99	323					186	645
02:00	1		2						3		14:00	109		103						212	
02:15	3		4						7		14:15	113		90						203	
02:30	1		2						3		14:30	107		137						244	
02:45	1	6	0	8					1	14	14:45	124	453	114	444					238	897
03:00	1		5						6		15:00	103		115						218	
03:15	0		4						4		15:15	160		121						281	
03:30	2		2						4		15:30	143		150						293	
03:45	4	7	5	16					9	23	15:45	90	496	122	508					212	1004
04:00	6		5						11		16:00	98		130						228	
04:15	7		2						9		16:15	106		92						198	
04:30	8		6						14		16:30	107		107						214	
04:45	17	38	14	27					31	65	16:45	114	425	97	426					211	851
05:00	13		9						22		17:00	109		122						231	
05:15	22		19						41		17:15	111		110						221	
05:30	25		40						65		17:30	114		110						224	
05:45	44	104	40	108					84	212	17:45	94	428	98	440					192	868
06:00	35		23						58		18:00	88		79						167	
06:15	43		44						87		18:15	93		92						185	
06:30	49		67						116		18:30	80		65						145	
06:45	95	222	83	217					178	439	18:45	75	336	77	313					152	649
07:00	51		61						112		19:00	80		68						148	
07:15	46		62						108		19:15	50		57						107	
07:30	61		63						124		19:30	59		51						110	
07:45	96	254	106	292					202	546	19:45	72	261	44	220					116	481
08:00	84		81						165		20:00	58		25						83	
08:15	97		72						169		20:15	36		54						90	
08:30	85		83						168		20:30	37		45						82	
08:45	80	346	77	313					157	659	20:45	33	164	33	157					66	321
09:00	88		72						160		21:00	28		43						71	
09:15	47		59						106		21:15	23		32						55	
09:30	56		57						113		21:30	24		28						52	
09:45	68	259	63	251					131	510	21:45	25	100	27	130					52	230
10:00	68		65						133		22:00	19		21						40	
10:15	72		90						162		22:15	22		19						41	
10:30	92		88						180		22:30	16		26						42	
10:45	71	303	64	307					135	610	22:45	16	73	19	85					35	158
11:00	79		65						144		23:00	14		15						29	
11:15	77		72						149		23:15	13		12						25	
11:30	87		75						162		23:30	9		2						11	
11:45	88	331	79	291					167	622	23:45	5	41	8	37					13	78
TOTALS		1897		1855						3752	TOTALS		3456		3420						6876
SPLIT %		50.6%		49.4%						35.3%	SPLIT %		50.3%		49.7%						64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,353	5,275	0	0	10,628

AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	14:45	15:15			14:45
AM Pk Volume	362	342			704	PM Pk Volume	530	523			1030
Pk Hr Factor	0.933	0.807			0.871	Pk Hr Factor	0.828	0.872			0.879
7 - 9 Volume	600	605	0	0	1205	4 - 6 Volume	853	866	0	0	1719
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	362	342	0	0	704	4 - 6 Pk Volume	448	440	0	0	887
Pk Hr Factor	0.933	0.807	0.000	0.000	0.871	Pk Hr Factor	0.982	0.902	0.000	0.000	0.960

Prepared by NDS/ATD

VOLUME

Highland Springs Ave Bet. I-10 EB Ramps & 1st St

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_017

DAILY TOTALS	NB	SB	EB	WB	Total
	10,637	15,123	0	0	25,760

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		29						42		12:00	196		276						472	
00:15	10		39						49		12:15	215		272						487	
00:30	15		27						42		12:30	222		261						483	
00:45	10	48	15	110					25	158	12:45	200	833	283	1092					483	1925
01:00	10		27						37		13:00	206		267						473	
01:15	10		16						26		13:15	190		282						472	
01:30	5		19						24		13:30	205		274						479	
01:45	8	33	16	78					24	111	13:45	210	811	269	1092					479	1903
02:00	3		11						14		14:00	222		260						482	
02:15	6		20						26		14:15	262		267						529	
02:30	3		11						14		14:30	231		243						474	
02:45	4	16	14	56					18	72	14:45	198	913	274	1044					472	1957
03:00	4		8						12		15:00	245		266						511	
03:15	1		10						11		15:15	242		308						550	
03:30	7		13						20		15:30	263		296						559	
03:45	7	19	21	52					28	71	15:45	228	978	292	1162					520	2140
04:00	8		10						18		16:00	203		279						482	
04:15	3		12						15		16:15	250		270						520	
04:30	13		20						33		16:30	224		264						488	
04:45	27	51	61	103					88	154	16:45	230	907	275	1088					505	1995
05:00	13		22						35		17:00	199		257						456	
05:15	19		27						46		17:15	212		289						501	
05:30	27		44						71		17:30	177		261						438	
05:45	69	128	104	197					173	325	17:45	217	805	263	1070					480	1875
06:00	40		69						109		18:00	163		235						398	
06:15	57		94						151		18:15	142		228						370	
06:30	67		124						191		18:30	162		243						405	
06:45	80	244	128	415					208	659	18:45	158	625	218	924					376	1549
07:00	77		126						203		19:00	123		220						343	
07:15	95		134						229		19:15	119		194						313	
07:30	95		161						256		19:30	115		159						274	
07:45	137	404	209	630					346	1034	19:45	101	458	178	751					279	1209
08:00	128		196						324		20:00	102		154						256	
08:15	121		188						309		20:15	94		157						251	
08:30	133		238						371		20:30	68		129						197	
08:45	158	540	236	858					394	1398	20:45	75	339	144	584					219	923
09:00	137		226						363		21:00	66		134						200	
09:15	128		213						341		21:15	54		126						180	
09:30	127		244						371		21:30	49		114						163	
09:45	149	541	220	903					369	1444	21:45	35	204	85	459					120	663
10:00	167		247						414		22:00	33		59						92	
10:15	191		241						432		22:15	33		55						88	
10:30	190		264						454		22:30	34		48						82	
10:45	194	742	260	1012					454	1754	22:45	18	118	43	205					61	323
11:00	206		274						480		23:00	22		32						54	
11:15	178		258						436		23:15	21		30						51	
11:30	209		284						493		23:30	14		25						39	
11:45	213	806	311	1127					524	1933	23:45	17	74	24	111					41	185
TOTALS		3572		5541						9113	TOTALS		7065		9582						16647
SPLIT %		39.2%		60.8%						35.4%	SPLIT %		42.4%		57.6%						64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,637	15,123	0	0	25,760

AM Peak Hour	11:45	11:30			11:30	PM Peak Hour	15:00	15:15			15:00
AM Pk Volume	846	1143			1976	PM Pk Volume	978	1175			2140
Pk Hr Factor	0.953	0.919			0.943	Pk Hr Factor	0.930	0.954			0.957
7 - 9 Volume	944	1488	0	0	2432	4 - 6 Volume	1712	2158	0	0	3870
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	540	858	0	0	1398	4 - 6 Pk Volume	907	1088	0	0	1995
Pk Hr Factor	0.854	0.901	0.000	0.000	0.887	Pk Hr Factor	0.907	0.975	0.000	0.000	0.959

Prepared by NDS/ATD

VOLUME

1st St Bet. Pennsylvania Ave & Highland Springs Ave

Day: Tuesday
Date: 5/8/2018

City: Beaumont
Project #: CA18_6060_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,221	6,680	12,901

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		25		36		12:00			134		131		265	
00:15			5		25		30		12:15			104		128		232	
00:30			5		16		21		12:30			132		120		252	
00:45			2	23	10	76	12	99	12:45			127	497	109	488	236	985
01:00			2		8		10		13:00			118		125		243	
01:15			5		10		15		13:15			120		125		245	
01:30			3		14		17		13:30			109		145		254	
01:45			2	12	8	40	10	52	13:45			112	459	126	521	238	980
02:00			0		6		6		14:00			124		123		247	
02:15			3		9		12		14:15			97		154		251	
02:30			2		6		8		14:30			113		131		244	
02:45			2	7	8	29	10	36	14:45			103	437	117	525	220	962
03:00			3		3		6		15:00			113		151		264	
03:15			1		1		2		15:15			122		130		252	
03:30			7		6		13		15:30			151		130		281	
03:45			9	20	4	14	13	34	15:45			116	502	118	529	234	1031
04:00			5		5		10		16:00			120		117		237	
04:15			5		4		9		16:15			114		150		264	
04:30			10		2		12		16:30			114		131		245	
04:45			15	35	15	26	30	61	16:45			113	461	148	546	261	1007
05:00			12		12		24		17:00			104		161		265	
05:15			13		5		18		17:15			81		129		210	
05:30			22		15		37		17:30			88		139		227	
05:45			39	86	15	47	54	133	17:45			104	377	117	546	221	923
06:00			33		17		50		18:00			109		107		216	
06:15			53		18		71		18:15			103		102		205	
06:30			58		32		90		18:30			100		82		182	
06:45			62	206	47	114	109	320	18:45			94	406	108	399	202	805
07:00			62		63		125		19:00			89		101		190	
07:15			85		46		131		19:15			63		92		155	
07:30			75		67		142		19:30			90		98		188	
07:45			97	319	72	248	169	567	19:45			77	319	87	378	164	697
08:00			83		65		148		20:00			67		76		143	
08:15			103		53		156		20:15			60		72		132	
08:30			83		68		151		20:30			46		66		112	
08:45			115	384	62	248	177	632	20:45			35	208	66	280	101	488
09:00			98		67		165		21:00			33		59		92	
09:15			86		91		177		21:15			31		59		90	
09:30			104		91		195		21:30			25		50		75	
09:45			87	375	107	356	194	731	21:45			26	115	47	215	73	330
10:00			92		97		189		22:00			19		48		67	
10:15			114		83		197		22:15			19		27		46	
10:30			93		99		192		22:30			9		32		41	
10:45			133	432	109	388	242	820	22:45			13	60	17	124	30	184
11:00			112		95		207		23:00			14		38		52	
11:15			96		108		204		23:15			9		17		26	
11:30			117		136		253		23:30			11		11		22	
11:45			118	443	121	460	239	903	23:45			4	38	17	83	21	121
TOTALS				2342		2046		4388	TOTALS				3879		4634		8513
SPLIT %				53.4%		46.6%		34.0%	SPLIT %				45.6%		54.4%		66.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,221	6,680	12,901

AM Peak Hour			11:45	11:30	11:30	PM Peak Hour			15:15	16:15	16:15
AM Pk Volume			488	516	989	PM Pk Volume			509	590	1035
Pk Hr Factor			0.910	0.949	0.933	Pk Hr Factor			0.843	0.916	0.976
7 - 9 Volume	0	0	703	496	1199	4 - 6 Volume	0	0	838	1092	1930
7 - 9 Peak Hour			08:00	07:45	08:00	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	384	258	632	4 - 6 Pk Volume	0	0	461	590	1035
Pk Hr Factor	0.000	0.000	0.835	0.896	0.893	Pk Hr Factor	0.000	0.000	0.960	0.916	0.976

APPENDIX B: SYNCHRO REPORTS

SYNCRO ANALYSIS

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	8	11	9	8	13	6	350	13	10	484	21
Future Vol, veh/h	13	8	11	9	8	13	6	350	13	10	484	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	9	12	10	9	15	7	393	15	11	544	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	793	1000	284	714	1005	204	568	0	0	408	0	0
Stage 1	578	578	-	415	415	-	-	-	-	-	-	-
Stage 2	215	422	-	299	590	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	279	242	713	319	240	803	1000	-	-	1147	-	-
Stage 1	468	499	-	585	591	-	-	-	-	-	-	-
Stage 2	767	587	-	685	493	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	261	236	713	299	234	803	1000	-	-	1147	-	-
Mov Cap-2 Maneuver	261	236	-	299	234	-	-	-	-	-	-	-
Stage 1	464	492	-	580	586	-	-	-	-	-	-	-
Stage 2	735	582	-	652	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	15.6	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	323	373	1147	-	-
HCM Lane V/C Ratio	0.007	-	-	0.111	0.09	0.01	-	-
HCM Control Delay (s)	8.6	0	-	17.5	15.6	8.2	0.1	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	62	22	43	58	45	17	280	29	60	391	41
Future Vol, veh/h	33	62	22	43	58	45	17	280	29	60	391	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	67	24	46	62	48	18	301	31	65	420	44
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.2	11.5	11.5	13.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	11%	0%	28%	29%	23%	0%
Vol Thru, %	89%	83%	53%	40%	77%	83%
Vol Right, %	0%	17%	19%	31%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	169	117	146	256	237
LT Vol	17	0	33	43	60	0
Through Vol	140	140	62	58	196	196
RT Vol	0	29	22	45	0	41
Lane Flow Rate	169	182	126	157	275	254
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.292	0.305	0.221	0.27	0.463	0.411
Departure Headway (Hd)	6.227	6.05	6.337	6.187	6.063	5.821
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	592	564	578	593	618
Service Time	3.985	3.808	4.405	4.25	3.814	3.571
HCM Lane V/C Ratio	0.293	0.307	0.223	0.272	0.464	0.411
HCM Control Delay	11.6	11.5	11.2	11.5	14	12.6
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	1.2	1.3	0.8	1.1	2.4	2

HCM 6th Signalized Intersection Summary
3: California Ave & 6th St

Existing - A
Beaumont GPU TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	212	95	53	296	18	326	88	65	54	98	8
Future Volume (veh/h)	7	212	95	53	296	18	326	88	65	54	98	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	230	103	58	322	20	354	96	71	59	107	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	370	313	101	456	386	444	304	225	102	191	16
Arrive On Green	0.01	0.20	0.20	0.06	0.24	0.24	0.25	0.30	0.30	0.06	0.11	0.11
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	999	739	1781	1701	143
Grp Volume(v), veh/h	8	230	103	58	322	20	354	0	167	59	0	116
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1737	1781	0	1845
Q Serve(g_s), s	0.2	5.3	2.6	1.5	7.4	0.5	8.7	0.0	3.5	1.5	0.0	2.8
Cycle Q Clear(g_c), s	0.2	5.3	2.6	1.5	7.4	0.5	8.7	0.0	3.5	1.5	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.08
Lane Grp Cap(c), veh/h	19	370	313	101	456	386	444	0	529	102	0	207
V/C Ratio(X)	0.43	0.62	0.33	0.58	0.71	0.05	0.80	0.00	0.32	0.58	0.00	0.56
Avail Cap(c_a), veh/h	190	1238	1049	361	1417	1201	1388	0	1928	361	0	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	17.2	16.1	21.6	16.2	13.6	16.5	0.0	12.5	21.5	0.0	19.7
Incr Delay (d2), s/veh	14.5	1.7	0.6	5.1	2.0	0.1	3.3	0.0	0.3	5.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.2	0.9	0.7	3.0	0.1	3.4	0.0	1.2	0.7	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	18.9	16.7	26.7	18.2	13.6	19.8	0.0	12.9	26.6	0.0	22.1
LnGrp LOS	D	B	B	C	B	B	B	A	B	C	A	C
Approach Vol, veh/h		341			400			521			175	
Approach Delay, s/veh		18.7			19.2			17.6			23.6	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	18.8	7.1	13.8	16.2	9.8	5.0	15.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	52.0	9.5	31.0	36.5	25.0	5.0	35.5
Max Q Clear Time (g_c+I1), s	3.5	5.5	3.5	7.3	10.7	4.8	2.2	9.4
Green Ext Time (p_c), s	0.0	1.1	0.0	1.7	1.1	0.5	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: Beaumont Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	238	47	94	231	90	41	186	63	117	275	72
Future Volume (veh/h)	64	238	47	94	231	90	41	186	63	117	275	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	270	53	107	262	102	47	211	72	133	312	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	610	118	138	434	368	403	788	261	454	840	217
Arrive On Green	0.05	0.21	0.21	0.08	0.23	0.23	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	2970	574	1781	1870	1585	990	2622	869	1096	2794	723
Grp Volume(v), veh/h	73	160	163	107	262	102	47	141	142	133	197	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1767	1781	1870	1585	990	1777	1714	1096	1777	1740
Q Serve(g_s), s	1.5	2.9	3.0	2.2	4.7	2.0	1.5	2.2	2.4	3.9	3.2	3.3
Cycle Q Clear(g_c), s	1.5	2.9	3.0	2.2	4.7	2.0	4.8	2.2	2.4	6.3	3.2	3.3
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.51	1.00		0.42
Lane Grp Cap(c), veh/h	91	365	363	138	434	368	403	534	515	454	534	523
V/C Ratio(X)	0.81	0.44	0.45	0.78	0.60	0.28	0.12	0.26	0.28	0.29	0.37	0.38
Avail Cap(c_a), veh/h	957	1910	1899	957	2011	1704	903	1433	1382	1008	1433	1403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	12.9	12.9	16.9	12.8	11.7	12.2	9.9	9.9	12.3	10.2	10.3
Incr Delay (d2), s/veh	6.2	0.8	0.9	3.5	1.4	0.4	0.1	0.3	0.3	0.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	1.0	0.9	1.7	0.6	0.3	0.7	0.7	0.8	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	13.7	13.8	20.4	14.1	12.1	12.3	10.1	10.2	12.7	10.7	10.7
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		396			471			330			527	
Approach Delay, s/veh		15.6			15.1			10.5			11.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	14.1		16.7	7.4	13.1		16.7
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	3.5	6.7		6.8	4.2	5.0		8.3
Green Ext Time (p_c), s	0.1	2.0		1.9	0.1	2.0		2.9

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

HCM Signalized Intersection Capacity Analysis
5: 5th St & Beaumont Ave

Existing - A
Beaumont GPU TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	10	21	36	6	8	40	262	13	4	341	2
Future Volume (vph)	8	10	21	36	6	8	40	262	13	4	341	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5		6.5	6.5		4.5		4.5	5.5	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85		0.99		1.00	1.00	
Flt Protected		0.98	1.00		0.96	1.00		0.99		0.95	1.00	
Satd. Flow (prot)		1824	1583		1786	1583		3495		1770	3536	
Flt Permitted		0.86	1.00		0.74	1.00		0.81		0.95	1.00	
Satd. Flow (perm)		1604	1583		1381	1583		2858		1770	3536	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	11	22	38	6	8	42	276	14	4	359	2
RTOR Reduction (vph)	0	0	20	0	0	7	0	2	0	0	0	0
Lane Group Flow (vph)	0	19	2	0	44	1	0	330	0	4	361	0
Turn Type	custom	NA	custom	custom	NA	custom	custom	NA		Prot	NA	
Protected Phases										1!	6	
Permitted Phases	8	8	8	8	8	8	2 5 7	2 5 7!				
Actuated Green, G (s)		10.8	10.8		10.8	10.8		78.1		5.6	17.3	
Effective Green, g (s)		10.8	10.8		10.8	10.8		78.1		5.6	17.3	
Actuated g/C Ratio		0.11	0.11		0.11	0.11		0.78		0.06	0.17	
Clearance Time (s)		6.5	6.5		6.5	6.5				4.5	5.5	
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0	2.0	
Lane Grp Cap (vph)		173	171		149	171		2234		99	612	
v/s Ratio Prot										0.00	c0.10	
v/s Ratio Perm		0.01	0.00		c0.03	0.00		c0.12				
v/c Ratio		0.11	0.01		0.30	0.01		0.15		0.04	0.59	
Uniform Delay, d1		40.2	39.8		41.0	39.8		2.7		44.6	38.0	
Progression Factor		1.00	1.00		1.00	1.00		0.26		1.00	1.00	
Incremental Delay, d2		0.1	0.0		0.4	0.0		0.0		0.1	0.9	
Delay (s)		40.3	39.8		41.4	39.8		0.7		44.7	39.0	
Level of Service		D	D		D	D		A		D	D	
Approach Delay (s)		40.0			41.2			0.7			39.0	
Approach LOS		D			D			A			D	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	20.5
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	356	6	3	389	66	4	4	6	29	6	29
Future Vol, veh/h	43	356	6	3	389	66	4	4	6	29	6	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	100	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	405	7	3	442	75	5	5	7	33	7	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	412	0	0	1013	1030	206	751	958	442
Stage 1	-	-	-	-	-	-	507	507	-	448	448	-
Stage 2	-	-	-	-	-	-	506	523	-	303	510	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1047	-	-	1145	-	-	205	233	801	313	257	615
Stage 1	-	-	-	-	-	-	517	538	-	589	572	-
Stage 2	-	-	-	-	-	-	548	530	-	682	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1047	-	-	1145	-	-	183	221	801	294	244	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	221	-	294	244	-
Stage 1	-	-	-	-	-	-	493	513	-	561	570	-
Stage 2	-	-	-	-	-	-	511	528	-	639	512	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.1	17.9	16.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	295	1047	-	-	1145	-	-	376
HCM Lane V/C Ratio	0.054	0.047	-	-	0.003	-	-	0.193
HCM Control Delay (s)	17.9	8.6	-	-	8.2	-	-	16.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.7

HCM 6th Signalized Intersection Summary
8: Pennslyvania Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	264	173	85	267	30	162	189	109	46	289	52
Future Volume (veh/h)	24	264	173	85	267	30	162	189	109	46	289	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	290	190	93	293	33	178	208	120	51	318	57
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	481	306	122	908	101	383	742	629	479	613	110
Arrive On Green	0.02	0.23	0.23	0.07	0.28	0.28	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	2082	1326	1781	3223	360	1008	1870	1585	1052	1544	277
Grp Volume(v), veh/h	26	246	234	93	160	166	178	208	120	51	0	375
Grp Sat Flow(s),veh/h/ln	1781	1777	1632	1781	1777	1806	1008	1870	1585	1052	0	1821
Q Serve(g_s), s	0.7	6.3	6.6	2.6	3.6	3.7	8.3	3.9	2.5	1.8	0.0	8.0
Cycle Q Clear(g_c), s	0.7	6.3	6.6	2.6	3.6	3.7	16.3	3.9	2.5	5.6	0.0	8.0
Prop In Lane	1.00		0.81	1.00		0.20	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	32	410	377	122	500	509	383	742	629	479	0	723
V/C Ratio(X)	0.81	0.60	0.62	0.76	0.32	0.33	0.46	0.28	0.19	0.11	0.00	0.52
Avail Cap(c_a), veh/h	697	1391	1277	697	1391	1414	575	1098	931	679	0	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	17.5	17.6	23.4	14.5	14.5	17.9	10.5	10.1	12.4	0.0	11.7
Incr Delay (d2), s/veh	35.5	1.4	1.7	9.2	0.4	0.4	0.9	0.2	0.1	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.5	2.4	1.3	1.3	1.4	1.8	1.4	0.8	0.4	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	18.9	19.3	32.6	14.9	14.9	18.8	10.7	10.2	12.5	0.0	12.3
LnGrp LOS	E	B	B	C	B	B	B	B	B	B	A	B
Approach Vol, veh/h		506			419			506			426	
Approach Delay, s/veh		21.2			18.8			13.4			12.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	19.9		25.8	8.0	17.3		25.8
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	2.7	5.7		10.0	4.6	8.6		18.3
Green Ext Time (p_c), s	0.0	2.0		2.5	0.2	3.2		2.0

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	308	2	2	245	45	1	0	1	126	0	125
Future Vol, veh/h	79	308	2	2	245	45	1	0	1	126	0	125
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	321	2	2	255	47	1	0	1	131	0	130
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10.8	10.6	9.5	13.8
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	50%	100%	0%	0%	100%	0%	0%	50%
Vol Thru, %	0%	0%	100%	98%	0%	100%	64%	0%
Vol Right, %	50%	0%	0%	2%	0%	0%	36%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	79	205	105	2	163	127	251
LT Vol	1	79	0	0	2	0	0	126
Through Vol	0	0	205	103	0	163	82	0
RT Vol	1	0	0	2	0	0	45	125
Lane Flow Rate	2	82	214	109	2	170	132	261
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.004	0.145	0.346	0.176	0.004	0.282	0.209	0.446
Departure Headway (Hd)	6.688	6.333	5.826	5.812	6.469	5.961	5.708	6.145
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	534	567	618	618	554	604	629	586
Service Time	4.438	4.064	3.556	3.543	4.202	3.694	3.441	3.878
HCM Lane V/C Ratio	0.004	0.145	0.346	0.176	0.004	0.281	0.21	0.445
HCM Control Delay	9.5	10.1	11.6	9.8	9.2	11	10	13.8
HCM Lane LOS	A	B	B	A	A	B	A	B
HCM 95th-tile Q	0	0.5	1.5	0.6	0	1.2	0.8	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	188	192	145	156	66	95	423	137	101	548	88
Future Volume (veh/h)	105	188	192	145	156	66	95	423	137	101	548	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	198	202	153	164	69	100	445	144	106	577	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	1593	711	186	1685	752	127	734	327	134	748	334
Arrive On Green	0.08	0.45	0.45	0.10	0.47	0.47	0.07	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	111	198	202	153	164	69	100	445	144	106	577	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.7	3.5	8.8	9.1	2.8	2.6	6.0	12.3	8.6	6.4	16.6	5.3
Cycle Q Clear(g_c), s	6.7	3.5	8.8	9.1	2.8	2.6	6.0	12.3	8.6	6.4	16.6	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	1593	711	186	1685	752	127	734	327	134	748	334
V/C Ratio(X)	0.80	0.12	0.28	0.82	0.10	0.09	0.79	0.61	0.44	0.79	0.77	0.28
Avail Cap(c_a), veh/h	303	1593	711	385	1685	752	287	1293	576	287	1293	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	17.5	18.9	47.7	15.7	15.7	49.6	39.1	37.6	49.4	40.4	36.0
Incr Delay (d2), s/veh	9.8	0.0	0.2	8.8	0.1	0.2	10.3	0.8	0.9	10.0	1.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	1.5	3.2	4.5	1.1	1.0	3.0	5.4	3.4	3.2	7.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	17.5	19.2	56.5	15.9	15.9	59.9	39.9	38.5	59.4	42.1	36.4
LnGrp LOS	E	B	B	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		511			386			689			776	
Approach Delay, s/veh		27.2			32.0			42.5			43.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	56.0	12.7	26.9	15.8	53.2	12.2	27.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	51.5	17.5	39.5	23.5	46.5	17.5	39.5
Max Q Clear Time (g_c+I1), s	10.7	4.8	8.4	14.3	11.1	10.8	8.0	18.6
Green Ext Time (p_c), s	0.2	1.3	0.1	3.6	0.3	2.0	0.1	4.2

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

HCM Signalized Intersection Capacity Analysis
11: I-10 WB On-Ramp/I-10 WB Off-Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	328	0	121	358	194	0	0	309	89
Future Volume (vph)	0	0	0	328	0	121	358	194	0	0	309	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5	4.5		4.0	4.5			4.5	
Lane Util. Factor				0.95	0.95		1.00	0.95			0.95	
Frt				1.00	0.92		1.00	1.00			0.97	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1586		1770	3539			3420	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1586		1770	3539			3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	345	0	127	377	204	0	0	325	94
RTOR Reduction (vph)	0	0	0	0	96	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	0	0	245	131	0	377	204	0	0	396	0
Turn Type				custom	NA		Prot	NA			NA	
Protected Phases							5!	2				
Permitted Phases				7	7						1 6 8!	
Actuated Green, G (s)				23.2	23.2		28.1	40.3			40.2	
Effective Green, g (s)				23.2	23.2		28.1	40.3			33.7	
Actuated g/C Ratio				0.23	0.23		0.28	0.40			0.34	
Clearance Time (s)				4.5	4.5		4.0	4.5				
Vehicle Extension (s)				3.0	3.0		2.0	2.0				
Lane Grp Cap (vph)				390	368		497	1427			1153	
v/s Ratio Prot							c0.21	0.06				
v/s Ratio Perm				c0.15	0.08						c0.12	
v/c Ratio				0.63	0.36		0.76	0.14			0.34	
Uniform Delay, d1				34.5	32.1		32.8	18.9			24.8	
Progression Factor				1.00	1.00		1.00	1.00			0.04	
Incremental Delay, d2				3.2	0.6		5.8	0.0			0.1	
Delay (s)				37.6	32.7		38.6	18.9			1.1	
Level of Service				D	C		D	B			A	
Approach Delay (s)		0.0			35.3			31.7			1.1	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	20.5
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	13	19	3	10	12	23	467	11	5	387	15
Future Vol, veh/h	16	13	19	3	10	12	23	467	11	5	387	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	15	21	3	11	13	26	525	12	6	435	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	776	1045	226	820	1047	269	452	0	0	537	0	0
Stage 1	456	456	-	583	583	-	-	-	-	-	-	-
Stage 2	320	589	-	237	464	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	287	227	777	267	227	729	1105	-	-	1027	-	-
Stage 1	554	567	-	465	497	-	-	-	-	-	-	-
Stage 2	666	494	-	745	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	217	777	238	217	729	1105	-	-	1027	-	-
Mov Cap-2 Maneuver	262	217	-	238	217	-	-	-	-	-	-	-
Stage 1	535	562	-	449	480	-	-	-	-	-	-	-
Stage 2	617	477	-	700	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	16.8	0.5	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1105	-	-	330	333	1027	-	-
HCM Lane V/C Ratio	0.023	-	-	0.163	0.084	0.005	-	-
HCM Control Delay (s)	8.3	0.1	-	18	16.8	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	32	26	36	55	56	30	419	20	30	342	34
Future Vol, veh/h	55	32	26	36	55	56	30	419	20	30	342	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	34	28	39	59	60	32	451	22	32	368	37
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.4	11.7	13.3	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	0%	49%	24%	15%	0%
Vol Thru, %	87%	91%	28%	37%	85%	83%
Vol Right, %	0%	9%	23%	38%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	240	230	113	147	201	205
LT Vol	30	0	55	36	30	0
Through Vol	210	210	32	55	171	171
RT Vol	0	20	26	56	0	34
Lane Flow Rate	258	247	122	158	216	220
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.439	0.412	0.22	0.275	0.374	0.37
Departure Headway (Hd)	6.134	6.009	6.505	6.267	6.233	6.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	585	597	549	571	575	593
Service Time	3.893	3.767	4.58	4.339	3.995	3.801
HCM Lane V/C Ratio	0.441	0.414	0.222	0.277	0.376	0.371
HCM Control Delay	13.6	13	11.4	11.7	12.7	12.3
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	2.2	2	0.8	1.1	1.7	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	395	167	57	269	21	259	79	82	22	60	9
Future Volume (veh/h)	10	395	167	57	269	21	259	79	82	22	60	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	429	182	62	292	23	282	86	89	24	65	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	571	484	101	650	551	358	224	232	50	148	23
Arrive On Green	0.01	0.31	0.31	0.06	0.35	0.35	0.20	0.27	0.27	0.03	0.09	0.09
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	842	871	1781	1583	244
Grp Volume(v), veh/h	11	429	182	62	292	23	282	0	175	24	0	75
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1714	1781	0	1827
Q Serve(g_s), s	0.3	10.8	4.7	1.8	6.3	0.5	7.9	0.0	4.4	0.7	0.0	2.0
Cycle Q Clear(g_c), s	0.3	10.8	4.7	1.8	6.3	0.5	7.9	0.0	4.4	0.7	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.13
Lane Grp Cap(c), veh/h	25	571	484	101	650	551	358	0	457	50	0	171
V/C Ratio(X)	0.44	0.75	0.38	0.61	0.45	0.04	0.79	0.00	0.38	0.48	0.00	0.44
Avail Cap(c_a), veh/h	170	1106	938	323	1267	1074	1241	0	1700	323	0	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.6	16.4	14.3	24.2	13.2	11.3	19.9	0.0	15.7	25.1	0.0	22.5
Incr Delay (d2), s/veh	11.5	2.0	0.5	5.9	0.5	0.0	3.9	0.0	0.5	6.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	1.5	0.9	2.4	0.2	3.3	0.0	1.6	0.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	18.4	14.8	30.1	13.7	11.3	23.7	0.0	16.2	32.0	0.0	24.2
LnGrp LOS	D	B	B	C	B	B	C	A	B	C	A	C
Approach Vol, veh/h		622			377			457			99	
Approach Delay, s/veh		17.7			16.2			20.9			26.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	18.5	7.5	20.5	15.0	9.4	5.2	22.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	52.0	9.5	31.0	36.5	25.0	5.0	35.5
Max Q Clear Time (g_c+I1), s	2.7	6.4	3.8	12.8	9.9	4.0	2.3	8.3
Green Ext Time (p_c), s	0.0	1.2	0.0	3.2	0.8	0.3	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: Beaumont Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	364	40	127	269	132	50	234	103	141	263	45
Future Volume (veh/h)	94	364	40	127	269	132	50	234	103	141	263	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	414	45	144	306	150	57	266	117	160	299	51
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	723	78	188	470	398	423	802	343	404	1007	170
Arrive On Green	0.08	0.22	0.22	0.11	0.25	0.25	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	3234	350	1781	1870	1585	1031	2423	1037	1000	3042	513
Grp Volume(v), veh/h	107	226	233	144	306	150	57	193	190	160	173	177
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1870	1585	1031	1777	1684	1000	1777	1778
Q Serve(g_s), s	2.7	5.2	5.2	3.6	6.7	3.6	2.0	3.7	3.9	6.5	3.3	3.4
Cycle Q Clear(g_c), s	2.7	5.2	5.2	3.6	6.7	3.6	5.4	3.7	3.9	10.4	3.3	3.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.62	1.00		0.29
Lane Grp Cap(c), veh/h	139	397	404	188	470	398	423	588	557	404	588	588
V/C Ratio(X)	0.77	0.57	0.58	0.77	0.65	0.38	0.13	0.33	0.34	0.40	0.29	0.30
Avail Cap(c_a), veh/h	781	1559	1586	781	1641	1391	760	1169	1108	731	1169	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	15.8	15.8	19.8	15.3	14.1	13.3	11.4	11.5	15.4	11.3	11.3
Incr Delay (d2), s/veh	3.4	1.3	1.3	2.5	1.5	0.6	0.1	0.3	0.4	0.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	2.0	1.4	2.6	1.2	0.4	1.3	1.3	1.3	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	17.0	17.1	22.3	16.8	14.7	13.5	11.8	11.9	16.1	11.6	11.6
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		566			600			440			510	
Approach Delay, s/veh		18.4			17.6			12.0			13.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	16.9		20.6	9.3	15.7		20.6
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	4.7	8.7		7.4	5.6	7.2		12.4
Green Ext Time (p_c), s	0.1	2.5		2.6	0.2	3.0		2.7

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

HCM Signalized Intersection Capacity Analysis
5: 5th St & Beaumont Ave

Existing - P
Beaumont GPU TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	8	41	41	8	9	42	352	35	5	338	4
Future Volume (vph)	24	8	41	41	8	9	42	352	35	5	338	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5		6.5	6.5		4.5		4.5	5.5	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85		0.99		1.00	1.00	
Flt Protected		0.96	1.00		0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1795	1583		1787	1583		3479		1770	3533	
Flt Permitted		0.74	1.00		0.74	1.00		0.83		0.95	1.00	
Satd. Flow (perm)		1387	1583		1372	1583		2901		1770	3533	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	8	43	43	8	9	44	371	37	5	356	4
RTOR Reduction (vph)	0	0	38	0	0	8	0	4	0	0	1	0
Lane Group Flow (vph)	0	33	5	0	51	1	0	448	0	5	359	0
Turn Type	custom	NA	custom	custom	NA	custom	custom	NA		Prot	NA	
Protected Phases										1!	6	
Permitted Phases	8	8	8	8	8	8	2 5 7	2 5 7!				
Actuated Green, G (s)		12.2	12.2		12.2	12.2		87.5		5.5	17.5	
Effective Green, g (s)		12.2	12.2		12.2	12.2		87.5		5.5	17.5	
Actuated g/C Ratio		0.11	0.11		0.11	0.11		0.79		0.05	0.16	
Clearance Time (s)		6.5	6.5		6.5	6.5				4.5	5.5	
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0	2.0	
Lane Grp Cap (vph)		152	174		151	174		2293		87	558	
v/s Ratio Prot										0.00	c0.10	
v/s Ratio Perm		0.02	0.00		c0.04	0.00		c0.15				
v/c Ratio		0.22	0.03		0.34	0.01		0.20		0.06	0.64	
Uniform Delay, d1		44.9	44.0		45.5	43.8		2.9		50.1	43.7	
Progression Factor		1.00	1.00		1.00	1.00		0.26		1.00	1.00	
Incremental Delay, d2		0.3	0.0		0.5	0.0		0.0		0.1	1.9	
Delay (s)		45.2	44.0		46.0	43.9		0.8		50.2	45.6	
Level of Service		D	D		D	D		A		D	D	
Approach Delay (s)		44.5			45.7			0.8			45.7	
Approach LOS		D			D			A			D	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	110.7	Sum of lost time (s)	20.5
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	541	9	13	522	56	11	1	10	12	2	32
Future Vol, veh/h	66	541	9	13	522	56	11	1	10	12	2	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	100	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	615	10	15	593	64	13	1	11	14	2	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	657	0	0	625	0	0	1444	1457	313	1081	1398	593
Stage 1	-	-	-	-	-	-	770	770	-	623	623	-
Stage 2	-	-	-	-	-	-	674	687	-	458	775	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	928	-	-	954	-	-	101	129	684	183	140	505
Stage 1	-	-	-	-	-	-	360	409	-	473	477	-
Stage 2	-	-	-	-	-	-	443	446	-	553	407	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	928	-	-	954	-	-	86	117	684	166	127	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	117	-	166	127	-
Stage 1	-	-	-	-	-	-	331	376	-	435	469	-
Stage 2	-	-	-	-	-	-	403	439	-	498	374	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	34.7	19.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	928	-	-	954	-	-	304
HCM Lane V/C Ratio	0.171	0.081	-	-	0.015	-	-	0.172
HCM Control Delay (s)	34.7	9.2	-	-	8.8	-	-	19.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.3	-	-	0	-	-	0.6

HCM 6th Signalized Intersection Summary
8: Pennslyvania Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	356	212	69	384	77	219	300	125	37	201	40
Future Volume (veh/h)	59	356	212	69	384	77	219	300	125	37	201	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	391	233	76	422	85	241	330	137	41	221	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	597	351	99	843	169	446	726	615	368	588	117
Arrive On Green	0.05	0.28	0.28	0.06	0.29	0.29	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	2153	1266	1781	2951	590	1114	1870	1585	926	1515	302
Grp Volume(v), veh/h	65	322	302	76	253	254	241	330	137	41	0	265
Grp Sat Flow(s),veh/h/ln	1781	1777	1642	1781	1777	1764	1114	1870	1585	926	0	1816
Q Serve(g_s), s	2.0	8.9	9.0	2.3	6.6	6.7	11.0	7.3	3.2	1.9	0.0	5.8
Cycle Q Clear(g_c), s	2.0	8.9	9.0	2.3	6.6	6.7	16.8	7.3	3.2	9.2	0.0	5.8
Prop In Lane	1.00		0.77	1.00		0.33	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	83	492	455	99	508	504	446	726	615	368	0	705
V/C Ratio(X)	0.78	0.65	0.66	0.77	0.50	0.50	0.54	0.45	0.22	0.11	0.00	0.38
Avail Cap(c_a), veh/h	642	1281	1184	642	1281	1272	616	1011	857	509	0	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	17.7	17.8	25.9	16.5	16.5	18.2	12.6	11.4	16.0	0.0	12.2
Incr Delay (d2), s/veh	14.3	1.5	1.7	11.7	0.8	0.8	1.0	0.4	0.2	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.4	3.3	1.2	2.5	2.5	2.6	2.7	1.0	0.4	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	19.2	19.4	37.6	17.3	17.3	19.2	13.1	11.6	16.2	0.0	12.5
LnGrp LOS	D	B	B	D	B	B	B	B	B	B	A	B
Approach Vol, veh/h		689			583			708			306	
Approach Delay, s/veh		21.3			19.9			14.9			13.0	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	21.4		27.0	7.6	20.9		27.0
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	4.3	8.7		11.2	4.3	11.0		18.8
Green Ext Time (p_c), s	0.1	3.3		1.7	0.1	4.3		2.8

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	347	2	3	416	103	0	1	1	63	0	82
Future Vol, veh/h	132	347	2	3	416	103	0	1	1	63	0	82
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	138	361	2	3	433	107	0	1	1	66	0	85
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	11.1	12.2	9.6	11.9
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	100%	0%	0%	100%	0%	0%	43%
Vol Thru, %	50%	0%	100%	98%	0%	100%	57%	0%
Vol Right, %	50%	0%	0%	2%	0%	0%	43%	57%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	132	231	118	3	277	242	145
LT Vol	0	132	0	0	3	0	0	63
Through Vol	1	0	231	116	0	277	139	0
RT Vol	1	0	0	2	0	0	103	82
Lane Flow Rate	2	138	241	123	3	289	252	151
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.004	0.237	0.382	0.194	0.005	0.456	0.376	0.277
Departure Headway (Hd)	6.834	6.211	5.706	5.694	6.189	5.684	5.382	6.613
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	579	631	631	579	636	670	544
Service Time	4.582	3.939	3.434	3.422	3.916	3.411	3.109	4.349
HCM Lane V/C Ratio	0.004	0.238	0.382	0.195	0.005	0.454	0.376	0.278
HCM Control Delay	9.6	10.9	11.9	9.8	8.9	13.1	11.3	11.9
HCM Lane LOS	A	B	B	A	A	B	B	B
HCM 95th-tile Q	0	0.9	1.8	0.7	0	2.4	1.7	1.1

HCM 6th Signalized Intersection Summary
10: Highland Springs Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	254	198	261	285	81	175	625	164	85	507	112
Future Volume (veh/h)	201	254	198	261	285	81	175	625	164	85	507	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	267	208	275	300	85	184	658	173	89	534	118
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1341	598	302	1467	654	211	873	390	113	677	302
Arrive On Green	0.13	0.38	0.38	0.17	0.41	0.41	0.12	0.25	0.25	0.06	0.19	0.19
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	212	267	208	275	300	85	184	658	173	89	534	118
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.6	6.3	11.7	18.9	6.8	4.2	12.7	21.4	11.5	6.1	17.9	8.1
Cycle Q Clear(g_c), s	14.6	6.3	11.7	18.9	6.8	4.2	12.7	21.4	11.5	6.1	17.9	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	1341	598	302	1467	654	211	873	390	113	677	302
V/C Ratio(X)	0.89	0.20	0.35	0.91	0.20	0.13	0.87	0.75	0.44	0.79	0.79	0.39
Avail Cap(c_a), veh/h	264	1341	598	336	1467	654	250	1125	502	250	1125	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	26.1	27.8	50.9	23.5	22.7	54.1	43.5	39.8	57.6	48.1	44.2
Incr Delay (d2), s/veh	27.1	0.1	0.3	26.4	0.3	0.4	24.1	2.2	0.8	11.6	2.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	2.7	4.5	10.6	2.9	1.6	7.1	9.6	4.6	3.1	8.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	26.2	28.2	77.3	23.8	23.1	78.1	45.7	40.6	69.2	50.2	45.0
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		687			660			1015			741	
Approach Delay, s/veh		43.5			46.0			50.7			51.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	56.0	12.4	35.2	25.6	51.6	19.3	28.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	51.5	17.5	39.5	23.5	46.5	17.5	39.5
Max Q Clear Time (g_c+I1), s	16.6	8.8	8.1	23.4	20.9	13.7	14.7	19.9
Green Ext Time (p_c), s	0.1	2.4	0.1	4.7	0.2	2.6	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	622	0	144	315	285	0	0	296	127
Future Volume (vph)	0	0	0	622	0	144	315	285	0	0	296	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.5	4.5		4.0	4.5			4.5	
Lane Util. Factor				0.95	0.95		1.00	0.95			0.95	
Frt				1.00	0.94		1.00	1.00			0.95	
Flt Protected				0.95	0.97		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1618		1770	3539			3380	
Flt Permitted				0.95	0.97		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1618		1770	3539			3380	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	655	0	152	332	300	0	0	312	134
RTOR Reduction (vph)	0	0	0	0	86	0	0	0	0	0	42	0
Lane Group Flow (vph)	0	0	0	413	308	0	332	300	0	0	404	0
Turn Type				custom	NA		Prot	NA			NA	
Protected Phases							5!	2				
Permitted Phases				7	7						1 6 8!	
Actuated Green, G (s)				34.1	34.1		26.4	38.9			41.7	
Effective Green, g (s)				34.1	34.1		26.4	38.9			35.2	
Actuated g/C Ratio				0.31	0.31		0.24	0.35			0.32	
Clearance Time (s)				4.5	4.5		4.0	4.5				
Vehicle Extension (s)				3.0	3.0		2.0	2.0				
Lane Grp Cap (vph)				517	498		422	1243			1074	
v/s Ratio Prot							c0.19	0.08				
v/s Ratio Perm				c0.25	0.19						c0.12	
v/c Ratio				0.80	0.62		0.79	0.24			0.38	
Uniform Delay, d1				35.2	32.7		39.5	25.4			29.2	
Progression Factor				1.00	1.00		1.00	1.00			0.04	
Incremental Delay, d2				8.4	2.3		8.7	0.0			0.1	
Delay (s)				43.6	35.0		48.2	25.5			1.3	
Level of Service				D	D		D	C			A	
Approach Delay (s)		0.0			39.4			37.4			1.3	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	110.7	Sum of lost time (s)	20.5
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Beaumont Ave & 11th St /11 St

Existing Plus Project AM Pea
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	100	170	10	20	30	600	60	20	770	40
Future Volume (veh/h)	20	10	100	170	10	20	30	600	60	20	770	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	11	112	191	11	22	34	674	67	22	865	45
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	49	265	408	15	30	310	1038	103	416	1092	57
Arrive On Green	0.21	0.21	0.20	0.21	0.21	0.20	0.62	0.62	0.61	0.62	0.62	0.61
Sat Flow, veh/h	143	234	1277	1272	74	147	613	1674	166	718	1762	92
Grp Volume(v), veh/h	145	0	0	224	0	0	34	0	741	22	0	910
Grp Sat Flow(s),veh/h/ln	1653	0	0	1493	0	0	613	0	1840	718	0	1854
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0	2.0	0.0	11.9	0.9	0.0	17.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	6.0	0.0	0.0	19.0	0.0	11.9	12.8	0.0	17.0
Prop In Lane	0.15		0.77	0.85		0.10	1.00		0.09	1.00		0.05
Lane Grp Cap(c), veh/h	433	0	0	454	0	0	310	0	1141	416	0	1149
V/C Ratio(X)	0.34	0.00	0.00	0.49	0.00	0.00	0.11	0.00	0.65	0.05	0.00	0.79
Avail Cap(c_a), veh/h	985	0	0	918	0	0	670	0	2221	838	0	2238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	16.8	0.0	0.0	13.7	0.0	5.6	9.7	0.0	6.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.6	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	2.0	0.0	0.0	0.3	0.0	2.7	0.1	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	0.0	17.6	0.0	0.0	13.9	0.0	6.3	9.8	0.0	7.9
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		145			224			775			932	
Approach Delay, s/veh		16.6			17.6			6.6			7.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	32.8	13.6	32.8	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	21.0	5.6	19.0	8.0
Green Ext Time (p_c), s	6.8	0.8	9.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
2: Beaumont Ave & 8th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	120	140	190	260	100	60	500	60	110	700	230
Future Volume (veh/h)	90	120	140	190	260	100	60	500	60	110	700	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	129	151	204	280	108	65	538	65	118	753	247
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	181	212	423	357	138	309	1080	482	407	1138	508
Arrive On Green	0.07	0.23	0.22	0.12	0.28	0.27	0.06	0.30	0.30	0.08	0.32	0.32
Sat Flow, veh/h	1781	785	919	1781	1285	496	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	97	0	280	204	0	388	65	538	65	118	753	247
Grp Sat Flow(s),veh/h/ln	1781	0	1705	1781	0	1781	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	0.0	9.2	5.0	0.0	12.2	1.5	7.5	1.8	2.7	11.1	7.6
Cycle Q Clear(g_c), s	2.4	0.0	9.2	5.0	0.0	12.2	1.5	7.5	1.8	2.7	11.1	7.6
Prop In Lane	1.00		0.54	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	0	393	423	0	495	309	1080	482	407	1138	508
V/C Ratio(X)	0.30	0.00	0.71	0.48	0.00	0.78	0.21	0.50	0.13	0.29	0.66	0.49
Avail Cap(c_a), veh/h	398	0	731	529	0	885	373	1618	722	542	1818	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	21.6	14.7	0.0	20.3	13.5	17.3	15.3	12.9	17.8	16.6
Incr Delay (d2), s/veh	0.5	0.0	2.4	0.9	0.0	2.8	0.3	0.4	0.1	0.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.7	1.9	0.0	5.0	0.5	2.8	0.6	1.0	4.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	24.0	15.6	0.0	23.0	13.9	17.7	15.4	13.3	18.4	17.3
LnGrp LOS	B	A	C	B	A	C	B	B	B	B	B	B
Approach Vol, veh/h		377			592			668			1118	
Approach Delay, s/veh		22.2			20.5			17.1			17.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	22.4	11.4	18.0	7.8	23.4	8.5	20.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.9	27.1	10.5	25.5	5.5	30.5	6.4	29.6
Max Q Clear Time (g_c+I1), s	4.7	9.5	7.0	11.2	3.5	13.1	4.4	14.2
Green Ext Time (p_c), s	0.1	3.6	0.2	1.4	0.0	5.8	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: Beaumont Ave & 6th St

Existing Plus Project AM Pea
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	320	50	140	350	140	70	410	100	140	800	90
Future Volume (veh/h)	80	320	50	140	350	140	70	410	100	140	800	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	364	57	159	398	159	80	466	114	159	909	102
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	747	116	213	541	458	244	1624	724	421	1471	165
Arrive On Green	0.07	0.24	0.22	0.12	0.29	0.29	0.46	0.46	0.46	0.46	0.46	0.43
Sat Flow, veh/h	1781	3082	479	1781	1870	1585	558	3554	1585	834	3221	361
Grp Volume(v), veh/h	91	208	213	159	398	159	80	466	114	159	501	510
Grp Sat Flow(s),veh/h/ln	1781	1777	1784	1781	1870	1585	558	1777	1585	834	1777	1805
Q Serve(g_s), s	3.3	6.7	6.8	5.7	12.7	5.3	8.4	5.4	2.8	9.8	14.1	14.2
Cycle Q Clear(g_c), s	3.3	6.7	6.8	5.7	12.7	5.3	22.6	5.4	2.8	15.2	14.1	14.2
Prop In Lane	1.00		0.27	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	130	430	432	213	541	458	244	1624	724	421	812	825
V/C Ratio(X)	0.70	0.48	0.49	0.75	0.74	0.35	0.33	0.29	0.16	0.38	0.62	0.62
Avail Cap(c_a), veh/h	221	708	711	473	1011	857	359	2361	1053	594	1180	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	21.5	21.8	28.2	21.3	18.6	22.2	11.2	10.5	16.0	13.6	13.7
Incr Delay (d2), s/veh	2.6	0.8	0.9	1.9	2.0	0.5	0.8	0.1	0.1	0.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.7	2.8	2.4	5.4	1.9	1.1	1.9	0.9	1.8	5.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	22.4	22.6	30.1	23.2	19.1	23.0	11.3	10.6	16.5	14.4	14.5
LnGrp LOS	C	C	C	C	C	B	C	B	B	B	B	B
Approach Vol, veh/h		512			716			660			1170	
Approach Delay, s/veh		24.3			23.8			12.6			14.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	23.1		34.3	11.9	20.0		34.3
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	7.7	34.3		42.5	17.1	24.9		42.5
Max Q Clear Time (g_c+I1), s	5.3	14.7		24.6	7.7	8.8		17.2
Green Ext Time (p_c), s	0.0	2.9		4.1	0.1	2.2		8.7

Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	460	20	10	570	90	20	10	10	30	10	40
Future Volume (veh/h)	70	460	20	10	570	90	20	10	10	30	10	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	523	23	11	648	102	23	11	11	34	11	45
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	1058	47	583	939	148	253	108	64	222	57	130
Arrive On Green	0.59	0.59	0.58	0.59	0.59	0.58	0.17	0.17	0.15	0.17	0.17	0.15
Sat Flow, veh/h	712	1778	78	861	1577	248	544	657	389	442	346	788
Grp Volume(v), veh/h	80	0	546	11	0	750	45	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	712	0	1856	861	0	1826	1589	0	0	1576	0	0
Q Serve(g_s), s	2.9	0.0	5.6	0.2	0.0	9.4	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	12.3	0.0	5.6	5.9	0.0	9.4	0.7	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.14	0.51		0.24	0.38		0.50
Lane Grp Cap(c), veh/h	438	0	1104	583	0	1086	425	0	0	409	0	0
V/C Ratio(X)	0.18	0.00	0.49	0.02	0.00	0.69	0.11	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1339	0	3453	1672	0	3396	1080	0	0	1075	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	3.9	5.6	0.0	4.7	12.0	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.8	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.8	0.0	0.0	1.3	0.2	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	4.2	5.6	0.0	5.5	12.1	0.0	0.0	12.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		626			761			45			90	
Approach Delay, s/veh		4.8			5.5			12.1			12.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		23.8		9.5		23.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		61.5		19.5		61.5				
Max Q Clear Time (g_c+I1), s		2.7		14.3		3.6		11.4				
Green Ext Time (p_c), s		0.1		5.0		0.3		6.9				

Intersection Summary												
HCM 6th Ctrl Delay			5.8									
HCM 6th LOS			A									

HCM Signalized Intersection Capacity Analysis
7: Palm Ct & 6th St

Existing Plus Project AM Pea
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	450	20	10	590	60	10	10	20	90	10	70
Future Volume (vph)	40	450	20	10	590	60	10	10	20	90	10	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1851		1652	3257		1770	1863	1583	1770	1618	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1851		1652	3257		1770	1863	1583	1770	1618	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	500	22	11	656	67	11	11	22	100	11	78
RTOR Reduction (vph)	0	1	0	0	6	0	0	0	20	0	67	0
Lane Group Flow (vph)	44	521	0	11	717	0	11	11	2	100	22	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases									4			
Actuated Green, G (s)	2.3	30.4		0.5	28.6		4.9	4.9	4.9	8.0	8.0	
Effective Green, g (s)	3.3	32.4		1.5	30.6		5.9	5.9	5.9	9.0	9.0	
Actuated g/C Ratio	0.05	0.50		0.02	0.47		0.09	0.09	0.09	0.14	0.14	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	1.5	3.5		1.5	3.5		4.0	4.0	4.0	2.0	2.0	
Lane Grp Cap (vph)	90	925		38	1538		161	169	144	245	224	
v/s Ratio Prot	c0.02	c0.28		0.01	0.22		c0.01	0.01		c0.06	0.01	
v/s Ratio Perm									0.00			
v/c Ratio	0.49	0.56		0.29	0.47		0.07	0.07	0.01	0.41	0.10	
Uniform Delay, d1	29.9	11.3		31.1	11.6		26.9	26.9	26.8	25.5	24.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.5	0.9		1.5	0.3		0.2	0.2	0.1	0.4	0.1	
Delay (s)	31.4	12.1		32.7	11.8		27.2	27.2	26.9	25.9	24.4	
Level of Service	C	B		C	B		C	C	C	C	C	
Approach Delay (s)		13.6			12.2			27.0			25.2	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
8: Pennslyvania Ave & 6th St

Existing Plus Project AM Pea
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	340	180	250	390	110	200	220	230	130	390	80
Future Volume (veh/h)	40	340	180	250	390	110	200	220	230	130	390	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	374	198	275	429	121	220	242	253	143	429	88
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	501	261	314	992	277	315	901	763	437	725	149
Arrive On Green	0.04	0.22	0.21	0.18	0.36	0.35	0.48	0.48	0.48	0.48	0.48	0.47
Sat Flow, veh/h	1781	2258	1177	1781	2743	767	884	1870	1585	902	1506	309
Grp Volume(v), veh/h	44	293	279	275	277	273	220	242	253	143	0	517
Grp Sat Flow(s),veh/h/ln	1781	1777	1658	1781	1777	1732	884	1870	1585	902	0	1815
Q Serve(g_s), s	2.4	15.3	15.7	15.0	11.7	12.0	24.0	7.7	9.8	11.2	0.0	20.7
Cycle Q Clear(g_c), s	2.4	15.3	15.7	15.0	11.7	12.0	44.6	7.7	9.8	18.9	0.0	20.7
Prop In Lane	1.00		0.71	1.00		0.44	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	65	394	368	314	643	626	315	901	763	437	0	874
V/C Ratio(X)	0.68	0.74	0.76	0.88	0.43	0.44	0.70	0.27	0.33	0.33	0.00	0.59
Avail Cap(c_a), veh/h	182	561	524	331	709	692	315	901	763	437	0	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	36.1	36.8	40.0	24.1	24.4	34.9	15.4	15.9	21.0	0.0	18.8
Incr Delay (d2), s/veh	11.6	3.2	3.9	21.5	0.5	0.5	6.7	0.2	0.3	0.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.9	6.7	8.4	4.9	4.9	5.6	3.2	3.5	2.4	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	39.4	40.8	61.5	24.5	24.9	41.6	15.6	16.2	21.4	0.0	19.9
LnGrp LOS	E	D	D	E	C	C	D	B	B	C	A	B
Approach Vol, veh/h		616			825			715			660	
Approach Delay, s/veh		41.4			37.0			23.8			20.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	40.1		52.0	21.6	26.1		52.0
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	9.7	38.3		46.5	18.0	30.0		46.5
Max Q Clear Time (g_c+I1), s	4.4	14.0		22.7	17.0	17.7		46.6
Green Ext Time (p_c), s	0.0	3.5		4.5	0.1	2.9		0.0

Intersection Summary			
HCM 6th Ctrl Delay			30.7
HCM 6th LOS			C

HCM 6th Signalized Intersection Summary
9: 6th St & Xenia Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	560	10	10	590	90	10	0	10	130	0	150
Future Volume (veh/h)	130	560	10	10	590	90	10	0	10	130	0	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	583	10	10	615	94	10	0	10	135	0	156
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	1504	26	466	1052	161	299	39	212	289	28	223
Arrive On Green	0.11	0.42	0.41	0.02	0.34	0.33	0.27	0.00	0.26	0.27	0.00	0.26
Sat Flow, veh/h	1781	3575	61	1781	3091	472	632	144	776	604	103	817
Grp Volume(v), veh/h	135	290	303	10	353	356	20	0	0	291	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1859	1781	1777	1785	1552	0	0	1523	0	0
Q Serve(g_s), s	1.8	4.8	4.8	0.2	7.0	7.0	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	1.8	4.8	4.8	0.2	7.0	7.0	0.4	0.0	0.0	7.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.26	0.50		0.50	0.46		0.54
Lane Grp Cap(c), veh/h	486	748	782	466	605	608	551	0	0	540	0	0
V/C Ratio(X)	0.28	0.39	0.39	0.02	0.58	0.59	0.04	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	528	1787	1870	651	1787	1796	1436	0	0	1496	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.3	8.6	8.6	8.7	11.6	11.7	11.5	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.0	0.9	0.9	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.5	1.5	0.0	2.3	2.4	0.1	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	8.9	8.9	8.7	12.5	12.6	11.5	0.0	0.0	14.8	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	B	A	A	B	A	A
Approach Vol, veh/h		728			719			20			291	
Approach Delay, s/veh		8.7			12.5			11.5			14.8	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		15.7	5.1	22.0		15.7	8.5	18.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		38.5	5.0	42.5		38.5	5.0	42.5
Max Q Clear Time (g_c+I1), s		2.4	2.2	6.8		9.3	3.8	9.0
Green Ext Time (p_c), s		0.1	0.0	4.0		1.9	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	310	240	150	340	70	170	470	140	120	670	190
Future Volume (veh/h)	160	310	240	150	340	70	170	470	140	120	670	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	326	253	158	358	74	179	495	147	126	705	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	1603	815	214	1571	797	218	935	515	109	928	527
Arrive On Green	0.07	0.45	0.45	0.06	0.44	0.44	0.06	0.26	0.26	0.06	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	168	326	253	158	358	74	179	495	147	126	705	200
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.7	5.5	9.1	4.4	6.2	2.4	5.0	11.7	6.8	6.0	18.0	9.5
Cycle Q Clear(g_c), s	4.7	5.5	9.1	4.4	6.2	2.4	5.0	11.7	6.8	6.0	18.0	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1603	815	214	1571	797	218	935	515	109	928	527
V/C Ratio(X)	0.68	0.20	0.31	0.74	0.23	0.09	0.82	0.53	0.29	1.16	0.76	0.38
Avail Cap(c_a), veh/h	246	1603	815	214	1571	797	218	1354	702	109	1347	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	16.3	13.8	45.4	17.0	12.7	45.6	31.0	24.7	46.2	33.5	25.1
Incr Delay (d2), s/veh	7.6	0.1	0.2	12.6	0.3	0.2	21.7	0.5	0.3	135.8	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.2	3.2	2.3	2.5	0.9	2.8	5.0	2.6	6.7	7.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	16.4	14.0	57.9	17.4	13.0	67.2	31.5	25.0	182.0	35.0	25.6
LnGrp LOS	D	B	B	E	B	B	E	C	C	F	D	C
Approach Vol, veh/h		747			590			821			1031	
Approach Delay, s/veh		23.6			27.7			38.1			51.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	47.5	10.0	29.9	10.1	48.4	10.2	29.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	43.0	5.5	37.0	5.6	43.9	5.7	36.8
Max Q Clear Time (g_c+I1), s	6.7	8.2	8.0	13.7	6.4	11.1	7.0	20.0
Green Ext Time (p_c), s	0.0	2.8	0.0	3.9	0.0	3.2	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	350	0	170	370	460	0	0	810	150
Future Volume (vph)	0	0	0	350	0	170	370	460	0	0	810	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			5.0	
Lane Util. Factor				0.95	0.95		1.00	0.95			0.95	
Frt				1.00	0.89		1.00	1.00			0.98	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1559		1770	3539			3456	
Flt Permitted				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1559		1770	3539			3456	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	368	0	179	389	484	0	0	853	158
RTOR Reduction (vph)	0	0	0	0	87	0	0	0	0	0	16	0
Lane Group Flow (vph)	0	0	0	294	166	0	389	484	0	0	995	0
Turn Type				Prot	NA		Prot	NA			NA	
Protected Phases				8			5	2				
Permitted Phases					8						6	
Actuated Green, G (s)				18.9	18.9		22.6	58.4			30.8	
Effective Green, g (s)				19.4	19.4		22.6	58.9			31.3	
Actuated g/C Ratio				0.22	0.22		0.26	0.68			0.36	
Clearance Time (s)				4.5	4.5		4.0	4.5			5.5	
Vehicle Extension (s)				3.0	3.0		2.0	2.0			2.0	
Lane Grp Cap (vph)				377	350		463	2415			1253	
v/s Ratio Prot				c0.17			c0.22	0.14				
v/s Ratio Perm					0.11						c0.29	
v/c Ratio				0.78	0.47		0.84	0.20			0.79	
Uniform Delay, d1				31.4	29.0		30.1	5.0			24.6	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				9.8	1.0		12.4	0.0			3.3	
Delay (s)				41.3	30.0		42.6	5.1			27.9	
Level of Service				D	C		D	A			C	
Approach Delay (s)		0.0			36.1			21.8			27.9	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	86.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Beaumont Ave & 11th St /11 St

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	70	60	10	20	70	760	90	10	550	20
Future Volume (veh/h)	20	20	70	60	10	20	70	760	90	10	550	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	21	74	63	11	21	74	800	95	11	579	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	48	137	287	33	46	596	1082	128	397	1183	43
Arrive On Green	0.13	0.13	0.12	0.13	0.13	0.12	0.66	0.66	0.65	0.66	0.66	0.65
Sat Flow, veh/h	224	371	1048	993	256	354	819	1640	195	622	1794	65
Grp Volume(v), veh/h	116	0	0	95	0	0	74	0	895	11	0	600
Grp Sat Flow(s),veh/h/ln	1642	0	0	1604	0	0	819	0	1835	622	0	1859
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	1.9	0.0	12.4	0.5	0.0	6.2
Cycle Q Clear(g_c), s	2.4	0.0	0.0	1.8	0.0	0.0	8.1	0.0	12.4	12.8	0.0	6.2
Prop In Lane	0.18		0.64	0.66		0.22	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	326	0	0	366	0	0	596	0	1210	397	0	1226
V/C Ratio(X)	0.36	0.00	0.00	0.26	0.00	0.00	0.12	0.00	0.74	0.03	0.00	0.49
Avail Cap(c_a), veh/h	890	0	0	867	0	0	1637	0	3544	1188	0	3590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	0.0	15.2	0.0	0.0	5.3	0.0	4.3	8.6	0.0	3.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.9	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.7	0.0	0.0	0.2	0.0	1.6	0.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	0.0	15.6	0.0	0.0	5.4	0.0	5.2	8.6	0.0	3.6
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		116			95			969			611	
Approach Delay, s/veh		16.3			15.6			5.2			3.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	29.1	9.0	29.1	9.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	73.0	18.0	73.0	18.0
Max Q Clear Time (g_c+I1), s	14.4	4.4	14.8	3.8
Green Ext Time (p_c), s	10.2	0.4	4.9	0.3

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
2: Beaumont Ave & 8th St

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	180	90	120	150	110	100	600	100	70	480	80
Future Volume (veh/h)	180	180	90	120	150	110	100	600	100	70	480	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	189	95	126	158	116	105	632	105	74	505	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	299	150	415	223	164	410	1010	451	357	969	432
Arrive On Green	0.12	0.25	0.25	0.09	0.22	0.21	0.08	0.28	0.28	0.07	0.27	0.27
Sat Flow, veh/h	1781	1174	590	1781	1002	736	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	189	0	284	126	0	274	105	632	105	74	505	84
Grp Sat Flow(s),veh/h/ln	1781	0	1764	1781	0	1738	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	7.6	2.8	0.0	7.8	2.1	8.2	2.7	1.5	6.4	2.2
Cycle Q Clear(g_c), s	4.1	0.0	7.6	2.8	0.0	7.8	2.1	8.2	2.7	1.5	6.4	2.2
Prop In Lane	1.00		0.33	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	0	449	415	0	387	410	1010	451	357	969	432
V/C Ratio(X)	0.43	0.00	0.63	0.30	0.00	0.71	0.26	0.63	0.23	0.21	0.52	0.19
Avail Cap(c_a), veh/h	558	0	908	692	0	989	515	1869	834	416	1736	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	0.0	17.7	14.0	0.0	19.2	12.2	16.6	14.6	12.5	16.4	14.9
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.4	0.0	2.4	0.3	0.6	0.3	0.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.9	1.0	0.0	3.1	0.8	3.1	0.9	0.6	2.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	19.2	14.4	0.0	21.6	12.5	17.2	14.9	12.8	16.8	15.1
LnGrp LOS	B	A	B	B	A	C	B	B	B	B	B	B
Approach Vol, veh/h		473			400			842			663	
Approach Delay, s/veh		17.2			19.3			16.3			16.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	19.1	8.7	17.6	8.4	18.5	10.4	15.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	27.5	12.5	26.9	7.1	25.5	9.6	29.8
Max Q Clear Time (g_c+I1), s	3.5	10.2	4.8	9.6	4.1	8.4	6.1	9.8
Green Ext Time (p_c), s	0.0	4.4	0.2	1.5	0.1	3.4	0.2	1.6

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
4: Beaumont Ave & 6th St

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	440	40	180	410	180	90	560	180	160	540	70
Future Volume (veh/h)	110	440	40	180	410	180	90	560	180	160	540	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	463	42	189	432	189	95	589	189	168	568	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	837	76	242	563	477	355	1598	713	332	1422	185
Arrive On Green	0.09	0.25	0.23	0.14	0.30	0.30	0.45	0.45	0.45	0.45	0.45	0.43
Sat Flow, veh/h	1781	3296	298	1781	1870	1585	787	3554	1585	694	3162	411
Grp Volume(v), veh/h	116	249	256	189	432	189	95	589	189	168	319	323
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1870	1585	787	1777	1585	694	1777	1796
Q Serve(g_s), s	4.7	9.1	9.2	7.7	15.7	7.1	6.9	8.2	5.6	15.8	9.0	9.1
Cycle Q Clear(g_c), s	4.7	9.1	9.2	7.7	15.7	7.1	16.0	8.2	5.6	23.9	9.0	9.1
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	159	451	462	242	563	477	355	1598	713	332	799	808
V/C Ratio(X)	0.73	0.55	0.55	0.78	0.77	0.40	0.27	0.37	0.27	0.51	0.40	0.40
Avail Cap(c_a), veh/h	238	665	680	500	975	826	622	2803	1250	568	1401	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	24.2	24.3	31.2	23.8	20.8	19.2	13.6	12.9	21.5	13.8	13.9
Incr Delay (d2), s/veh	2.4	1.1	1.0	2.1	2.2	0.5	0.4	0.1	0.2	1.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.8	3.9	3.3	6.9	2.6	1.2	3.1	1.9	2.5	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	25.3	25.4	33.3	26.0	21.3	19.6	13.7	13.1	22.7	14.1	14.3
LnGrp LOS	D	C	C	C	C	C	B	B	B	C	B	B
Approach Vol, veh/h		621			810			873			810	
Approach Delay, s/veh		27.2			26.6			14.2			16.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	26.5		37.6	14.2	23.0		37.6
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	9.5	37.5		57.5	20.5	26.5		57.5
Max Q Clear Time (g_c+I1), s	6.7	17.7		18.0	9.7	11.2		25.9
Green Ext Time (p_c), s	0.0	3.3		6.2	0.2	2.7		6.2

Intersection Summary		
HCM 6th Ctrl Delay		20.5
HCM 6th LOS		C

HCM 6th Signalized Intersection Summary
6: Orange Ave & 6th St

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	680	10	20	700	60	20	10	10	20	10	40
Future Volume (veh/h)	70	680	10	20	700	60	20	10	10	20	10	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	716	11	21	737	63	21	11	11	21	11	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1160	18	485	1072	92	225	100	61	173	57	136
Arrive On Green	0.63	0.63	0.62	0.63	0.63	0.62	0.15	0.15	0.14	0.15	0.15	0.14
Sat Flow, veh/h	680	1837	28	728	1699	145	524	664	408	313	379	907
Grp Volume(v), veh/h	74	0	727	21	0	800	43	0	0	74	0	0
Grp Sat Flow(s),veh/h/ln	680	0	1865	728	0	1844	1596	0	0	1599	0	0
Q Serve(g_s), s	2.9	0.0	8.6	0.7	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	8.6	9.3	0.0	10.4	0.8	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.08	0.49		0.26	0.28		0.57
Lane Grp Cap(c), veh/h	433	0	1177	485	0	1164	386	0	0	366	0	0
V/C Ratio(X)	0.17	0.00	0.62	0.04	0.00	0.69	0.11	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	1360	0	3720	1476	0	3678	945	0	0	941	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	4.1	6.9	0.0	4.4	13.6	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.7	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.2	0.1	0.0	1.4	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	0.0	4.6	6.9	0.0	5.1	13.7	0.0	0.0	14.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		801			821			43			74	
Approach Delay, s/veh		5.0			5.2			13.7			14.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	9.5	27.1	9.5	27.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	72.5	18.5	72.5
Max Q Clear Time (g_c+I1), s	2.8	15.3	3.4	12.4
Green Ext Time (p_c), s	0.1	7.3	0.3	7.9

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

HCM Signalized Intersection Capacity Analysis
7: Palm Ct & 6th St

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	630	20	10	720	80	10	10	20	80	10	50
Future Volume (vph)	80	630	20	10	720	80	10	10	20	80	10	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1854		1652	3254		1770	1863	1583	1770	1631	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1854		1652	3254		1770	1863	1583	1770	1631	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	663	21	11	758	84	11	11	21	84	11	53
RTOR Reduction (vph)	0	1	0	0	6	0	0	0	19	0	47	0
Lane Group Flow (vph)	84	683	0	11	836	0	11	11	2	84	17	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases									4			
Actuated Green, G (s)	7.7	45.2		0.5	38.0		5.3	5.3	5.3	8.2	8.2	
Effective Green, g (s)	8.7	47.2		1.5	40.0		6.3	6.3	6.3	9.2	9.2	
Actuated g/C Ratio	0.11	0.59		0.02	0.50		0.08	0.08	0.08	0.11	0.11	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	1.5	3.5		1.5	3.5		4.0	4.0	4.0	2.0	2.0	
Lane Grp Cap (vph)	192	1091		30	1622		139	146	124	203	187	
v/s Ratio Prot	c0.05	c0.37		0.01	0.26		c0.01	0.01		c0.05	0.01	
v/s Ratio Perm									0.00			
v/c Ratio	0.44	0.63		0.37	0.52		0.08	0.08	0.01	0.41	0.09	
Uniform Delay, d1	33.5	10.8		38.9	13.6		34.3	34.3	34.1	33.0	31.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	1.2		2.8	0.3		0.3	0.3	0.1	0.5	0.1	
Delay (s)	34.0	11.9		41.6	13.9		34.6	34.6	34.1	33.5	31.8	
Level of Service	C	B		D	B		C	C	C	C	C	
Approach Delay (s)		14.4			14.2			34.4			32.8	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
8: Pennslyvania Ave & 6th St

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	460	220	210	530	140	250	390	330	120	240	50
Future Volume (veh/h)	70	460	220	210	530	140	250	390	330	120	240	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	484	232	221	558	147	263	411	347	126	253	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	670	319	267	1052	276	414	796	675	269	638	134
Arrive On Green	0.06	0.29	0.27	0.15	0.38	0.36	0.43	0.43	0.43	0.43	0.43	0.41
Sat Flow, veh/h	1781	2334	1113	1781	2785	731	1073	1870	1585	707	1500	314
Grp Volume(v), veh/h	74	368	348	221	355	350	263	411	347	126	0	306
Grp Sat Flow(s),veh/h/ln	1781	1777	1670	1781	1777	1739	1073	1870	1585	707	0	1814
Q Serve(g_s), s	3.6	16.3	16.5	10.5	13.6	13.8	19.6	14.1	14.1	14.0	0.0	10.2
Cycle Q Clear(g_c), s	3.6	16.3	16.5	10.5	13.6	13.8	29.8	14.1	14.1	28.1	0.0	10.2
Prop In Lane	1.00		0.67	1.00		0.42	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	106	510	479	267	671	657	414	796	675	269	0	772
V/C Ratio(X)	0.70	0.72	0.73	0.83	0.53	0.53	0.64	0.52	0.51	0.47	0.00	0.40
Avail Cap(c_a), veh/h	247	984	925	318	1055	1032	497	941	798	324	0	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	28.0	28.6	36.0	21.2	21.5	27.7	18.5	18.5	28.8	0.0	17.4
Incr Delay (d2), s/veh	8.1	1.9	2.1	14.2	0.7	0.7	2.0	0.5	0.6	1.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.0	6.7	5.5	5.6	5.6	5.1	5.9	5.0	2.4	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	30.0	30.7	50.2	21.8	22.1	29.6	19.0	19.1	30.1	0.0	17.8
LnGrp LOS	D	C	C	D	C	C	C	B	B	C	A	B
Approach Vol, veh/h		790			926			1021			432	
Approach Delay, s/veh		32.0			28.7			21.8			21.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	37.0		41.2	17.1	29.1		41.2
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	11.6	50.4		42.5	15.1	46.9		42.5
Max Q Clear Time (g_c+I1), s	5.6	15.8		30.1	12.5	18.5		31.8
Green Ext Time (p_c), s	0.1	5.1		2.3	0.2	5.1		3.9

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
9: 6th St & Xenia Ave

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	710	10	10	780	140	0	10	10	110	0	90
Future Volume (veh/h)	190	710	10	10	780	140	0	10	10	110	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	747	11	11	821	147	0	11	11	116	0	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	1838	27	472	1286	230	0	175	175	268	20	137
Arrive On Green	0.11	0.51	0.50	0.03	0.43	0.42	0.00	0.20	0.19	0.20	0.00	0.19
Sat Flow, veh/h	1781	3585	53	1781	3011	539	0	858	858	727	96	674
Grp Volume(v), veh/h	200	370	388	11	484	484	0	0	22	211	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1781	1777	1773	0	0	1716	1497	0	0
Q Serve(g_s), s	2.5	5.9	5.9	0.2	10.0	10.0	0.0	0.0	0.5	5.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	5.9	5.9	0.2	10.0	10.0	0.0	0.0	0.5	6.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.30	0.00		0.50	0.55		0.45
Lane Grp Cap(c), veh/h	475	911	954	472	759	758	0	0	349	425	0	0
V/C Ratio(X)	0.42	0.41	0.41	0.02	0.64	0.64	0.00	0.00	0.06	0.50	0.00	0.00
Avail Cap(c_a), veh/h	893	1971	2064	642	1572	1569	0	0	778	792	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	7.0	7.0	7.0	10.5	10.5	0.0	0.0	15.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.3	0.3	0.0	0.9	0.9	0.0	0.0	0.1	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.7	1.7	0.0	3.2	3.2	0.0	0.0	0.2	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	7.2	7.2	7.1	11.4	11.4	0.0	0.0	15.1	18.0	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	A	A	B	B	A	A
Approach Vol, veh/h		958			979			22			211	
Approach Delay, s/veh		7.3			11.3			15.1			18.0	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		13.4	5.2	27.8		13.4	9.1	23.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		20.5	5.1	50.9		20.5	15.5	40.5
Max Q Clear Time (g_c+I1), s		2.5	2.2	7.9		8.0	4.5	12.0
Green Ext Time (p_c), s		0.0	0.0	5.5		0.9	0.4	7.3

Intersection Summary			
HCM 6th Ctrl Delay			10.2
HCM 6th LOS			B

HCM 6th Signalized Intersection Summary
10: Highland Springs Ave & 6th St

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	350	210	270	590	90	180	670	170	90	620	160
Future Volume (veh/h)	250	350	210	270	590	90	180	670	170	90	620	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	368	221	284	621	95	189	705	179	95	653	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	1393	815	370	1414	739	218	1010	620	122	819	526
Arrive On Green	0.10	0.39	0.39	0.11	0.40	0.40	0.12	0.28	0.28	0.07	0.23	0.23
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	263	368	221	284	621	95	189	705	179	95	653	168
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.0	7.6	8.5	8.6	13.8	3.7	11.3	19.1	8.4	5.7	18.7	8.6
Cycle Q Clear(g_c), s	8.0	7.6	8.5	8.6	13.8	3.7	11.3	19.1	8.4	5.7	18.7	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	1393	815	370	1414	739	218	1010	620	122	819	526
V/C Ratio(X)	0.75	0.26	0.27	0.77	0.44	0.13	0.87	0.70	0.29	0.78	0.80	0.32
Avail Cap(c_a), veh/h	515	1418	826	512	1414	739	218	1233	720	122	1043	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	22.3	14.8	46.9	23.7	16.4	46.6	34.5	22.6	49.5	39.2	27.0
Incr Delay (d2), s/veh	3.5	0.1	0.2	4.6	1.0	0.4	29.1	1.3	0.3	26.7	3.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.2	3.0	3.9	5.9	1.4	6.7	8.4	3.1	3.4	8.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	22.4	15.0	51.6	24.7	16.7	75.6	35.9	22.8	76.2	42.6	27.3
LnGrp LOS	D	C	B	D	C	B	E	D	C	E	D	C
Approach Vol, veh/h		852			1000			1073			916	
Approach Delay, s/veh		29.2			31.6			40.7			43.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	47.0	11.4	34.7	15.6	46.4	17.2	28.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.6	42.5	6.9	37.0	15.5	42.6	12.7	31.2
Max Q Clear Time (g_c+I1), s	10.0	15.8	7.7	21.1	10.6	10.5	13.3	20.7
Green Ext Time (p_c), s	0.4	4.9	0.0	5.0	0.4	3.4	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

HCM Signalized Intersection Capacity Analysis
11: I-10 WB On-Ramp/I-10 WB Off-Ramp

Existing Plus Project PM Pea
Beaumont 6th Street TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	640	0	200	330	730	0	0	650	170
Future Volume (vph)	0	0	0	640	0	200	330	730	0	0	650	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			5.0	
Lane Util. Factor				0.95	0.95		0.97	0.95			0.95	
Frt				1.00	0.93		1.00	1.00			0.97	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1598		3433	3539			3429	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1598		3433	3539			3429	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	674	0	211	347	768	0	0	684	179
RTOR Reduction (vph)	0	0	0	0	46	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	0	0	458	381	0	347	768	0	0	835	0
Turn Type				custom	NA		Prot	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8	8							
Actuated Green, G (s)				27.0	27.0		11.4	41.3			24.9	
Effective Green, g (s)				27.5	27.5		11.4	41.8			25.4	
Actuated g/C Ratio				0.36	0.36		0.15	0.54			0.33	
Clearance Time (s)				4.5	4.5		4.0	4.5			5.5	
Vehicle Extension (s)				3.0	3.0		2.0	2.0			2.0	
Lane Grp Cap (vph)				598	568		506	1913			1126	
v/s Ratio Prot							c0.10	0.22			c0.24	
v/s Ratio Perm				c0.27	0.24							
v/c Ratio				0.77	0.67		0.69	0.40			0.74	
Uniform Delay, d1				22.0	21.1		31.3	10.4			23.0	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				5.8	3.1		3.1	0.1			2.3	
Delay (s)				27.9	24.2		34.3	10.5			25.4	
Level of Service				C	C		C	B			C	
Approach Delay (s)		0.0			26.1			17.9			25.4	
Approach LOS		A			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	77.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Beaumont Ave & 11th St /11 St

Future - A
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	120	190	10	20	40	600	70	20	870	40
Future Volume (veh/h)	20	10	120	190	10	20	40	600	70	20	870	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	11	135	213	11	22	45	674	79	22	978	45
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	50	320	364	14	27	221	1055	124	389	1140	52
Arrive On Green	0.24	0.24	0.23	0.24	0.24	0.23	0.64	0.64	0.63	0.64	0.64	0.63
Sat Flow, veh/h	121	210	1354	1109	57	115	551	1643	193	710	1774	82
Grp Volume(v), veh/h	168	0	0	246	0	0	45	0	753	22	0	1023
Grp Sat Flow(s),veh/h/ln	1686	0	0	1281	0	0	551	0	1836	710	0	1856
Q Serve(g_s), s	0.0	0.0	0.0	6.2	0.0	0.0	4.7	0.0	16.4	1.3	0.0	28.9
Cycle Q Clear(g_c), s	5.8	0.0	0.0	12.0	0.0	0.0	33.6	0.0	16.4	17.7	0.0	28.9
Prop In Lane	0.13		0.80	0.87		0.09	1.00		0.10	1.00		0.04
Lane Grp Cap(c), veh/h	460	0	0	404	0	0	221	0	1179	389	0	1192
V/C Ratio(X)	0.37	0.00	0.00	0.61	0.00	0.00	0.20	0.00	0.64	0.06	0.00	0.86
Avail Cap(c_a), veh/h	685	0	0	589	0	0	344	0	1590	547	0	1607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	23.8	0.0	0.0	22.8	0.0	7.2	12.5	0.0	9.4
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.5	0.0	0.0	0.4	0.0	0.6	0.1	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	3.5	0.0	0.0	0.6	0.0	4.9	0.2	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	0.0	0.0	25.3	0.0	0.0	23.2	0.0	7.7	12.6	0.0	13.1
LnGrp LOS	C	A	A	C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		168			246			798			1045	
Approach Delay, s/veh		22.1			25.3			8.6			13.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.3		19.5		46.3		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		56.5		24.5		56.5		24.5				
Max Q Clear Time (g_c+I1), s		35.6		7.8		30.9		14.0				
Green Ext Time (p_c), s		6.2		0.8		10.1		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
2: Beaumont Ave & 8th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	190	170	200	310	100	100	520	110	140	800	240
Future Volume (veh/h)	90	190	170	200	310	100	100	520	110	140	800	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	204	183	215	333	108	108	559	118	151	860	258
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	242	217	362	429	139	278	1094	488	392	1165	519
Arrive On Green	0.07	0.27	0.26	0.12	0.32	0.31	0.07	0.31	0.31	0.09	0.33	0.33
Sat Flow, veh/h	1781	909	815	1781	1353	439	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	97	0	387	215	0	441	108	559	118	151	860	258
Grp Sat Flow(s),veh/h/ln	1781	0	1724	1781	0	1791	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.8	0.0	15.4	5.9	0.0	16.2	2.9	9.4	4.0	4.1	15.6	9.5
Cycle Q Clear(g_c), s	2.8	0.0	15.4	5.9	0.0	16.2	2.9	9.4	4.0	4.1	15.6	9.5
Prop In Lane	1.00		0.47	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	0	459	362	0	569	278	1094	488	392	1165	519
V/C Ratio(X)	0.32	0.00	0.84	0.59	0.00	0.78	0.39	0.51	0.24	0.39	0.74	0.50
Avail Cap(c_a), veh/h	326	0	595	448	0	776	304	1348	601	469	1520	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	25.3	17.1	0.0	22.5	16.8	20.6	18.8	15.2	21.6	19.6
Incr Delay (d2), s/veh	0.6	0.0	8.5	1.6	0.0	3.4	0.9	0.4	0.3	0.6	1.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.0	2.4	0.0	6.9	1.2	3.7	1.4	1.6	6.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	33.8	18.6	0.0	25.9	17.7	21.0	19.0	15.8	23.0	20.3
LnGrp LOS	B	A	C	B	A	C	B	C	B	B	C	C
Approach Vol, veh/h		484			656			785			1269	
Approach Delay, s/veh		30.8			23.5			20.2			21.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	26.3	12.5	23.3	8.9	27.8	8.8	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.0	27.0	11.5	24.5	5.5	30.5	5.1	30.9
Max Q Clear Time (g_c+I1), s	6.1	11.4	7.9	17.4	4.9	17.6	4.8	18.2
Green Ext Time (p_c), s	0.1	3.8	0.2	1.4	0.0	5.7	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	510	50	280	550	130	110	510	190	220	810	140
Future Volume (veh/h)	90	510	50	280	550	130	110	510	190	220	810	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	580	57	318	625	148	125	580	216	250	920	159
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	775	76	322	651	552	190	1642	732	316	1400	242
Arrive On Green	0.07	0.24	0.22	0.18	0.35	0.35	0.46	0.46	0.46	0.46	0.46	0.45
Sat Flow, veh/h	1781	3269	321	1781	1870	1585	523	3554	1585	682	3030	523
Grp Volume(v), veh/h	102	315	322	318	625	148	125	580	216	250	539	540
Grp Sat Flow(s),veh/h/ln	1781	1777	1813	1781	1870	1585	523	1777	1585	682	1777	1776
Q Serve(g_s), s	5.6	16.4	16.5	17.8	32.7	6.7	22.6	10.5	8.5	35.7	23.5	23.6
Cycle Q Clear(g_c), s	5.6	16.4	16.5	17.8	32.7	6.7	46.2	10.5	8.5	46.2	23.5	23.6
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	125	421	430	322	651	552	190	1642	732	316	821	821
V/C Ratio(X)	0.82	0.75	0.75	0.99	0.96	0.27	0.66	0.35	0.29	0.79	0.66	0.66
Avail Cap(c_a), veh/h	125	421	430	322	651	552	190	1642	732	316	821	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	35.4	35.5	40.8	31.9	23.4	39.3	17.3	16.8	32.6	20.8	21.0
Incr Delay (d2), s/veh	31.2	7.2	7.2	46.2	25.7	0.3	7.9	0.1	0.2	12.9	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.8	8.0	11.8	18.9	2.5	3.5	4.2	3.1	7.0	9.8	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	42.6	42.7	87.0	57.6	23.7	47.2	17.4	17.0	45.5	22.7	22.9
LnGrp LOS	E	D	D	F	E	C	D	B	B	D	C	C
Approach Vol, veh/h		739			1091			921			1329	
Approach Delay, s/veh		47.4			61.6			21.4			27.1	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	38.8		50.2	22.1	27.7		50.2
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	6.5	33.3		44.7	17.6	22.2		44.7
Max Q Clear Time (g_c+I1), s	7.6	34.7		48.2	19.8	18.5		48.2
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.4		0.0

Intersection Summary			
HCM 6th Ctrl Delay			38.7
HCM 6th LOS			D

HCM 6th Signalized Intersection Summary
6: Orange Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	810	30	20	900	80	10	10	15	35	10	50
Future Volume (veh/h)	70	810	30	20	900	80	10	10	15	35	10	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	920	34	23	1023	91	11	11	17	40	11	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	1333	49	405	1259	112	114	77	85	140	32	95
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.12	0.12	0.11	0.12	0.12	0.11
Sat Flow, veh/h	506	1792	66	588	1693	151	283	665	732	462	274	823
Grp Volume(v), veh/h	80	0	954	23	0	1114	39	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	506	0	1858	588	0	1843	1680	0	0	1559	0	0
Q Serve(g_s), s	6.9	0.0	15.4	1.2	0.0	22.3	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	29.3	0.0	15.4	16.6	0.0	22.3	1.2	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.28		0.44	0.37		0.53
Lane Grp Cap(c), veh/h	304	0	1383	405	0	1371	275	0	0	267	0	0
V/C Ratio(X)	0.26	0.00	0.69	0.06	0.00	0.81	0.14	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	478	0	2020	607	0	2003	644	0	0	625	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	3.8	8.2	0.0	4.7	22.9	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.1	0.0	1.7	0.2	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.6	0.1	0.0	4.0	0.5	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	4.5	8.3	0.0	6.4	23.1	0.0	0.0	25.0	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1034			1137			39			108	
Approach Delay, s/veh		5.3			6.5			23.1			25.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.6		46.4		10.6		46.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		61.5		19.5		61.5				
Max Q Clear Time (g_c+I1), s		3.2		31.3		5.7		24.3				
Green Ext Time (p_c), s		0.1		10.7		0.4		13.9				

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

HCM Signalized Intersection Capacity Analysis
7: Palm Ct & 6th St

Future - A
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	790	20	20	920	70	10	10	30	90	10	70
Future Volume (vph)	50	790	20	20	920	70	10	10	30	90	10	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1856		1652	3268		1770	1863	1583	1770	1618	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1856		1652	3268		1770	1863	1583	1770	1618	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	56	878	22	22	1022	78	11	11	33	100	11	78
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	30	0	68	0
Lane Group Flow (vph)	56	900	0	22	1096	0	11	11	3	100	21	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases									4			
Actuated Green, G (s)	4.0	50.6		1.6	48.2		6.1	6.1	6.1	10.6	10.6	
Effective Green, g (s)	5.0	52.6		2.6	50.2		7.1	7.1	7.1	11.6	11.6	
Actuated g/C Ratio	0.06	0.59		0.03	0.56		0.08	0.08	0.08	0.13	0.13	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	1.5	3.5		1.5	3.5		4.0	4.0	4.0	2.0	2.0	
Lane Grp Cap (vph)	98	1085		47	1824		139	147	125	228	208	
v/s Ratio Prot	c0.03	c0.48		0.01	0.34		c0.01	0.01		c0.06	0.01	
v/s Ratio Perm									0.00			
v/c Ratio	0.57	0.83		0.47	0.60		0.08	0.07	0.02	0.44	0.10	
Uniform Delay, d1	41.4	15.0		43.0	13.2		38.4	38.4	38.2	36.1	34.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.9	5.5		2.7	0.6		0.3	0.3	0.1	0.5	0.1	
Delay (s)	46.3	20.5		45.6	13.8		38.7	38.7	38.3	36.6	34.6	
Level of Service	D	C		D	B		D	D	D	D	C	
Approach Delay (s)		22.0			14.4			38.4			35.7	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	89.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
8: Pennslyvania Ave & 6th St

Future - A
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	640	200	270	730	30	200	230	290	120	450	80
Future Volume (veh/h)	70	640	200	270	730	30	200	230	290	120	450	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	703	220	297	802	33	220	253	319	132	495	88
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	746	233	267	1286	53	230	842	713	378	696	124
Arrive On Green	0.06	0.28	0.26	0.15	0.37	0.35	0.45	0.45	0.45	0.45	0.45	0.44
Sat Flow, veh/h	1781	2664	833	1781	3478	143	832	1870	1585	840	1546	275
Grp Volume(v), veh/h	77	469	454	297	410	425	220	253	319	132	0	583
Grp Sat Flow(s),veh/h/ln	1781	1777	1720	1781	1777	1845	832	1870	1585	840	0	1821
Q Serve(g_s), s	4.2	25.8	25.8	15.0	18.9	18.9	19.1	8.6	13.9	11.9	0.0	25.9
Cycle Q Clear(g_c), s	4.2	25.8	25.8	15.0	18.9	18.9	45.0	8.6	13.9	20.5	0.0	25.9
Prop In Lane	1.00		0.48	1.00		0.08	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	107	498	482	267	657	682	230	842	713	378	0	819
V/C Ratio(X)	0.72	0.94	0.94	1.11	0.62	0.62	0.95	0.30	0.45	0.35	0.00	0.71
Avail Cap(c_a), veh/h	135	498	482	267	657	682	230	842	713	378	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.2	35.2	35.6	42.5	25.8	25.9	43.1	17.5	18.9	24.0	0.0	22.4
Incr Delay (d2), s/veh	12.6	26.6	27.2	88.3	1.8	1.8	46.5	0.2	0.4	0.6	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.6	14.3	13.1	8.1	8.4	8.4	3.7	5.0	2.4	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	61.8	62.8	130.8	27.6	27.6	89.7	17.7	19.4	24.5	0.0	25.3
LnGrp LOS	E	E	E	F	C	C	F	B	B	C	A	C
Approach Vol, veh/h		1000			1132			792			715	
Approach Delay, s/veh		62.0			54.7			38.4			25.1	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	41.0		49.0	19.0	32.0		49.0
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	7.1	33.9		43.5	14.5	26.5		43.5
Max Q Clear Time (g_c+I1), s	6.2	20.9		27.9	17.0	27.8		47.0
Green Ext Time (p_c), s	0.0	4.4		4.3	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
9: 6th St & Xenia Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	930	10	10	860	70	10	0	10	190	0	160
Future Volume (veh/h)	80	930	10	10	860	70	10	0	10	190	0	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	969	10	10	896	73	10	0	10	198	0	167
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	1612	17	311	1314	107	292	31	225	338	17	213
Arrive On Green	0.07	0.45	0.44	0.02	0.39	0.39	0.31	0.00	0.30	0.31	0.00	0.30
Sat Flow, veh/h	1781	3603	37	1781	3327	271	620	100	720	758	53	684
Grp Volume(v), veh/h	83	478	501	10	478	491	20	0	0	365	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1822	1440	0	0	1496	0	0
Q Serve(g_s), s	1.4	11.1	11.1	0.2	12.2	12.2	0.0	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear(g_c), s	1.4	11.1	11.1	0.2	12.2	12.2	0.4	0.0	0.0	12.1	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.15	0.50		0.50	0.54		0.46
Lane Grp Cap(c), veh/h	364	795	834	311	702	719	548	0	0	568	0	0
V/C Ratio(X)	0.23	0.60	0.60	0.03	0.68	0.68	0.04	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	491	1335	1400	460	1264	1296	1136	0	0	1200	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	11.5	11.5	10.0	13.7	13.8	13.2	0.0	0.0	17.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.0	1.2	1.2	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.8	4.0	0.1	4.4	4.5	0.2	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	12.2	12.2	10.1	14.9	14.9	13.3	0.0	0.0	18.4	0.0	0.0
LnGrp LOS	A	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1062			979			20			365	
Approach Delay, s/veh		12.0			14.9			13.3			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.1	5.2	28.5		21.1	8.1	25.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		40.0	5.3	40.7		40.0	7.5	38.5				
Max Q Clear Time (g_c+I1), s		2.4	2.2	13.1		14.1	3.4	14.2				
Green Ext Time (p_c), s		0.1	0.0	7.2		2.5	0.1	6.9				

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
10: Highland Springs Ave & 6th St

Future - A
Beaumont General Plan Update TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	650	280	150	560	80	120	690	140	130	930	260
Future Volume (veh/h)	240	650	280	150	560	80	120	690	140	130	930	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	684	295	158	589	84	126	726	147	137	979	274
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	1496	759	178	1480	749	200	1143	591	100	1137	596
Arrive On Green	0.06	0.42	0.42	0.05	0.42	0.42	0.06	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	253	684	295	158	589	84	126	726	147	137	979	274
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.0	14.7	12.7	4.9	12.4	3.2	3.8	18.6	6.8	6.0	27.6	13.9
Cycle Q Clear(g_c), s	6.0	14.7	12.7	4.9	12.4	3.2	3.8	18.6	6.8	6.0	27.6	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	1496	759	178	1480	749	200	1143	591	100	1137	596
V/C Ratio(X)	1.30	0.46	0.39	0.89	0.40	0.11	0.63	0.64	0.25	1.37	0.86	0.46
Avail Cap(c_a), veh/h	194	1496	759	178	1480	749	213	1247	638	100	1227	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	22.2	17.8	50.4	21.8	15.7	49.2	30.9	23.1	50.4	34.1	25.2
Incr Delay (d2), s/veh	169.0	0.2	0.3	37.9	0.8	0.3	5.3	0.9	0.2	217.5	6.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	6.1	4.6	3.0	5.3	1.2	1.8	8.0	2.6	8.7	12.6	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	219.5	22.4	18.2	88.3	22.6	16.0	54.6	31.8	23.4	267.9	40.2	25.7
LnGrp LOS	F	C	B	F	C	B	D	C	C	F	D	C
Approach Vol, veh/h		1232			831			999			1390	
Approach Delay, s/veh		61.8			34.4			33.5			59.8	
Approach LOS		E			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	48.5	10.0	38.4	9.5	49.0	10.2	38.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	44.0	5.5	37.0	5.0	44.5	6.1	36.4
Max Q Clear Time (g_c+I1), s	8.0	14.4	8.0	20.6	6.9	16.7	5.8	29.6
Green Ext Time (p_c), s	0.0	4.7	0.0	5.1	0.0	6.4	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	360	0	200	380	640	0	0	990	140
Future Volume (vph)	0	0	0	360	0	200	380	640	0	0	990	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			5.0	
Lane Util. Factor				0.95	0.95		1.00	0.95			0.95	
Frt				1.00	0.89		1.00	1.00			0.98	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1554		1770	3539			3474	
Flt Permitted				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1554		1770	3539			3474	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	379	0	211	400	674	0	0	1042	147
RTOR Reduction (vph)	0	0	0	0	100	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	0	0	303	187	0	400	674	0	0	1178	0
Turn Type				Prot	NA		Prot	NA			NA	
Protected Phases				8			5	2				
Permitted Phases					8						6	
Actuated Green, G (s)				19.9	19.9		23.5	64.4			35.9	
Effective Green, g (s)				20.4	20.4		23.5	64.9			36.4	
Actuated g/C Ratio				0.22	0.22		0.25	0.70			0.39	
Clearance Time (s)				4.5	4.5		4.0	4.5			5.5	
Vehicle Extension (s)				3.0	3.0		2.0	2.0			2.0	
Lane Grp Cap (vph)				367	339		445	2461			1355	
v/s Ratio Prot				c0.18			c0.23	0.19				
v/s Ratio Perm					0.12						c0.34	
v/c Ratio				0.83	0.55		0.90	0.27			0.87	
Uniform Delay, d1				34.8	32.4		33.8	5.3			26.3	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				14.0	1.9		20.0	0.0			6.0	
Delay (s)				48.8	34.3		53.8	5.4			32.3	
Level of Service				D	C		D	A			C	
Approach Delay (s)		0.0			41.7			23.4			32.3	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	93.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Beaumont Ave & 11th St /11 St

Future - P
Beaumont General Plan TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	90	100	10	20	120	1050	190	10	800	20
Future Volume (veh/h)	20	20	90	100	10	20	120	1050	190	10	800	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	21	95	105	11	21	126	1105	200	11	842	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	48	158	204	20	27	454	1193	216	168	1406	35
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	167	358	1188	974	151	204	641	1541	279	422	1817	45
Grp Volume(v), veh/h	137	0	0	137	0	0	126	0	1305	11	0	863
Grp Sat Flow(s),veh/h/ln	1714	0	0	1329	0	0	641	0	1820	422	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	0.0	8.9	0.0	49.4	1.8	0.0	16.8
Cycle Q Clear(g_c), s	6.5	0.0	0.0	8.6	0.0	0.0	25.7	0.0	49.4	51.3	0.0	16.8
Prop In Lane	0.15		0.69	0.77		0.15	1.00		0.15	1.00		0.02
Lane Grp Cap(c), veh/h	277	0	0	251	0	0	454	0	1408	168	0	1441
V/C Ratio(X)	0.50	0.00	0.00	0.55	0.00	0.00	0.28	0.00	0.93	0.07	0.00	0.60
Avail Cap(c_a), veh/h	406	0	0	361	0	0	505	0	1552	201	0	1588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	36.1	0.0	0.0	9.5	0.0	7.8	28.3	0.0	4.1
Incr Delay (d2), s/veh	1.4	0.0	0.0	1.8	0.0	0.0	0.3	0.0	9.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.9	0.0	0.0	1.2	0.0	15.4	0.2	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	0.0	38.0	0.0	0.0	9.9	0.0	17.2	28.5	0.0	4.6
LnGrp LOS	D	A	A	D	A	A	A	A	B	C	A	A
Approach Vol, veh/h		137			137			1431			874	
Approach Delay, s/veh		36.8			38.0			16.6			4.9	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.7	15.5	70.7	15.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	73.0	18.0	73.0	18.0
Max Q Clear Time (g_c+I1), s	51.4	8.5	53.3	10.6
Green Ext Time (p_c), s	14.8	0.4	6.8	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
2: Beaumont Ave & 8th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	410	190	300	380	220	200	880	170	140	710	140
Future Volume (veh/h)	260	410	190	300	380	220	200	880	170	140	710	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	432	200	316	400	232	211	926	179	147	747	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	405	187	327	394	228	283	1018	454	209	907	405
Arrive On Green	0.12	0.33	0.33	0.14	0.35	0.35	0.09	0.29	0.29	0.06	0.26	0.26
Sat Flow, veh/h	1781	1210	560	1781	1110	644	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	274	0	632	316	0	632	211	926	179	147	747	147
Grp Sat Flow(s),veh/h/ln	1781	0	1770	1781	0	1754	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.6	0.0	30.0	11.8	0.0	31.8	7.7	22.6	8.1	5.5	17.8	6.8
Cycle Q Clear(g_c), s	9.6	0.0	30.0	11.8	0.0	31.8	7.7	22.6	8.1	5.5	17.8	6.8
Prop In Lane	1.00		0.32	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	0	592	327	0	622	283	1018	454	209	907	405
V/C Ratio(X)	0.94	0.00	1.07	0.97	0.00	1.02	0.75	0.91	0.39	0.70	0.82	0.36
Avail Cap(c_a), veh/h	291	0	592	327	0	622	283	1030	459	209	919	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	29.9	24.9	0.0	29.0	23.7	30.9	25.7	25.5	31.5	27.4
Incr Delay (d2), s/veh	37.6	0.0	56.4	41.0	0.0	40.2	10.4	11.6	0.6	10.1	6.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	21.5	8.4	0.0	19.7	3.9	11.0	3.1	2.8	8.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	0.0	86.3	65.9	0.0	69.2	34.1	42.5	26.3	35.5	37.6	28.0
LnGrp LOS	E	A	F	E	A	F	C	D	C	D	D	C
Approach Vol, veh/h		906			948			1316			1041	
Approach Delay, s/veh		78.6			68.1			39.0			35.9	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	29.7	16.4	34.0	12.4	26.9	14.6	35.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	25.5	11.9	29.5	7.9	22.7	10.1	31.3
Max Q Clear Time (g_c+I1), s	7.5	24.6	13.8	32.0	9.7	19.8	11.6	33.8
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	1.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
4: Beaumont Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	650	40	330	570	260	110	830	470	260	820	120
Future Volume (veh/h)	160	650	40	330	570	260	110	830	470	260	820	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	684	42	347	600	274	116	874	495	274	863	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	765	47	282	577	489	248	1836	819	202	1607	235
Arrive On Green	0.08	0.22	0.21	0.16	0.31	0.31	0.52	0.52	0.52	0.52	0.52	0.50
Sat Flow, veh/h	1781	3401	209	1781	1870	1585	569	3554	1585	397	3111	454
Grp Volume(v), veh/h	168	357	369	347	600	274	116	874	495	274	493	496
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	1781	1870	1585	569	1777	1585	397	1777	1789
Q Serve(g_s), s	9.0	23.4	23.4	19.0	37.0	17.3	20.6	18.9	26.3	43.1	22.3	22.4
Cycle Q Clear(g_c), s	9.0	23.4	23.4	19.0	37.0	17.3	42.9	18.9	26.3	62.0	22.3	22.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	134	400	412	282	577	489	248	1836	819	202	918	924
V/C Ratio(X)	1.26	0.89	0.89	1.23	1.04	0.56	0.47	0.48	0.60	1.35	0.54	0.54
Avail Cap(c_a), veh/h	134	400	412	282	577	489	248	1836	819	202	918	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	45.1	45.2	50.5	41.5	34.7	33.8	18.6	20.4	44.8	19.4	19.5
Incr Delay (d2), s/veh	162.7	21.6	21.3	130.7	48.4	1.5	1.4	0.2	1.3	187.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	12.7	13.0	18.7	24.6	6.9	2.9	7.7	9.8	16.7	9.2	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	218.2	66.7	66.5	181.2	89.9	36.2	35.2	18.8	21.6	232.7	20.0	20.2
LnGrp LOS	F	E	E	F	F	D	D	B	C	F	C	C
Approach Vol, veh/h		894			1221			1485			1263	
Approach Delay, s/veh		95.1			103.8			21.0			66.2	
Approach LOS		F			F			C			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	41.0		66.0	23.0	31.0		66.0
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	8.5	35.5		60.5	18.5	25.5		60.5
Max Q Clear Time (g_c+I1), s	11.0	39.0		44.9	21.0	25.4		64.0
Green Ext Time (p_c), s	0.0	0.0		8.3	0.0	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		67.2
HCM 6th LOS		E

HCM 6th Signalized Intersection Summary
6: Orange Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1240	30	50	1100	110	20	10	30	40	10	40
Future Volume (veh/h)	100	1240	30	50	1100	110	20	10	30	40	10	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1305	32	53	1158	116	21	11	32	42	11	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	1482	36	228	1363	137	93	39	75	117	25	63
Arrive On Green	0.82	0.82	0.81	0.82	0.82	0.81	0.09	0.09	0.08	0.09	0.09	0.08
Sat Flow, veh/h	434	1818	45	409	1673	168	404	441	845	618	285	716
Grp Volume(v), veh/h	105	0	1337	53	0	1274	64	0	0	95	0	0
Grp Sat Flow(s),veh/h/ln	434	0	1862	409	0	1840	1691	0	0	1619	0	0
Q Serve(g_s), s	15.9	0.0	39.0	8.1	0.0	34.5	0.0	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	50.4	0.0	39.0	47.0	0.0	34.5	2.9	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.09	0.33		0.50	0.44		0.44
Lane Grp Cap(c), veh/h	260	0	1518	228	0	1500	207	0	0	206	0	0
V/C Ratio(X)	0.40	0.00	0.88	0.23	0.00	0.85	0.31	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	289	0	1642	255	0	1623	424	0	0	418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	5.0	20.4	0.0	4.6	35.8	0.0	0.0	36.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	5.6	0.5	0.0	4.2	0.8	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	8.9	0.8	0.0	7.5	1.3	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	10.6	21.0	0.0	8.8	36.7	0.0	0.0	38.1	0.0	0.0
LnGrp LOS	C	A	B	C	A	A	D	A	A	D	A	A
Approach Vol, veh/h		1442			1327			64			95	
Approach Delay, s/veh		11.4			9.3			36.7			38.1	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.3		71.5		11.3		71.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		72.5		18.5		72.5				
Max Q Clear Time (g_c+I1), s		4.9		52.4		6.5		49.0				
Green Ext Time (p_c), s		0.2		14.6		0.3		14.8				

Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

HCM Signalized Intersection Capacity Analysis
7: Palm Ct & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1190	30	50	1200	130	10	10	20	80	10	50
Future Volume (vph)	100	1190	30	50	1200	130	10	10	20	80	10	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	10	10	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1856		1652	3255		1770	1863	1583	1770	1631	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1856		1652	3255		1770	1863	1583	1770	1631	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	1253	32	53	1263	137	11	11	21	84	11	53
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	20	0	48	0
Lane Group Flow (vph)	105	1285	0	53	1396	0	11	11	1	84	16	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases									4			
Actuated Green, G (s)	9.8	79.3		5.1	74.6		6.7	6.7	6.7	11.3	11.3	
Effective Green, g (s)	10.8	81.3		6.1	76.6		7.7	7.7	7.7	12.3	12.3	
Actuated g/C Ratio	0.09	0.66		0.05	0.62		0.06	0.06	0.06	0.10	0.10	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	1.5	3.5		1.5	3.5		4.0	4.0	4.0	2.0	2.0	
Lane Grp Cap (vph)	154	1222		81	2020		110	116	98	176	162	
v/s Ratio Prot	c0.06	c0.69		0.03	0.43		c0.01	0.01		c0.05	0.01	
v/s Ratio Perm									0.00			
v/c Ratio	0.68	1.05		0.65	0.69		0.10	0.09	0.01	0.48	0.10	
Uniform Delay, d1	54.6	21.1		57.6	15.5		54.6	54.6	54.3	52.5	50.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.5	40.3		13.5	1.1		0.5	0.5	0.1	0.7	0.1	
Delay (s)	64.1	61.4		71.2	16.6		55.1	55.1	54.4	53.3	50.6	
Level of Service	E	E		E	B		E	E	D	D	D	
Approach Delay (s)		61.6			18.6			54.7			52.1	
Approach LOS		E			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	123.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
8: Pennslyvania Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	990	220	230	1030	100	270	470	440	110	280	80
Future Volume (veh/h)	140	990	220	230	1030	100	270	470	440	110	280	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	1042	232	242	1084	105	284	495	463	116	295	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	1060	235	252	1333	129	290	733	621	161	548	156
Arrive On Green	0.10	0.37	0.35	0.14	0.41	0.39	0.39	0.39	0.39	0.39	0.39	0.38
Sat Flow, veh/h	1781	2891	641	1781	3273	317	1004	1870	1585	586	1400	399
Grp Volume(v), veh/h	147	639	635	242	588	601	284	495	463	116	0	379
Grp Sat Flow(s),veh/h/ln	1781	1777	1755	1781	1777	1813	1004	1870	1585	586	0	1799
Q Serve(g_s), s	9.7	42.7	43.1	16.2	35.2	35.3	27.5	26.3	30.1	20.7	0.0	19.5
Cycle Q Clear(g_c), s	9.7	42.7	43.1	16.2	35.2	35.3	47.0	26.3	30.1	47.0	0.0	19.5
Prop In Lane	1.00		0.37	1.00		0.17	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	180	652	643	252	724	739	290	733	621	161	0	704
V/C Ratio(X)	0.82	0.98	0.99	0.96	0.81	0.81	0.98	0.68	0.75	0.72	0.00	0.54
Avail Cap(c_a), veh/h	181	652	643	252	724	739	290	733	621	161	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	37.6	38.0	51.2	31.5	31.6	48.9	30.2	31.4	51.0	0.0	28.3
Incr Delay (d2), s/veh	24.3	30.4	32.0	45.2	7.0	7.0	47.3	2.5	4.9	14.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	23.7	23.9	10.4	16.2	16.6	12.4	12.2	12.2	4.2	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	67.9	70.0	96.4	38.5	38.6	96.2	32.7	36.3	65.4	0.0	29.1
LnGrp LOS	E	E	E	F	D	D	F	C	D	E	A	C
Approach Vol, veh/h		1421			1431			1242			495	
Approach Delay, s/veh		69.8			48.3			48.5			37.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.1	52.9		51.0	21.0	48.0		51.0
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5
Max Green Setting (Gmax), s	11.7	47.3		45.5	16.5	42.5		45.5
Max Q Clear Time (g_c+I1), s	11.7	37.3		49.0	18.2	45.1		49.0
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
9: 6th St & Xenia Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	1190	10	10	1210	180	0	10	10	120	0	150
Future Volume (veh/h)	300	1190	10	10	1210	180	0	10	10	120	0	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	1253	11	11	1274	189	0	11	11	126	0	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	2163	19	300	1519	224	0	191	191	204	13	187
Arrive On Green	0.13	0.60	0.59	0.02	0.49	0.48	0.00	0.22	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1781	3610	32	1781	3107	458	0	858	858	609	60	839
Grp Volume(v), veh/h	316	617	647	11	725	738	0	0	22	284	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1788	0	0	1716	1508	0	0
Q Serve(g_s), s	6.9	16.2	16.2	0.2	26.7	27.3	0.0	0.0	0.8	12.3	0.0	0.0
Cycle Q Clear(g_c), s	6.9	16.2	16.2	0.2	26.7	27.3	0.0	0.0	0.8	13.7	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.26	0.00		0.50	0.44		0.56
Lane Grp Cap(c), veh/h	375	1065	1117	300	869	874	0	0	381	404	0	0
V/C Ratio(X)	0.84	0.58	0.58	0.04	0.83	0.84	0.00	0.00	0.06	0.70	0.00	0.00
Avail Cap(c_a), veh/h	517	1204	1263	396	960	966	0	0	475	485	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	9.3	9.3	9.6	16.7	16.9	0.0	0.0	23.3	28.3	0.0	0.0
Incr Delay (d2), s/veh	9.0	0.5	0.5	0.0	6.0	6.4	0.0	0.0	0.1	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.4	5.7	0.1	11.1	11.5	0.0	0.0	0.3	5.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	9.9	9.9	9.7	22.7	23.4	0.0	0.0	23.4	31.9	0.0	0.0
LnGrp LOS	C	A	A	A	C	C	A	A	C	C	A	A
Approach Vol, veh/h		1580			1474			22			284	
Approach Delay, s/veh		13.1			23.0			23.4			31.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.9	5.5	49.5		20.9	13.9	41.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	5.1	50.9		20.5	15.5	40.5				
Max Q Clear Time (g_c+I1), s		2.8	2.2	18.2		15.7	8.9	29.3				
Green Ext Time (p_c), s		0.0	0.0	10.9		0.7	0.5	7.3				

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
10: Highland Springs Ave & 6th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	690	210	270	1120	90	180	820	170	100	920	170
Future Volume (veh/h)	450	690	210	270	1120	90	180	820	170	100	920	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	474	726	221	284	1179	95	189	863	179	105	968	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	1380	781	360	1265	683	186	1063	639	134	959	645
Arrive On Green	0.14	0.39	0.39	0.10	0.36	0.36	0.10	0.30	0.30	0.07	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	474	726	221	284	1179	95	189	863	179	105	968	179
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.4	18.8	9.9	9.6	38.4	4.4	12.5	27.0	9.1	7.0	32.4	9.1
Cycle Q Clear(g_c), s	16.4	18.8	9.9	9.6	38.4	4.4	12.5	27.0	9.1	7.0	32.4	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	472	1380	781	360	1265	683	186	1063	639	134	959	645
V/C Ratio(X)	1.00	0.53	0.28	0.79	0.93	0.14	1.02	0.81	0.28	0.79	1.01	0.28
Avail Cap(c_a), veh/h	472	1380	781	461	1265	683	186	1063	639	134	959	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	28.2	17.9	52.5	37.3	20.7	53.8	38.9	24.1	54.6	43.8	23.8
Incr Delay (d2), s/veh	42.3	0.4	0.2	7.0	13.6	0.4	71.0	4.9	0.2	25.9	31.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	8.0	3.6	4.5	18.8	1.7	9.3	12.4	3.5	4.1	18.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.1	28.6	18.1	59.5	50.8	21.1	124.7	43.8	24.3	80.5	75.0	24.0
LnGrp LOS	F	C	B	E	D	C	F	D	C	F	F	C
Approach Vol, veh/h		1421			1558			1231			1252	
Approach Delay, s/veh		48.8			50.6			53.4			68.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	46.7	13.0	39.9	16.5	50.6	16.5	36.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.9	42.2	8.5	35.4	15.5	42.6	12.0	31.9
Max Q Clear Time (g_c+I1), s	18.4	40.4	9.0	29.0	11.6	20.8	14.5	34.4
Green Ext Time (p_c), s	0.0	1.3	0.0	3.4	0.4	6.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM Signalized Intersection Capacity Analysis
11: I-10 WB On-Ramp/I-10 WB Off-Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	650	0	180	340	1270	0	0	1100	170
Future Volume (vph)	0	0	0	650	0	180	340	1270	0	0	1100	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			5.0	
Lane Util. Factor				0.95	0.95		0.97	0.95			0.95	
Frt				1.00	0.93		1.00	1.00			0.98	
Flt Protected				0.95	0.97		0.95	1.00			1.00	
Satd. Flow (prot)				1681	1608		3433	3539			3468	
Flt Permitted				0.95	0.97		0.95	1.00			1.00	
Satd. Flow (perm)				1681	1608		3433	3539			3468	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	684	0	189	358	1337	0	0	1158	179
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	445	379	0	358	1337	0	0	1324	0
Turn Type				custom	NA		Prot	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8	8							
Actuated Green, G (s)				28.7	28.7		11.7	56.4			39.7	
Effective Green, g (s)				29.2	29.2		11.7	56.9			40.2	
Actuated g/C Ratio				0.31	0.31		0.12	0.60			0.43	
Clearance Time (s)				4.5	4.5		4.0	4.5			5.5	
Vehicle Extension (s)				3.0	3.0		2.0	2.0			2.0	
Lane Grp Cap (vph)				521	498		426	2139			1481	
v/s Ratio Prot							c0.10	0.38			c0.38	
v/s Ratio Perm				c0.26	0.24							
v/c Ratio				0.85	0.76		0.84	0.63			0.89	
Uniform Delay, d1				30.5	29.3		40.3	11.8			25.0	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				12.9	6.8		13.4	0.4			7.2	
Delay (s)				43.3	36.1		53.6	12.2			32.1	
Level of Service				D	D		D	B			C	
Approach Delay (s)		0.0			39.8			21.0			32.1	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	94.1	Sum of lost time (s)	13.5
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

SIDRA ANALYSIS

LANE LEVEL OF SERVICE

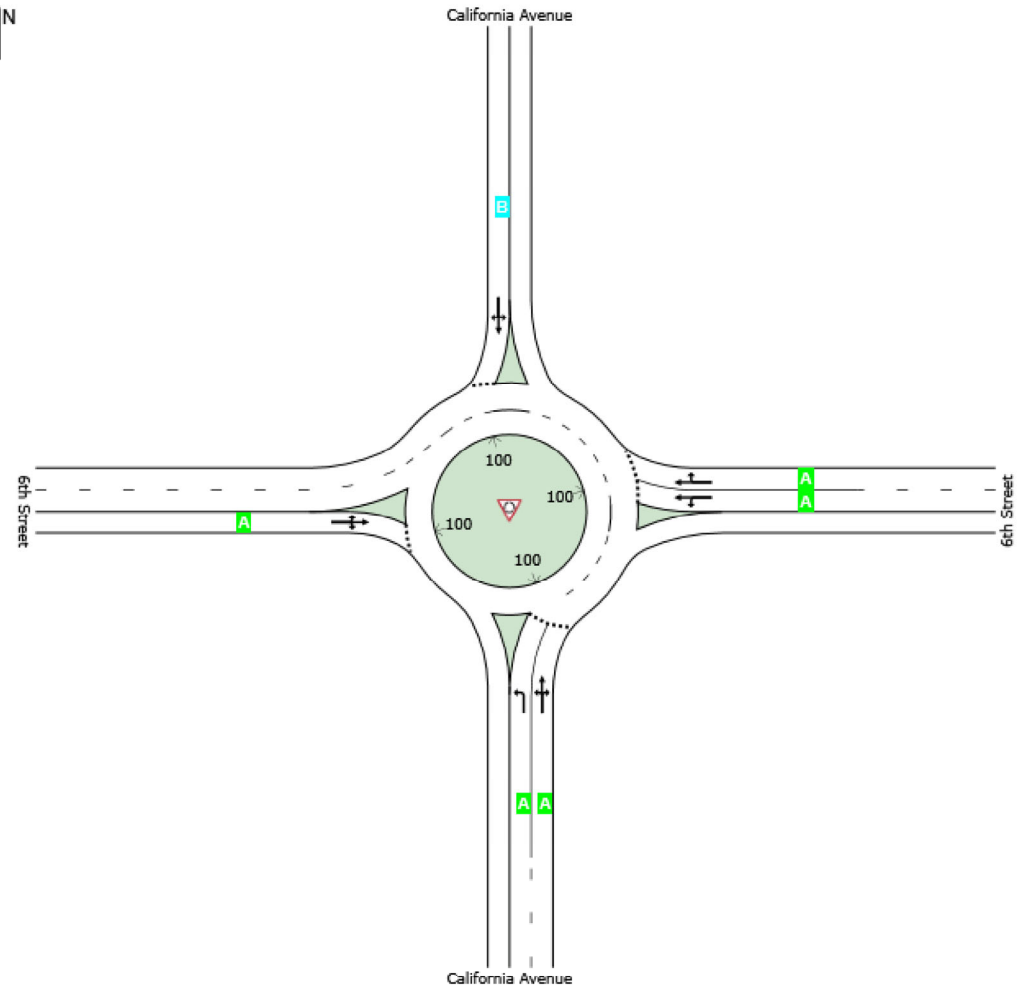
Lane Level of Service

Site: 3 [California Ave/6th St - EX-PP AM]

Beaumont 6th Street Analysis
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	B	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 3 [California Ave/6th St - EX-PP AM]

Beaumont 6th Street Analysis
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: California Avenue											
3	L2	500	3.0	0.359	7.7	LOS A	1.7	43.3	0.55	0.49	31.3
8	T1	98	3.0	0.359	7.7	LOS A	1.7	43.3	0.55	0.49	32.1
18	R2	87	3.0	0.359	7.7	LOS A	1.7	43.3	0.55	0.49	31.3
Approach		685	3.0	0.359	7.7	LOS A	1.7	43.3	0.55	0.49	31.4
East: 6th Street											
1	L2	141	3.0	0.359	9.4	LOS A	1.6	41.3	0.63	0.65	31.1
6	T1	380	3.0	0.359	8.9	LOS A	1.6	41.3	0.61	0.64	32.1
16	R2	33	3.0	0.359	8.7	LOS A	1.6	40.5	0.61	0.63	31.7
Approach		554	3.0	0.359	9.0	LOS A	1.6	41.3	0.62	0.64	31.9
North: California Avenue											
7	L2	76	3.0	0.424	13.1	LOS B	1.9	49.7	0.71	0.80	30.0
4	T1	152	3.0	0.424	13.1	LOS B	1.9	49.7	0.71	0.80	30.1
14	R2	11	3.0	0.424	13.1	LOS B	1.9	49.7	0.71	0.80	29.4
Approach		239	3.0	0.424	13.1	LOS B	1.9	49.7	0.71	0.80	30.0
West: 6th Street											
5	L2	11	3.0	0.463	9.7	LOS A	2.9	74.6	0.64	0.61	32.0
2	T1	305	3.0	0.463	9.7	LOS A	2.9	74.6	0.64	0.61	32.1
12	R2	105	3.0	0.463	9.7	LOS A	2.9	74.6	0.64	0.61	31.4
Approach		421	3.0	0.463	9.7	LOS A	2.9	74.6	0.64	0.61	31.9
All Vehicles		1899	3.0	0.463	9.2	LOS A	2.9	74.6	0.61	0.60	31.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

LANE LEVEL OF SERVICE

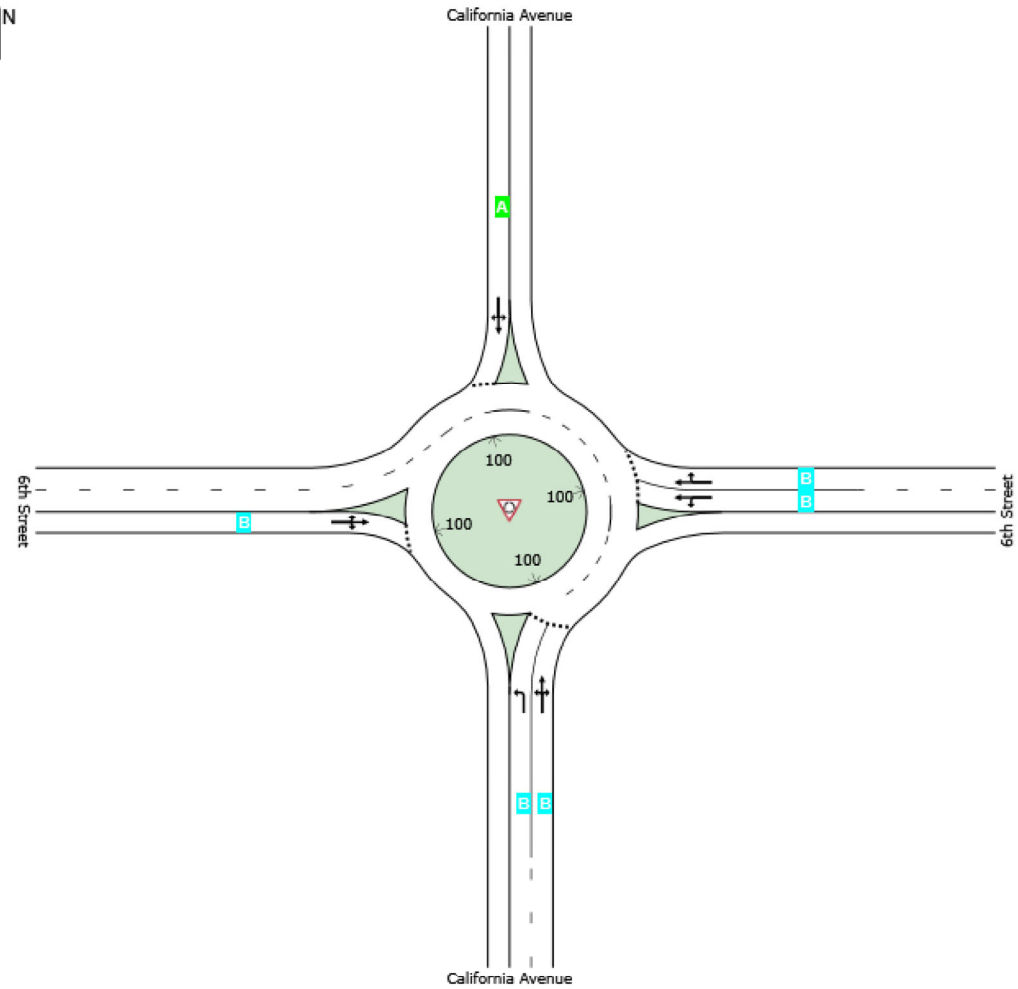
Lane Level of Service

Site: 3 [California Ave/6th St - EX-PP PM]

Beaumont 6th Street Analysis
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	B	B	A	B	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 3 [California Ave/6th St - EX-PP PM]

Beaumont 6th Street Analysis
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: California Avenue											
3	L2	565	3.0	0.469	10.2	LOS B	2.9	74.7	0.66	0.73	30.3
8	T1	109	3.0	0.469	10.2	LOS B	2.9	74.7	0.66	0.73	31.1
18	R2	130	3.0	0.469	10.2	LOS B	2.9	74.7	0.66	0.73	30.3
Approach		804	3.0	0.469	10.2	LOS B	2.9	74.7	0.66	0.73	30.4
East: 6th Street											
1	L2	98	3.0	0.414	11.0	LOS B	2.1	53.5	0.67	0.74	30.8
6	T1	446	3.0	0.414	10.5	LOS B	2.1	53.5	0.66	0.73	31.5
16	R2	54	3.0	0.414	10.2	LOS B	2.1	53.4	0.65	0.72	31.1
Approach		598	3.0	0.414	10.6	LOS B	2.1	53.5	0.66	0.73	31.3
North: California Avenue											
7	L2	33	3.0	0.208	9.7	LOS A	0.7	18.1	0.67	0.67	31.5
4	T1	65	3.0	0.208	9.7	LOS A	0.7	18.1	0.67	0.67	31.5
14	R2	11	3.0	0.208	9.7	LOS A	0.7	18.1	0.67	0.67	30.8
Approach		109	3.0	0.208	9.7	LOS A	0.7	18.1	0.67	0.67	31.4
West: 6th Street											
5	L2	11	3.0	0.598	11.1	LOS B	4.6	116.9	0.61	0.45	31.4
2	T1	463	3.0	0.598	11.1	LOS B	4.6	116.9	0.61	0.45	31.5
12	R2	179	3.0	0.598	11.1	LOS B	4.6	116.9	0.61	0.45	30.8
Approach		653	3.0	0.598	11.1	LOS B	4.6	116.9	0.61	0.45	31.3
All Vehicles		2164	3.0	0.598	10.5	LOS B	4.6	116.9	0.64	0.64	31.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

LANE LEVEL OF SERVICE

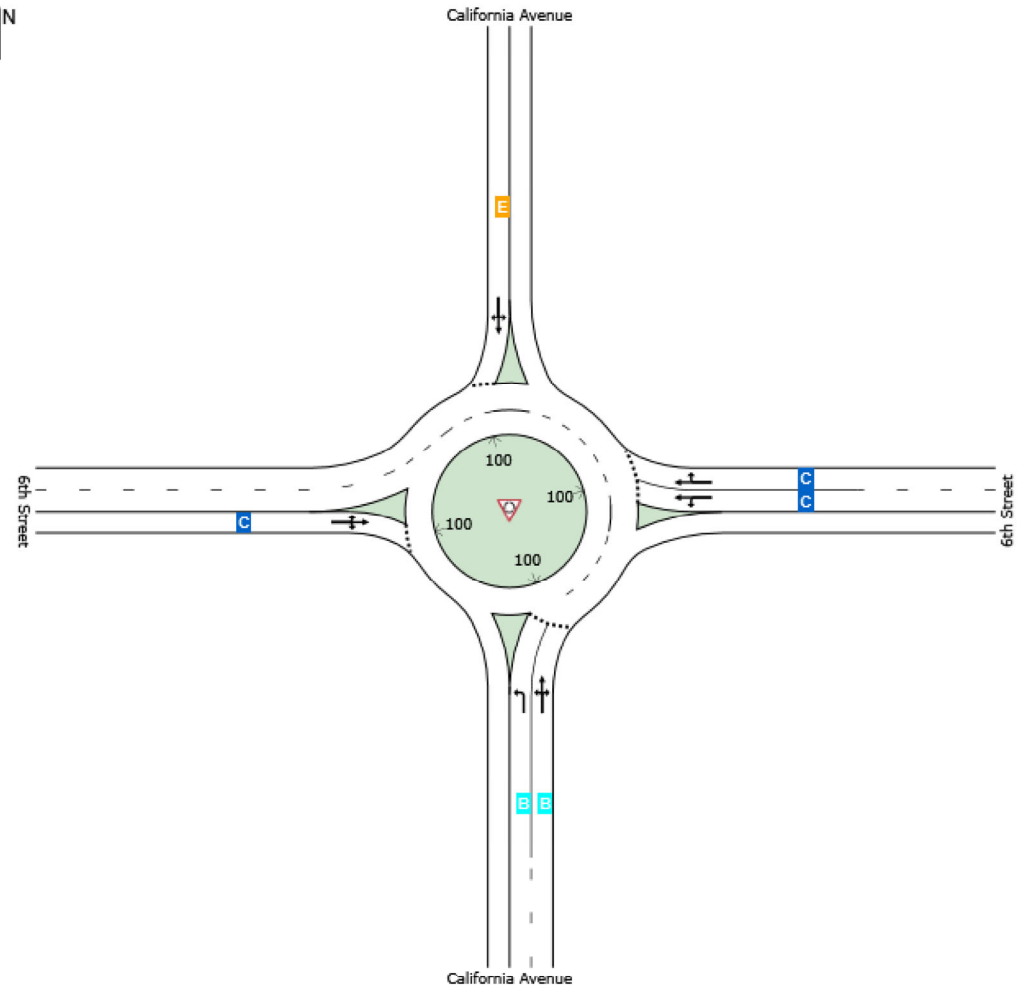
Lane Level of Service

Site: 3 [California Ave/6th St - FY AM]

Beaumont 6th Street Analysis
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	B	C	E	C	C



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: FEHR AND PEERS | Processed: Thursday, May 30, 2019 7:58:06 PM
Project: W:\Orange County N Drive\Projects\OC18\0563 Beaumont 6th Street\Analysis\Sidra\Beaumont 6th St.sip7

MOVEMENT SUMMARY

Site: 3 [California Ave/6th St - FY AM]

Beaumont 6th Street Analysis
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: California Avenue											
3	L2	772	3.0	0.622	13.6	LOS B	6.1	155.1	0.74	0.94	29.0
8	T1	98	3.0	0.622	13.6	LOS B	6.1	155.1	0.74	0.94	29.7
18	R2	239	3.0	0.622	13.6	LOS B	6.1	155.1	0.74	0.94	29.0
Approach		1109	3.0	0.622	13.6	LOS B	6.1	155.1	0.74	0.94	29.0
East: 6th Street											
1	L2	348	3.0	0.720	24.5	LOS C	5.8	149.5	0.83	1.12	25.5
6	T1	500	3.0	0.720	22.7	LOS C	6.1	155.2	0.83	1.12	27.0
16	R2	22	3.0	0.720	22.4	LOS C	6.1	155.2	0.83	1.12	26.6
Approach		870	3.0	0.720	23.4	LOS C	6.1	155.2	0.83	1.12	26.3
North: California Avenue											
7	L2	87	3.0	0.814	48.5	LOS E	5.2	134.0	0.94	1.30	20.5
4	T1	174	3.0	0.814	48.5	LOS E	5.2	134.0	0.94	1.30	20.5
14	R2	11	3.0	0.814	48.5	LOS E	5.2	134.0	0.94	1.30	20.2
Approach		272	3.0	0.814	48.5	LOS E	5.2	134.0	0.94	1.30	20.5
West: 6th Street											
5	L2	11	3.0	0.685	18.8	LOS C	6.8	173.3	0.84	1.11	28.4
2	T1	368	3.0	0.685	18.8	LOS C	6.8	173.3	0.84	1.11	28.4
12	R2	105	3.0	0.685	18.8	LOS C	6.8	173.3	0.84	1.11	27.8
Approach		484	3.0	0.685	18.8	LOS C	6.8	173.3	0.84	1.11	28.3
All Vehicles		2734	3.0	0.814	21.1	LOS C	6.8	173.3	0.81	1.06	26.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

LANE LEVEL OF SERVICE

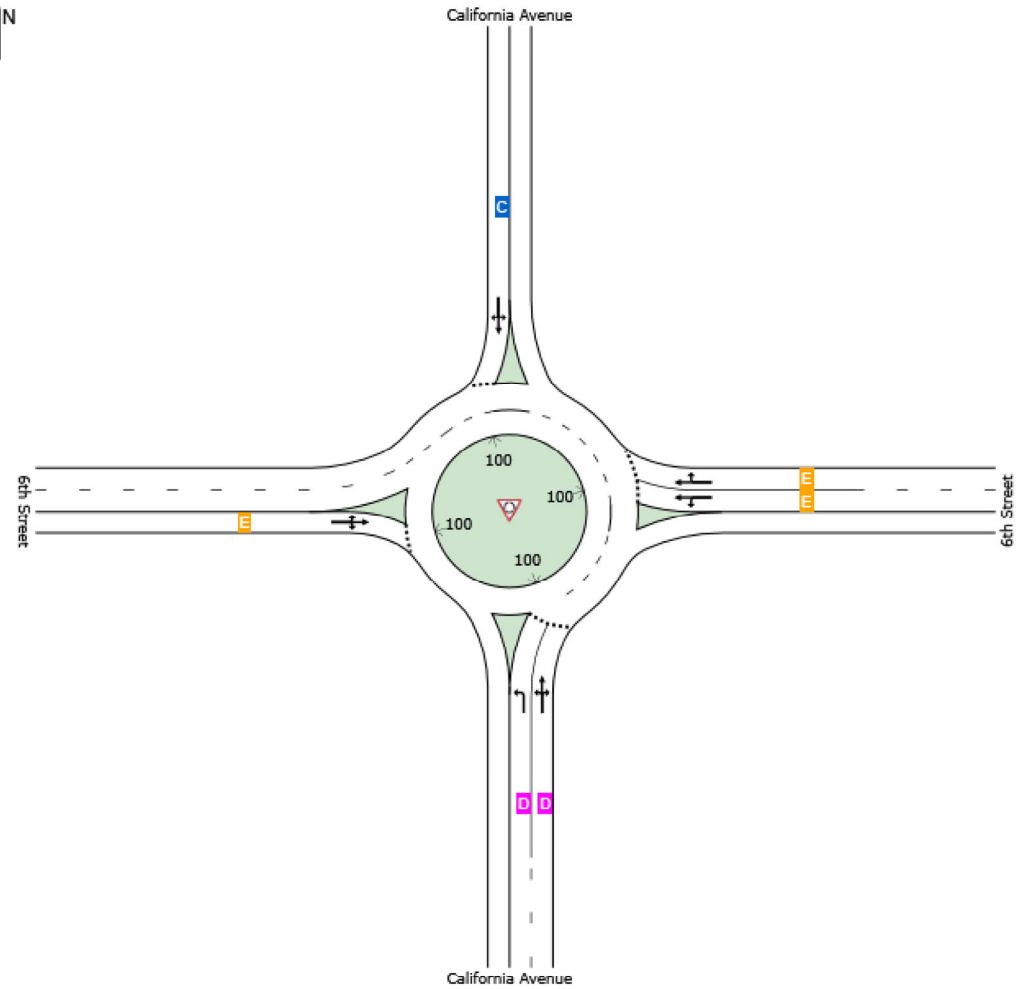
Lane Level of Service

Site: 3 [California Ave/6th St - FY PM]

Beaumont 6th Street Analysis
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	D	E	C	E	D



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 3 [California Ave/6th St - FY PM]

Beaumont 6th Street Analysis
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: California Avenue											
3	L2	891	3.0	0.849	27.0	LOS D	16.2	415.4	0.97	1.53	24.7
8	T1	152	3.0	0.849	27.0	LOS D	16.2	415.4	0.97	1.53	25.4
18	R2	413	3.0	0.849	27.0	LOS D	16.2	415.4	0.97	1.53	24.9
Approach		1457	3.0	0.849	27.0	LOS D	16.2	415.4	0.97	1.53	24.9
East: 6th Street											
1	L2	467	3.0	0.853	37.9	LOS E	9.0	229.4	0.90	1.40	22.0
6	T1	348	3.0	0.833	38.9	LOS E	7.8	199.4	0.90	1.34	22.7
16	R2	54	3.0	0.833	38.9	LOS E	7.8	199.4	0.90	1.34	22.3
Approach		870	3.0	0.853	38.4	LOS E	9.0	229.4	0.90	1.37	22.3
North: California Avenue											
7	L2	33	3.0	0.386	20.7	LOS C	1.4	35.6	0.85	0.93	27.3
4	T1	76	3.0	0.386	20.7	LOS C	1.4	35.6	0.85	0.93	27.4
14	R2	11	3.0	0.386	20.7	LOS C	1.4	35.6	0.85	0.93	26.9
Approach		120	3.0	0.386	20.7	LOS C	1.4	35.6	0.85	0.93	27.3
West: 6th Street											
5	L2	11	3.0	0.892	35.8	LOS E	17.5	447.3	1.00	1.67	23.4
2	T1	463	3.0	0.892	35.8	LOS E	17.5	447.3	1.00	1.67	23.4
12	R2	179	3.0	0.892	35.8	LOS E	17.5	447.3	1.00	1.67	23.0
Approach		653	3.0	0.892	35.8	LOS E	17.5	447.3	1.00	1.67	23.3
All Vehicles		3098	3.0	0.892	31.8	LOS D	17.5	447.3	0.95	1.49	23.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

APPENDIX C: VMT ANALYSIS

VEHCILE MILES TRAVELED

Future Year 2040 VMT

Time Period	Area	Full Accounting	Half Accounting
AM	City	782,386	412,031
	SOI Only	207,934	104,986
MD	City	1,157,932	617,622
	SOI Only	341,453	173,007
PM	City	1,312,201	693,137
	SOI Only	373,706	188,879
NT	City	623,197	330,864
	SOI Only	173,255	87,713
Total	City	3,875,716	2,053,655
	SOI Only	1,096,347	554,585

Source: Fehr & Peers, 2019

Base Year 2016 VMT

Time Period	Area	Full Accounting	Half Accounting
AM	City	266,041	137,720
	SOI Only	32,178	16,152
MD	City	392,406	204,970
	SOI Only	51,903	26,068
PM	City	213,534	110,998
	SOI Only	27,341	13,738
NT	City	213,534	110,998
	SOI Only	27,341	13,738
Total	City	1,085,515	564,685
	SOI Only	138,764	69,695

Source: Fehr & Peers, 2019

Interpolated Year 2018 VMT

Time Period	Area	Full Accounting	Half Accounting
AM	City	309,070	160,579
	SOI Only	46,824	23,555
MD	City	456,200	239,358
	SOI Only	76,032	38,313
PM	City	305,090	159,510
	SOI Only	56,205	28,333
NT	City	247,673	129,320
	SOI Only	39,500	19,903
Total	City	1,318,032	688,766
	SOI Only	218,563	110,103

Source: Fehr & Peers, 2019

FEHR PEERS

MEMORANDUM

Date: July 23, 2020

To: Jeff Hart –City of Beaumont

From: Jason D. Pack, P.E.
Jessica Johnson

Subject: City of Beaumont General Plan Update Roadway Network Assessment

OC17-0488

BACKGROUND

The Beaumont General Plan Update Transportation Impact Analysis (TIA) was recently completed by Fehr & Peers. The City of Beaumont proposed a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania Avenue. Fehr & Peers has completed a network based assessment to evaluate how the proposed change would affect the transportation network. We evaluated the Future Year model[1] outputs and vehicle miles traveled (VMT) consistent with the analysis completed as part of the General Plan Update. These assessments were compared to the original TIA assessment to determine the modifications effect on the previous traffic assessment.

NETWORK ASSESSMENT

An evaluation of the model outputs revealed slight increases and decreases throughout the network. **Attachment A** is a model plot displaying the difference in daily average volumes between the model outputs with and without the connection along 2nd Street. Please note that the approximate 7,000 daily trip reduction along 1St Street near Pennsylvania Avenue is due to the model redistributing traffic from 1st Street to 2nd Street. The remainder of the volumes noted within the network are negligible and would not significantly change the analysis in the original version of the TIA.

[1] Riverside Traffic Analysis Model (RIVTAM) was used in this analysis. The Future Year model was updated with Beaumont General Plan land use and is consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan /Sustainable Communities Strategy (SCS).

VMT ASSESSMENT

A VMT assessment was also completed as a part of this effort. VMT is normalized by dividing it by the total service population, which represents residential population plus employment in the study area. The addition of the roadway connection improves VMT in the Beaumont General Plan area reducing VMT per Service Population (SP) by approximately 0.6% , as shown in the **Table 1**. The new roadway connection also slightly reduces the VMT/SP for the Western Riverside Council of Government Region (WRCOG) by approximately 0.2%. Some trip lengths are shortened within the network as the new connection improves access in the southeast portion of the City.

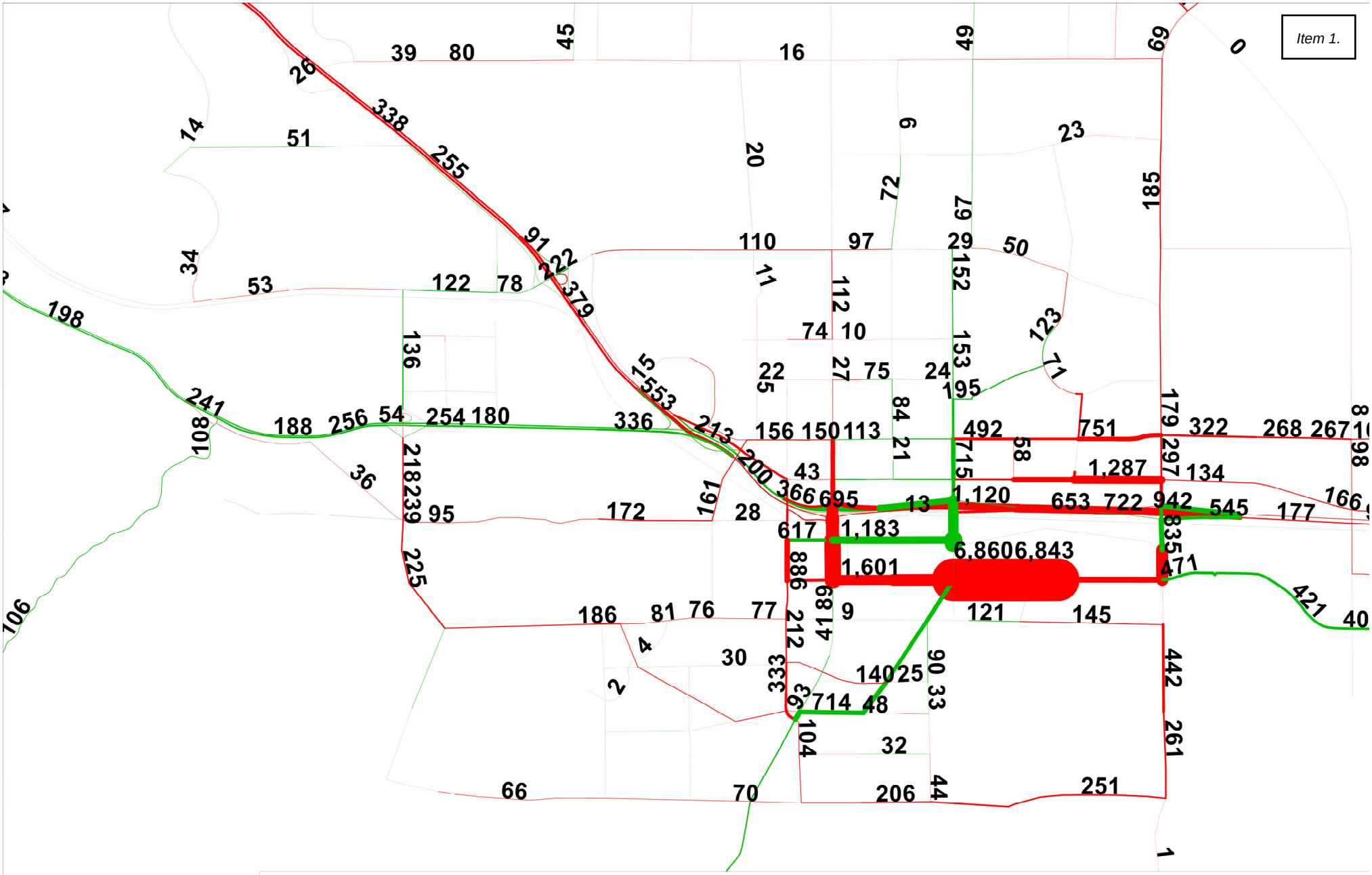
Scenario	2020 TIA Version	2019 TIA Version	Delta VMT/SP
	VMT/SP	VMT/SP	
Total Beaumont General Plan Update Area	29.5	29.7	-0.2 (-0.6%)
WRCOG Region	33.5	33.6	-0.1 (-0.2%).

Source: Fehr & Peers, 2020

The network-based assessment indicates that the new connection would not significantly change the analysis of the previous 2019 version of the Beaumont General Plan Update TIA.

We hope this information is helpful. If you have any questions or concerns, please do not hesitate to contact us at (949)-308-6300.

ATTACHMENT A - Model Plot



Beaumont General Plan Future Year Daily Volume Comparison Model Plot

Daily Volumes selection sets

Decrease in Daily Volumes

Increase in Daily Volumes

0 .4 .8

Miles

This model plot displays the difference between daily volumes with and without 2nd Street Connection

CITY OF BEAUMONT

Zoning Code Amendments

August 2020

LWC
LISA WISE CONSULTING, INC.

TITLE 17 ZONING

Chapter 17.01 INTRODUCTION 1
17.01.010 Title and authority. 1
17.01.020 Purpose and scope. 1
17.01.030 Applicability, interpretation, and severability. 1
17.01.040 Authentication. 2
17.01.050 Reserved. 2
Chapter 17.02 ADMINISTRATION AND ENFORCEMENT 3
17.02.010 Purpose and authority. 3
17.02.020 Community Development Director duties and responsibilities. 3
17.02.030 Planning Commission duties and responsibilities. 4
17.02.040 Application process. 5
17.02.050 Public hearings. 6
17.02.051 Public hearings, noticing. 6
17.02.052 Public hearing, evidence of noticing. 6
17.02.053 Public hearing, procedures. 7
17.02.060 Appeals and revocations. 7
17.02.061 Revocations and right of revocation. 8
17.02.070 Plot plans. 9
17.02.080 Zone changes. 11
17.02.090 General plan amendments. 13
17.02.100 Conditional use permits. 14
17.02.110 Variances. 17
17.02.120 Modification of standards. 19
17.02.125 Certificates of appropriateness. 21
17.02.130 Enforcement. 23
17.02.140 Reserved. 24
Chapter 17.03 ZONING MAP AND ZONE DISTRICTS 25
17.03.010 Purpose and authority. 25
17.03.020 Establishment of zone districts. 25
17.03.030 Zoning map. 26
17.03.040 Recreation/Conservation Zone (R-C Zone). 26
17.03.050 Residential, Rural Zone (RR Zone). 27
17.03.060 Residential, Single-Family Zone (R-SF Zone). 28
17.03.065 Residential, Traditional Neighborhood (R-TN Zone). 31

17.03.070 Residential, Multiple-Family Zone (R-MF Zone).....37
17.03.075 Urban Village Zone (UV Zone). 41
17.03.080 Commercial, Neighborhood Zone (C-N Zone).....45
17.03.090 Community Commercial Zone (C-C Zone). 49
17.03.100 Manufacturing Zone (M Zone).....51
17.03.110 Public Facilities Zone (PF Zone).....52
17.03.120 Permitted uses for Base Zone Districts. 53
17.03.130 Overlay Zone (O Zone). 63
17.03.140 Specific Plan Zone (SP Zone).....65
17.03.150 Permitted uses for Overlay Zone Districts.....66
Chapter 17.04 PERFORMANCE STANDARDS.....74
17.04.010 Intent and purpose. 74
17.04.020 Applicability.....74
17.04.030 Property maintenance. 74
17.04.040 Hazardous materials. 75
17.04.050 Air quality. 75
17.04.060 Odors.....76
17.04.070 Light and glare. 76
17.04.080 Trash and Recycling.....76
17.04.081 Applicability.....77
17.04.082 Enclosure plans and specifications. 77
17.04.083 Inclusion of recycling receptacles in building design. 77
17.04.084 Waiver of parking requirements for existing development. 77
17.04.090 Street improvement standards.....78
17.04.100 Utilities. 79
Chapter 17.05 OFF-STREET PARKING AND LOADING STANDARDS.....80
17.05.010 Purpose and authority. 80
17.05.020 Applicability.....80
17.05.030 General provisions. 80
17.05.040 Parking requirements for land uses. 81
17.05.050 Access requirements.....84
17.05.060 Parking facility standards and dimensions. 84
17.05.070 Parking required improvements.....86
17.05.080 Shared and remote parking.....87
Chapter 17.06 LANDSCAPING STANDARDS[1].....89
17.06.010 Purpose. 89

17.06.020 Applicability. 89
17.06.030 Water efficient landscape requirements. 89
17.06.040 Landscape requirement for nonresidential uses. 104
17.06.050 Parking lot landscape requirements. 107
17.06.060 Landscape requirements for multiple-family uses. 108
17.06.070 Landscape requirements for mixed uses. 108
17.06.080 Landscape requirements for single family residential uses. 108
17.06.090 Slopes. 109
17.06.100 Maintenance. 109
17.06.110 Street trees. 110
17.06.120 Artificial turf/grass. 111
17.06.130 Landscape water use efficiency enforcement. 111
Chapter 17.07 SIGNS 112
17.07.010 Purpose, needs, and goal interest served. 112
17.07.020 Objectives. 112
17.07.030 Basic policies. 113
17.07.040 Categorization of signs. 115
17.07.050 Definitions. 117
17.07.060 Administration, permits, and appeals. 120
17.07.070 General provisions. 123
17.07.080 Signs permitted in all zones. 131
17.07.090 Signs in recreation, open space, residential and agricultural zones. 134
17.07.095 Signs in urban village zone. 135
17.07.100 Signs in manufacturing zones. 135
17.07.110 Signs in commercial zones. 138
17.07.120 Signs in special commercial areas. 142
17.07.130 Sign regulations for specific plan area zone. 146
17.07.140 Sign design standards. 147
Chapter 17.08 NONCONFORMING USES 148
17.08.010 Purpose and authority. 148
17.08.020 Applicability. 148
17.08.030 Restrictions regarding nonconforming structures and uses. 148
17.08.040 Loss of nonconforming status. 149
17.08.050 Nonconforming lots. 150
17.08.060 Reserved. 150
Chapter 17.09 ANIMAL KEEPING 151

17.09.010 Purpose and authority. 151
17.09.020 Applicability. 151
17.09.030 Domestic animal keeping. 151
17.09.040 Performance standards for pens, stables, and other animal keeping uses. 152
17.09.050 Development standards for pens, stables, and other animal keeping uses. 153
17.09.060 Environmental management. 154
Chapter 17.10 AFFORDABLE HOUSING INCENTIVES/DENSITY BONUS PROVISIONS 156
17.10.010 Purpose. 156
17.10.020 Definitions. 156
17.10.030 Implementation. 158
17.10.040 Types of bonuses and incentives allowed. 160
17.10.050 Requirements for density bonus projects. 162
17.10.060 Development standards. 163
17.10.070 Processing of density bonus requests. 164
17.10.080 Density bonus housing agreement. 165
17.10.090 Changes in State density bonus laws. 166
Chapter 17.11 GENERAL DEVELOPMENT STANDARDS 167
17.11.010 Purpose and authority. 167
17.11.020 Applicability. 167
17.11.030 Lots and divisions of land. 167
17.11.040 Site preparation. 168
17.11.050 Off-site improvements. 170
17.11.060 Building permits. 172
17.11.070 Dwellings. 172
17.11.080 Walls and fences. 172
17.11.090 Acquisition and use of public property. 174
17.11.100 Swimming pool, spa and similar. 174
17.11.110 Home occupations. 175
17.11.120 Manufactured homes on foundations. 178
17.11.130 Mobilehome parks. 179
17.11.140 Wind energy conversion systems. 183
Chapter 17.12 ADULT ENTERTAINMENT 186
17.12.010 Purposes. 186
17.12.020 Definitions. 186
17.12.030 Prohibition. 188
17.12.040 Measurement of distance. 188

17.12.050 Severability. 188
17.12.060 Signs. 189
Chapter 17.13 UNLICENSED GROUP HOMES 190
17.13.010 Purpose. 190
17.13.020 Special use permit required. 190
17.13.030 Grounds for denial or revocation. 192
17.13.040 Prohibition on reapplication after revocation. 192
Chapter 17.14 DEFINITIONS 193
17.14.010 Introduction. 193
17.14.020 General grammatical interpretation. 193
17.14.030 Definitions (A through Z). 193
Chapter 17.16 SINGLE ROOM OCCUPANCY FACILITIES 218
17.16.010 Purpose. 218
17.16.020 Location. 218
17.16.030 Project review and approval. 218
17.16.040 Development standards. 218
17.16.050 Accessibility. 219
17.16.060 Management. 219
17.16.070 Parking. 219
17.16.080 Tenancy. 219
17.16.090 Existing structure. 220
Chapter 17.17 PAROLEE/PROBATIONER HOME 221
17.17.010 Applicability and conditional use permit requirements. 221
17.17.020 Development regulations. 221
17.17.025 Conditional use permit findings. 222
17.17.030 Special noticing requirements. 223
17.17.040 Public nuisance. 223
17.17.050 Nonconforming use. 223
17.17.060 Amortization. 223
17.17.060 Definitions. 225
Chapter 17.18 WIRELESS TELECOMMUNICATION FACILITIES ORDINANCE 226
17.18.010 Purpose and intent. 226
17.18.020 Definitions. 226
17.18.030 Applicability. 228
17.18.040 Exempt facilities. 229
17.18.050 Nonconforming facilities. 229

17.18.060 Distances 230
17.18.070 Processing procedures. 230
17.18.080 Application requirements. 230
17.18.090 General development standards and guidelines for wireless facilities. 232
17.18.100 Additional development standards for stealth facilities. 234
17.18.110 Public property facilities. 236
17.18.120 Review, modification, and revocation of permits. 237
17.18.130 Removal of facilities. 237
17.18.140 Severability. 238
Chapter 17.19 – DOWNTOWN ZONE DISTRICTS 240
17.19.010 - Purpose and authority. 240
17.19.020 - Establishment of zone districts. 240
17.19.030 - Zoning map. 240
17.19.040 – Downtown Mixed Use Zone (DMU Zone). 242
17.19.050 – Beaumont Mixed Use Zone (BMU Zone). 246
17.19.060 – Sixth Street Mixed Use Zone (SSMU Zone). 247
17.19.070 – Sixth Street Mixed Use – Residential Zone (SSMU-R Zone). 249
17.19.080 – Downtown Residential Multifamily Zone (DMF Zone). 250
17.19.090 – Local Commercial Zone (LC Zone). 253
17.19.120 - Permitted uses for Downtown Base Zone Districts. 257

Chapter 17.01 INTRODUCTION

17.01.010 Title and authority.

This Title (Title 17) shall be known as the Zoning Ordinance of the City of Beaumont and may also be referred to hereinafter as the Zoning Ordinance. This Zoning Ordinance was adopted pursuant to Article XI, Section 7 of the Constitution of the State of California and was prepared in compliance with the requirements of Title 7 of the Government Code. This Zoning Ordinance is enacted pursuant to the authority vested in the City of Beaumont by the State of California Constitution, the State of California Planning, Zoning, and Development Laws (Government Code Sections 65000 et. seq.), the State of California Subdivision Map Act (Government Code Section 66510 et. seq.), and the State of California Health and Safety Code. The City of Beaumont Zoning Ordinance consists of the following:

A. *Zoning Ordinance.* The Zoning Ordinance establishes zoning districts (also referred to as zones) that govern the use of land, indicates standards for structures and improvements that are permitted within the various zones, and establishes procedures for the granting of permits and entitlements.

B. *Zoning Map.* The zoning map delineates the boundaries of the zoning districts that are applicable to specific properties within the City.

(Ord. 920 §2, 9/2007)

17.01.020 Purpose and scope.

The primary purpose of this Zoning Ordinance is to serve the public's health, safety, and general welfare through the promotion of compatible land uses. Additional objectives of this Zoning Ordinance include the establishment of development standards related to health and safety, the protection and enhancement of the environment, the maintenance of property values, and the enhancement of the City's appearance.

(Ord. 920 §2, 9/2007)

17.01.030 Applicability, interpretation, and severability.

All City departments, officials, and public employees vested with the authority to issue permits or licenses, must comply with the provisions of this Zoning Ordinance. No license or permit for uses or structures that would be in conflict with this Zoning Ordinance shall be issued or otherwise permitted. The following will apply in the interpretation of certain provisions of this Zoning Ordinance:

A. *Uncertainty in Interpretation.* Where uncertainty exists regarding the interpretation of any provision of this Zoning Ordinance, or its application to a specific case or situation, the Community Development Director is authorized to interpret the intent of the provision in

question. Thereafter, the Community Development Director's interpretation shall apply in all similar situations, unless modified by the Planning Commission or City Council, on appeal.

B. *Abrogation of Other Regulations.* No provision of this Zoning Ordinance is intended to abrogate or interfere with any deed restriction, covenant, easement, or other legal agreement or any such agreements that are more restrictive than those provisions contained within this Zoning Ordinance.

C. *Preemption.* In those instances where this Zoning Ordinance imposes greater restriction than that required by an existing regulation, this Zoning Ordinance will preempt the existing regulation. The following rules that govern the preemption of any existing code(s) and regulation(s), shall apply:

1. The provisions of this Zoning Ordinance shall not be interpreted to repeal, amend, modify, alter, or change any other code or regulation that was not specifically repealed, amended, modified, altered, or changed.
2. Nothing in this Zoning Ordinance shall be interpreted to authorize the use of a lot or parcel in any manner that is in violation of any other applicable statute, code, or regulation.
3. Whenever the provisions of this Zoning Ordinance are different from the provisions of any other ordinance, regulation, adopted code, the more restrictive provisions shall apply.
4. The rights granted by any permit, license, or other approval under any ordinance repealed by this Zoning Ordinance will be permitted to continue. In the future, to the extent permitted by law, such rights shall be exercised in accordance with the provisions of this Title.

D. *Severability of this Zoning Ordinance.* This Zoning Ordinance is severable in the event that any part, sentence, paragraph, section, or clause is found to be unconstitutional or otherwise invalid. In such instances, the remainder of this Zoning Ordinance shall not be affected.

E. *Limitations of Land Use.* Except as provided in this title, no building shall be erected, reconstructed, or structurally altered nor shall any building or land be used for any purpose except as that specifically permitted in this Zoning Ordinance.

(Ord. 920 §2, 9/2007)

17.01.040 Authentication.

This Zoning Ordinance shall take effect within 30 days from its adoption by the City Council.

(Ord. 920 §2, 9/2007)

17.01.050 Reserved.

Chapter 17.02 ADMINISTRATION AND ENFORCEMENT

17.02.010 Purpose and authority.

The purpose of Chapter 17.02 is to outline those activities and/or procedures that will implement this Zoning Ordinance. The purpose of this section of the Zoning Ordinance is to accomplish the following:

A. To identify each reviewing and approval authority within the City of Beaumont along with their powers, duties, and related information;

B. To identify the steps necessary to obtain the requisite City approvals related to land use and development;

C. To establish and identify the procedures for filing applications for permits and other approvals; and,

D. To establish and identify the appeal process.

(Ord. 920 §2, 9/2007)

17.02.020 Community Development Director duties and responsibilities.

The Community Development Director shall be responsible for the enforcement of the Zoning Code and shall have the authority to undertake the activities and duties indicated in this section.

A. The Community Development Director shall administer the Zoning Ordinance;

B. The Community Development Director shall consider and approve administrative plot plan applications which are in conformance with applicable zoning standards and which do not require a public hearing;

C. The Community Development Director shall review and make recommendations to the Planning Commission and the City Council on planning applications, land use and planning issues, or other activities as may be directed by the City Council, the Planning Commission, or the City Manager;

D. The Community Development Director shall assist applicants in the submittal of development applications; and,

E. The Community Development Director shall review and make recommendations to the Planning Commission and City Council on all applications and any attendant approvals and environmental documents.

(Ord. 920 §2, 9/2007)

17.02.030 Planning Commission duties and responsibilities.

The duties of the Planning Commission are outlined in this section.

A. The Planning Commission shall instruct the Community Development Director to exercise administrative duties where applicable;

B. The Planning Commission shall conduct public hearings to consider and make recommendations to the City Council regarding general plan amendments, zone changes, zone variances, and specific plans;

C. The Planning Commission shall conduct public hearing to recommend approval (to the City Council) of all the tentative parcel maps and tentative tract maps;

D. The Planning Commission shall consider the appeals of determinations made by the Community Development Director regarding site plan reviews, signage plans, and temporary use permits; and,

E. The Planning Commission shall conduct public hearings to approve plot plans, variances and conditional use permits.

Table 17.02-1 identifies the permits and approvals that may be necessary as required by this Zoning Code, as well as approving authority and appeal body.

Table 17.02-1
Permit Approval Matrix

Application	Staff	Planning Commission	City Council
Conditional Use Permit	Review	Approval	Appeal
Final Map	Review	—	Approval
General Plan Amendment	Review	Recommendation	Approval
Lot Line Adjustment & Parcel Merger	Approval	Appeal	Appeal
Administrative Plot Plan Review	Approval	Appeal	Appeal
Plot Plan (without EIR)	Review	Approval	Appeal
Plot Plan (with EIR)	Review	Approval	Appeal
Sign Plans	Approval	Appeal	Appeal
Modification of Standards	Approval	Appeal	Appeal
Specific Plan	Review	Recommendation	Approval
Temporary Use Permit	Approval	Appeal	Appeal
Tentative Parcel Map	Review	Recommendation	Approval
Tentative Tract Map	Review	Recommendation	Approval

Variance	Review	Approval	Appeal
Zone Change	Review	Recommendation	Approval
Zoning Ordinance	Review	Recommendation	Approval

(Ord. 920 §2, 9/2007)

17.02.040 Application process.

Applications for permits, permit modifications, amendments, and other matters pertaining to the Zoning Code, shall be filed with the Planning Department on the appropriate City application form. The following procedures apply to the granting of a development application:

A. *Submittal Information.* All plans, and any other information required by the Planning Department shall be submitted with the application form. Applications shall be completed by the owner(s) of properties, their agents, or other persons who have written authority from the property owner(s) to complete and file the application on the owner's behalf. Any person or authorized representative desiring a permit or approval required by this Title, shall file an application with the Planning Director or the designee on forms provided by the Planning Director.

B. *Pre-application Meeting.* Prior to the filing of an application for any discretionary permit requiring approval by the Planning Commission or City Council, the applicant may request a pre-application conference with the Community Development Director or the designee. The purpose of the pre-application conference is to advise the applicant of the development regulations applicable to the property for which the application is being filed and to review any preliminary site plan or other development plans the applicant may have prepared.

C. *Application is Deemed Completed.* No application shall be processed until it is deemed complete by the Community Development Director or the designee. No application shall be deemed complete until all required information is provided in the required quantity and format.

D. *Concurrent Applications.* Whenever more than one permit or approval is required for a proposed Project or use, all applications shall be filed and processed concurrently. All such related applications will be reviewed in accordance with the procedures set forth for the application requiring the highest level of review.

E. *Application Fees*. Each applicant for a land use action authorized by this Zoning Ordinance shall pay those fees and costs as established by resolution of the City Council.

F. *Re-submittal of Application*. Whenever an application or portion of an application has been denied or revoked and the denial or revocation becomes final, no new application for the same or similar request may be accepted within one year of the date of the denial, unless the Community Development Director finds that the conditions surrounding the application have sufficiently changed to warrant a new application. Changed conditions shall mean a substantial change in land use on properties in the vicinity, improved infrastructure in the

vicinity, altered traffic patterns, or any such similar change resulting in a changed physical environment.

(Ord. 920 §2, 9/2007)

17.02.050 Public hearings.

For applications requiring a public hearing, upon accepting an application as complete, the Planning Director shall establish the time and place of the public hearing consistent with the requirements of this Section. The City Council shall have the authority to change the time or place of a hearing. The hearing body for any given matter shall be determined based upon the nature and type of permit as set forth in this Zoning Ordinance. However, in all cases, the hearing shall be held within 30 days of the date on which the application has been accepted as complete, unless a longer time period is required to accommodate the requisite environmental review under the provisions of the California Environmental Quality Act.

(Ord. 920 §2, 9/2007)

17.02.051 Public hearings, noticing.

The procedures for the noticing of public hearings are indicated in this section.

A. *Newspaper Publication.* The notice of the public hearing shall be published in a newspaper of general circulation not less than ten days prior to the date of the hearing, or as prescribed in the California Environmental Quality Act where relevant. The notice shall include the time, place, and identity of the hearing body or officer, the nature of the application, the application number, and the location of the property under consideration.

B. *Notice to Surrounding Properties.* Notice shall be given to all owners of property located within the designated radius of the exterior boundaries of the subject property pursuant to the requirements of the State of California Planning and Zoning Development Law.

C. *Additional Notice.* Additional notice of the hearing shall be provided in accordance with procedures established by the Planning Commission and as may be required under the California Environmental Quality Act.

(Ord. 920 §2, 9/2007)

17.02.052 Public hearing, evidence of noticing.

When notice of a public hearing is given, the documentation indicated in this section shall be deemed sufficient to serve as proof that such notice was given.

A. *Affidavit of Publication Required.* When notice is given by publication, an affidavit of publication by the newspaper in which the publication was made is required.

B. *Affidavit of Mail Delivery Required.* When notice is given by mail or other delivery, an affidavit or proof of mailing/delivery must be made, showing, at a minimum, the date or dates of mailing/delivery and the list of persons and groups to which the mailing/delivery was made.

C. *Failure to Comply.* Failure to send notice to any property owner whose address is not on the most recent roll of the Riverside County Assessor shall not invalidate any of the proceedings.

(Ord. 920 §2, 9/2007)

17.02.053 Public hearing, procedures.

The conduct of the public hearing(s) must include the following elements identified in this section.

A. *Discretionary Review.* At the public hearing, the authorized hearing body shall review the application and any pertinent materials submitted with the application, and any report prepared by the Community Development Director or his designee based on City staff's investigation of the application.

B. *The Applicant's Rights at Public Hearing.* During any public hearing, the applicant for the application shall have the right to be represented to provide testimony and to present evidence.

C. *The Public's Rights at Public Hearing*. All other persons shall have the right to comment on any relevant aspect of the application under consideration.

D. *Discretionary Action.* Following the completion of testimony at a public hearing, action shall be taken to approve, conditionally approve, deny, continue, or take under advisement, the subject of the public hearing.

E. *Continuation of Public Hearing.* If the action is taken to continue the item being considered or to take the matter under advisement, before adjournment or recess, the person presiding at the public hearing shall publicly announce the time and place to which the hearing will be continued. No further notice shall be required.

F. *Final Decision.* The decision of the hearing body shall be considered final unless a decision is appealed. In all cases, the City Council shall represent the final authority.

(Ord. 920 §2, 9/2007)

17.02.060 Appeals and revocations.

An applicant is afforded the right to appeal a decision made by the Community Development Director and/or the Planning Commission. The appeals procedures are indicated in this section.

A. *Appeal of Community Development Director's Decision.* Decisions of the Community Development Director, authorized by this Zoning Ordinance, may be appealed to the Planning Commission. All such appeals shall be filed in writing with the Secretary of the Planning Commission.

B. *Appeal of Planning Commission Decision*. All actions and decisions of the Planning Commission, authorized by this Zoning Ordinance, may be appealed to the City Council. All such appeals shall be filed in writing with the City Clerk.

C. *Persons Eligible to File an Appeal.* Any person may appeal a decision or action of the Community Development Director or Planning Commission, in accordance with the terms of this Zoning Ordinance.

D. *Time Limit for Filing an Appeal.* All appeals must be filed within 15 calendar days of the date of the rendering of the decision. If the 15th day occurs on a holiday or weekend, the appeal period shall be extended to the next City workday. No appeal shall be accepted after the appeal period has expired.

E. *Appeals Form.* All appeals must be submitted in writing on the appropriate form provided by the City. The appeal must specifically state the grounds for the appeal and instances in which the review body erred in reaching the particular determination subject to the appeal.

F. *Payment of Fees.* A fee shall be paid concurrent with filing of the appeal in accordance with the fee schedule established by resolution of the City Council.

G. *Scheduling of Public Hearing*. Within 15 days upon receipt of an appeal, the Planning Commission Secretary (in the case of an appeal of a Community Development Director decision) or the City Clerk (in the case of an appeal of a decision by the Planning Commission) shall set the matter for public hearing. The hearing shall be noticed as provided for in Section 17.42.

H. *Findings.* All actions to affirm, reverse, or modify in whole or part any decision of the Community Development Director or Planning Commission shall be made with supporting findings for the affirmation, reversal, or modification.

(Ord. 920 §2, 9/2007)

17.02.061 Revocations and right of revocation.

Upon determination that there has been a violation of the terms or conditions of any permit or approval granted under this Zoning Ordinance; or if a determination is made that a permit or approval was obtained by deception or fraud, or represents a public nuisance; or the use subject to the approval no longer exists; or the permit or approval has not been activated in accordance with the terms of this Title 17, the Community Development Director shall have the authority to initiate revocation proceedings.

A. *Public Hearing Required for Revocation.* The Community Development Director shall schedule a hearing before the Planning Commission for the purpose of considering revocation of the permit or approval. In the case where the Planning Commission's original action consisted of a recommendation to the City Council, the Planning Commission's action on the revocation shall also consist of a recommendation to the City Council, and the City Council shall have the authority to revoke the permit or approval.

B. *Written Notice to Permittee.* At least 30 days prior to the revocation hearing, the permittee (the owner of the property, use, or business subject to the revocation) subject to the revocation hearing shall be given written notice of the City's intent to conduct the hearing. The notice to the permittee shall be served either in person or by registered mail, return receipt requested.

C. *Public Notice.* At least ten days prior to the revocation hearing, public notice of the hearing shall be given in the same manner as was required for the original permit or approval.

D. *Evidence in Support of Motion.* At the hearing, the Community Development Director shall present evidence supporting the motion for the revocation of the permit or approval. The permittee shall be given the opportunity to present reasons why the permit or approval shall not be revoked.

(Ord. 920 §2, 9/2007)

17.02.070 Plot plans.

A plot plan permit shall be required of any party proposing to establish a new land use, or to assume an existing use, consistent with the zoning of the proposed location of the use, prior to the use and occupancy of any property for such land use. The purpose of a plot plan permit is to implement the provisions of the Zoning Ordinance and to protect the character and integrity of residential, commercial and industrial areas in the City. Plot plan applications shall be processed by the Community Development Director and shall entail a review of the configuration, design, location and impact of the proposed use by comparing the use to established standards and design guidelines in order to determine whether the permit should be approved. The Community Development Director is empowered to grant and deny administrative plot plan applications for projects which entail use and occupancy of existing facilities and to impose reasonable conditions upon the granting of such permits. The Planning Commission is empowered to grant and deny plot plan applications for projects, and to impose reasonable conditions upon the granting of such permits.

A. *Providing Proof of Vested Interest.* Any person who is able to demonstrate a legal vested interest in the proposed application may initiate an application for a plot plan permit. The authorized agent of any person with a legal vested interest may also initiate an application. The Community Development Director may request proof of ownership or authorization to apply prior to acceptance of any application.

B. *Type of Plot Plan Application.* The Community Development Director shall determine the type and scope of application required of any applicant for a proposed use.

1. An administrative plot plan application, not requiring a public hearing, shall be required for the following:

a. Occupancy or assumption of an existing use or business which conforms to this Zoning Ordinance.

b. Site plans for a single-family dwelling unit on an existing legal lot and other residential projects with two to four dwelling units on one legal lot.

c. Development plans that are exempt from the California Environmental Quality Act.

d. Model home complexes and temporary real estate sales offices used exclusively for the first sales of homes.

e. Temporary uses, unless a conditional use permit is required or the Community Development Director determines that Planning Commission approval is required due to the uniqueness, size, and/or location of the proposed temporary event.

2. A plot plan application, requiring a public hearing conducted by the Planning Commission, shall be required for the following:

a. Any use which is subject to the provisions of the California Environmental Quality Act.

b. Any use which exceeds the limitations applicable to the administrative plot plan application process, as set forth in this Zoning Ordinance (Section 17.02.070(B)1).

C. *Filing of Application.* The application shall be filed pursuant to the provisions of this Zoning Ordinance (Section 17.02.040).

D. *Review of Application by Community Development Director.* The Community Development Director or his designee shall investigate the application and proposal, including the analysis of precedent cases as appropriate. For administrative plot plan applications, the Community Development Director shall render a decision in writing without notice or hearing. For plot plan applications, the Community Development Director or his designee shall prepare a report outlining facts and a recommendation relating to the application. The report shall be provided to the applicant prior to any scheduled public hearing on the application.

E. *Planning Commission Public Hearing.* For plot plans acted upon in accordance with Section 17.02.070.B.2, a public hearing of the Planning Commission shall be noticed and conducted pursuant to the provisions of this Zoning Ordinance (Section 17.02.051). At the public hearing, the Planning Commission shall review the application and proposal and receive evidence concerning the proposed use and the proposed conditions under which it would be operated and maintained, particularly with respect to the findings prescribed in Subsection G of this section (Findings of Approval).

F. *Planning Commission Action.* The Planning Commission shall act to approve, conditionally approve, or deny the application. The decision of the Planning Commission shall become effective immediately upon its rendering, unless an appeal is filed pursuant to the provisions of this Zoning Ordinance (Section 17.02.060 Appeals and Revocations).

G. *Findings of Approval.* The Planning Commission may approve and/or modify a plot plan permit in whole or part, with or without conditions, provided that all of the following findings of fact are made:

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

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

3. The subject site is physically suitable for the type and intensity of the proposed land use;
4. The location, size, design and operating characteristics of the proposed use is compatible with existing land uses within the general area in which the proposed use is located;
5. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed land use would not be detrimental to the public convenience, health, safety or general welfare;
6. The approval of the plot plan permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act and there would be no significant adverse impacts upon environmental quality and natural resources that cannot be reasonably mitigated and monitored.

H. *Imposition of Conditions of Approval.* In granting a permit, the Community Development Director or Planning Commission may impose such conditions as deemed necessary to ensure that the public health, safety and general welfare are protected and that the proposed use is not a detriment to the community. All conditions shall be binding upon the applicant, heirs, successors, or assignees.

I. *Plot Plan Time Limits.* The grantee of a plot plan permit shall have one year from the effective date of the permit to establish a right to use the permit; otherwise, the plot plan permit shall lapse and become void. For the purposes of this section, such a right shall be established if either:

1. A building permit has been issued and construction commenced and diligently pursued towards completion of the project.
2. In the event that no building permit is required, a certificate of occupancy and/or business license has been issued for the use.

J. *Plot Plan Lapse in Time.* A plot plan permit subject to lapse may be renewed up to one additional year, provided that the applicant files an application for renewal with the Planning Director prior to the expiration date, and subject to consideration in a public hearing.

(Ord. 920 §2, 9/2007)

17.02.080 Zone changes.

In recognition of that fact that physical, economic, and other conditions in the City may change over time, provisions are hereby made to allow for amendments to the zoning map and Zoning Ordinance text in accordance with the procedures outlined in this Section. All such changes of zone or zoning ordinance text amendments shall be adopted in the manner in which other City ordinances are adopted.

A. *Providing Proof of Vested Interest.* Any person who is able to demonstrate a legal vested interest in the proposed application may initiate applications for a change of zone or zoning ordinance text amendment. The authorized agent of any person with a legal vested interest

may also initiate an application. The Community Development Director may request proof of ownership or authorization to apply prior to the acceptance of any application.

B. *Zone Changes for Properties Under Multiple Ownership.* In the case of a change of zone application, if the property for which the change of zone is proposed is in more than one ownership, all owners or their authorized agents shall be required to sign the application.

C. *City Council Initiated Zone Change.* The City Council may initiate an application to change the boundaries of any zone district or to amend the text of the zoning ordinance.

D. *Planning Commission Public Hearing.* A public hearing before the Planning Commission shall be noticed and conducted pursuant to the provisions of this Chapter 17.02 (Sections 17.02.051 to 17.02.053).

E. *Recommendation of Zone Change by Planning Commission.* The Planning Commission shall recommend to the City Council approval, approval with modifications, or denial of the proposed application. The Commission's recommendation shall be transmitted to the City Clerk for scheduling the matter for consideration by the City Council.

F. *Denial of Zone Change by Planning Commission.* Upon receipt of a Planning Commission recommendation for denial of a change of zone, the City Clerk shall place the Commission's recommendation on the City Council agenda as a receive-and-file item. The Commission's decision shall be considered final and no further action by the Council will be required unless an appeal is filed in accordance with the provisions of this Zoning Ordinance (17.02.060, Appeals), or unless the Council chooses to set the matter for hearing.

G. *City Council Public Hearing.* Upon receipt of a Planning Commission resolution recommendation for approval of a change of zone or zoning ordinance amendment, or denial of a zoning ordinance text amendment, the City Clerk shall set the matter for hearing before the City. At the hearing, the City Council shall review the Commission's recommendation and receive evidence as to how or why the proposed change of zone or zoning ordinance text amendment is consistent with the objectives of this Zoning Ordinance, the City of Beaumont General Plan, and development policies of the City. The City Council shall act to approve or deny the application by resolution.

H. *Referral of Matter Back to the Planning Commission*. If the Council proposes any substantial modification to the application not previously considered by the Planning Commission, the Council shall refer the matter back to the Commission for consideration. No public hearing shall be required. Failure of the Commission to act within 40 days of receiving the Council's request shall provide the Council with authority to act without the Commission's recommendation.

I. *Approval of Zone Change by City Council.* The City Council shall be required to make the following findings of fact before approving a change of zone or zoning ordinance text amendment:

    1. That the proposed change of zone or zoning ordinance text amendment is consistent with the goals, policies, and objectives of the General Plan; and

2. That the proposed change of zone or zoning ordinance text amendment will not adversely affect surrounding properties; and
3. That the proposed change of zone or zoning ordinance text amendment promotes public health, safety, and general welfare and serves the goals and purposes of this zoning Ordinance.

(Ord. 920 §2, 9/2007)

17.02.090 General plan amendments.

This Section is established pursuant to Section 65358 of the California Government Code, to allow for the amendment of the City of Beaumont General Plan.

A. *Providing Proof of Vested Interest.* Applications to amend the General Plan text or maps may be initiated by any person who is able to demonstrate a legal vested interest in the proposed application. The authorized agent of any person with a legal vested interest may also initiate an application. The Community Development Director may request proof of ownership or authorization to apply, prior to the acceptance of any application.

B. *General Plan Amendments for Properties Under Multiple Ownership.* In the case of a proposed amendment to the General Plan land use policy map, if the property for which the amendment is proposed is in more than one ownership, all owners or their authorized agents shall be required to sign the application.

C. *City Council Initiated General Plan Amendment.* The Community Development Director and/or City Council may initiate an application to amend the General Plan.

D. *Planning Commission Hearing.* A public hearing before the Planning Commission shall be noticed and conducted pursuant to the provisions of Section 17.02.051. At the public hearing, the Planning Commission shall review the application and proposal and receive evidence as to how or why the proposed General Plan amendment is consistent with the objectives of this Title 17, the balance of the General Plan, and development policies of the City.

E. *Planning Commission Action.* The Planning Commission shall act to recommend to the City Council approval, approval with modifications, or denial of the proposed application. A majority vote of the entire Planning Commission is required to recommend approval or approval with modifications. The Planning Commission's action shall include its recommendation and shall be transmitted to the City Clerk for scheduling the matter for public hearing before the City Council.

F. *City Council Public Hearing.* Upon receipt of a Planning Commission resolution, the City Clerk shall set the matter for hearing before the City Council as provided for in Section 17.42 (Public Hearings). At the hearing, the City Council shall review the Commission's recommendation and may receive evidence as to how or why the proposed General Plan amendment is consistent with the objectives of this Zoning Ordinance, the balance of the General Plan, and development policies of the City.

G. *City Council Action.* The City Council shall act to approve or deny the application. A majority vote of the entire Council is required to amend the General Plan. The City Council's action to amend the General Plan shall be by formal resolution.

H. *Referral of General Amendment to the Planning Commission.* If the City Council proposes any substantial modification to the application not previously considered by the Planning Commission, the City Council shall refer the matter back to the Commission for consideration. No public hearing shall be required. Failure of the Planning Commission to act within 40 days of receiving the City Council's request shall provide the City Council with authority to act without the Planning Commission's recommendation.

I. *Required Findings.* Prior to approving a General Plan amendment, the City Council shall make the following findings:

1. That the proposed amendment is in the public interest, and that there will be a community benefit resulting from the amendment;
2. That the proposed amendment is consistent with the other goals, policies, and objectives of the General Plan;
3. That the proposed amendment will not conflict with provisions of the zoning ordinance or subdivision regulations; and
4. In the event that the proposed amendment is a change to the land use policy map, that the amendment will not adversely affect surrounding properties.

(Ord. 920 §2, 9/2007)

17.02.100 Conditional use permits.

The City recognizes that certain uses, due to the nature of use, intensity, or size, require special review to determine if the use proposed, or the location of that use, is compatible with surrounding uses, or through the imposition of development and use conditions, can be made compatible with surrounding uses. The conditional use permit is provided for this purpose. The Planning Commission is empowered to grant and deny applications for conditional use permits and to impose reasonable conditions upon the granting of such permit.

A. *Providing Proof of Vested Interest.* Any person who is able to demonstrate a legal vested interest in the proposed application may initiate an application for a conditional use permit. The authorized agent of any person with a legal vested interest may also initiate an application. Community Development Director may request proof of ownership or authorization to apply prior to the acceptance of any application.

B. *Scope of Application.* Applications for conditional use permits may be submitted only for those uses specified as allowable conditional uses in the applicable zone district. A conditional use permit is not a substitute for a change of zone or zoning ordinance text amendment.

C. *Filing of Application. The* application shall be filed pursuant to the provisions of this Zoning Ordinance (Section 17.02.040).

D. *Review of Application by Community Development Director.* The Community Development Director or his designee, shall investigate the application and proposal, including the analysis of precedent cases as appropriate, and shall prepare a report outlining facts and a recommendation relating to the application. The report shall be provided to the Planning Commission and the applicant prior to any scheduled public hearing on the application.

E. *Planning Commission Public Hearing.* A public hearing before the Planning Commission shall be noticed and conducted pursuant to the provisions of this Zoning Ordinance (Section 17.02.051). At the public hearing, the Planning Commission shall review the application and proposal and receive evidence concerning the proposed use and the proposed conditions under which it would be operated or maintained, particularly with respect to the findings prescribed in subsection G of this section (Required Findings).

F. *Planning Commission Action. The* Planning Commission shall act to approve, conditionally approve, or deny the application. The decision of the Planning Commission shall become effective immediately upon its rendering, unless an appeal is filed pursuant to the provisions of this Zoning Ordinance (Section 17.02.060 Appeals and Revocations).

G. *Findings of Approval.* The Planning Commission may approve and/or modify a conditional use permit in whole or in part, with or without conditions, provided that all of the following findings of fact are made:

1. The proposed use is one conditionally permitted within the subject zone and complies with the intent of all applicable provisions of this Zoning Ordinance;
2. The proposed use would not impair the integrity and character of the zone in which it is to be located;
3. The subject site is physically suitable for the type of land use being proposed;
4. The proposed use is compatible with the land uses presently on the subject property;
5. The proposed use would be compatible with existing and future land uses within the zone and the general area in which the proposed use is to be located;
6. There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety;
7. There would be adequate provisions for public access to serve the subject proposal;
8. The proposed use is consistent with the objectives, policies, general land uses, and programs of the City of Beaumont General Plan;
9. The proposed use would not be detrimental to the public interest, health, safety, convenience, or welfare; and
10. The proposed design and elevations preserve and maximize the image, character, and visual quality of the neighborhood.

11. The Planning Commission shall find that the proposed use does not have a disproportionately high and adverse human health or environmental effect on minority and low-income populations.
12. This subsection G shall apply only to the uses identified in Chapter 17.03. This subsection shall not invalidate any conditional use permit for an operating facility but shall be complied with prior to issuance of a building permit for all projects for which no building permit has been issued upon the effective date of this provision.

H. *Imposition of Conditions of Approval.* The following provisions shall apply with respect to the imposition of conditions of approval:

1. In granting a conditional use permit, the Planning Commission may impose such conditions as it deems necessary to ensure that the public health, safety, and general welfare are protected and that the proposed operation is not a detriment to the community.
2. All conditions shall be binding upon the applicant, heirs, successors, or assignees and shall restrict the construction, location, maintenance, and use of all land within the development.
3. A deed restriction may be recorded with the County Recorder of Riverside County, as approved by the City Attorney, regarding the conditions of this section and other requirements of the conditional use permit.

I. *Conditional Use Permit, Attachment, Suspension, and Revocation.* A conditional use permit that is valid and in effect and granted pursuant to the provisions of this Title 17 shall be valid only on the property for which it was granted and shall continue to be valid upon change of ownership of the property or any lawfully existing building or structure on the property. The Community Development Director shall have the authority to initiate proceedings to suspend or revoke a conditional use permit pursuant to provisions set forth in Section 17.02.61.

J. *Conditional Use Permit Time Limits.* The grantee of a conditional use permit shall have one year from the effective date of the permit to establish a right to use the permit; otherwise, the conditional use permit shall lapse and become void. For the purposes of this section, such a right shall be established if either:

1. A building permit has been issued and construction commenced and diligently pursued toward completion on the site for which the conditional use permit was approved; or
2. In the event no building permit is required, a certificate of occupancy has been issued for the structure for which the conditional use permit was approved; or
3. In the event no building permit or occupancy is required, the site for which the conditional use permit was approved is occupied and used for the permitted purpose; or
4. Prior to the date on which the conditional use permit will elapse, the grantee files an application to renew the permit pursuant to subsection K below.

K. *Conditional Use Permit Lapse in Time*. A conditional use permit subject to lapse may be renewed up to an additional one-year period, provided that the application for renewal is filed with the Planning Department prior to the expiration date. A public hearing before the Planning Commission shall be required.

L. *Conditional Use Permit Renewal.* The Planning Commission may grant or deny an application for renewal of a conditional use permit. As part of its action, the Commission may also modify existing conditions of approval or add new conditions to reflect any change in circumstances related to the conditional use permit and surrounding properties.

M. *Lapsing in Conditional Use Permit.* If any conditional use permit fails to be actively exercised for a continuous 180-day period, the permit shall lapse and become void.

(Ord. 920 §2, 9/2007)

17.02.110 Variances.

The variance procedure is provided pursuant to Section 65906 of the California Government Code to grant relief from zoning provisions when, because of special circumstances applicable to a property, including size, shape, topography, location, or surroundings, the strict application of this zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under the identical zoning classification.

A. *Limitations in Variances.* Variances shall not be granted to authorize a use or activity on a property that is not otherwise expressly authorized by the provisions of this zoning ordinance governing that property. A variance is not a substitute for a zone change, zone text amendment, or conditional use permit. Financial hardship in and of it does not represent grounds on which to file a variance application to gain relief from zoning provisions.

B. *Providing Proof of Vested Interest.* Any person who is able to demonstrate a legal vested interest in the proposed application may initiate an application for a variance. The authorized agent of any person with a legal vested interest may also initiate an application. The Community Development Director may request proof of ownership or authorization to apply prior to the acceptance of any application.

C. *Notice of Public Hearing.* An application shall be filed pursuant to the provisions of Section 17.02.051.

D. *Filing of Application.* In addition to the application filing requirements established in this Zoning Ordinance, the applicant shall file a statement of the precise nature of the variance requested and the practical difficulty or unnecessary physical hardship that would result from the strict or literal interpretation of this ordinance, together with any other data pertinent to the application and the making of requisite findings (Section 17.02.040).

E. *Review of Application by Community Development Director*. The Community Development Director shall investigate the application and proposal, including the analysis of precedent cases as appropriate, and shall prepare a report outlining facts and a recommendation

relating to the application. The report shall be provided to the Planning Commission and the applicant prior to any scheduled public hearing on the application.

F. *Public Hearing.* A public hearing before the Planning Commission shall be noticed and conducted pursuant to the provisions of this Zoning Ordinance (Section 17.02.051). At the public hearing, the Planning Commission shall review the application and proposal and receive evidence concerning the proposed variance and the conditions which make compliance with specific provisions of this ordinance difficult.

G. *Planning Commission Action.* The Planning Commission shall act to approve, conditionally approve, or deny the application. The decision of the Planning Commission shall become effective immediately upon its rendering, unless an appeal is filed pursuant to the provisions of Section 17.02.060 (Appeals and Revocations).

H. *Findings of Approval.* In granting a variance, the Planning Commission must make all of the following findings:

1. That the strict or literal interpretation and application of this Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Zoning Ordinance, or would deprive applicants of privileges granted to others in similar circumstances; and
2. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or the intended development of the property that do not apply generally to other property in the same zone; and
3. That the granting of such variance will not constitute the granting of a special privilege inconsistent with the limitations on other properties in the vicinity classified in the same zone; and
4. That the granting of such variance will not be materially detrimental to the public health, safety, or general welfare nor injurious to property or improvements in the zone or neighborhood in which the property is located; and
5. That the granting of such variance will not create any inconsistency with any objective contained in the General Plan.

I. *Imposition of Conditions of Approval.* A variance that is valid and in effect and granted pursuant to the provisions of this Zoning Ordinance shall be valid only on the property for which it was granted and only for the improvements for which it is granted and further, shall continue to be valid upon change of ownership of the property or any lawfully existing building or structure on the property.

J. *Conditions of Approval will be Binding.* The Community Development Director shall have the authority to initiate proceedings to suspend or revoke a variance pursuant to provisions set forth in Section 17.02.61.

K. *Time Limits.* The grantee of a Variance shall have one year from the effective date of the approval to establish a right to use the approval; otherwise, the variance shall lapse and become void. For the purposes of this section, such a right shall be established if either:

1. A building permit has been issued and construction commenced and diligently pursued toward completion on the site for which the variance was approved; or
2. In the event no building permit is required, a certificate of occupancy has been issued for the structure for which the variance was approved; or
3. In the event no building permit or occupancy is required, the site for which the variance was approved is occupied; or
4. Prior to the date on which the variance will elapse, the grantee files an application to renew the permit pursuant to subsection L below.

L. A variance subject to lapse may be renewed up to an additional one-year period, provided that the application for renewal is filed with the Planning Department prior to the expiration date.

M. The Planning Commission may approve or deny an application for renewal of a variance. As part of its action, the Commission may also modify existing conditions of approval or add new conditions to reflect any change in circumstances related to the variance and surrounding properties.

(Ord. 920 §2, 9/2007)

17.02.120 Modification of standards.

The modification of standards procedure is established to grant minor relief from development standards, under limited circumstances, when the granting of such relief will provide for better design and function of the structure, or addition to a structure, proposed.

A. *Use of Modification of Standards.* An application for the purposes of this Section, a modification of standards application shall be filed whenever any one of the following deviations from the provisions of this Title 17 is proposed:

1. A decrease of not more than 20 percent of the minimum required setback area.
2. An increase of not more than ten percent of the maximum permitted building height.
3. Any deviation in the permitted maximum height or location of a fence or wall.
4. An increase of not more than ten percent of the maximum permitted lot coverage.
5. A decrease of not more than 20 percent of the minimum usable open space requirement.
6. Any deviation in the applicable development standards of not more than 20 percent to allow for improved productivity of solar energy systems.
7. A decrease of not more than 20 percent of the minimum number of required parking spaces.
    a. If a fractional number is obtained with this calculation, the number of parking spaces that may be reduced shall be rounded up to the next highest

whole number, except that the parking requirement shall not be reduced to zero (e.g., if two to four parking spaces are required, a minor modification approval could reduce the requirement by one parking space).

8. Modifications in excess of those cited in subparagraph 1 through 7 above shall require a variance.

B. *Modification of Standards, Initiation.* Any person who is able to demonstrate a legal vested interest in the proposed application may initiate an application for a modification of standards. The authorized agent of any person with a legal vested interest may also initiate an application. The Community Development Director may request proof of ownership or authorization to apply prior to the acceptance of any application. In addition to the application filing requirements, the applicant shall file a statement of the precise nature of the modification of standards requested and reasons for the request.

C. *Community Development Director Investigation.* The Community Development Director or the designee shall investigate the application and proposal, including the analysis of precedent cases as appropriate, and shall prepare a report outlining facts and a recommendation relating to the application. The Community Development Director may request written statements from adjoining property owners who may be affected by the proposed application.

D. *Community Development Director Action.* Based on the investigation undertaken pursuant to C above, the Director or designee shall act to approve, approve with conditions, or deny the modification of standards application. In granting a modification of standards, the Director or designee shall make findings of fact that establish the circumstances appropriate for the approval. Action on a modification of standards application shall be taken within ten days of the date the application is deemed complete.

E. *Modification of Standards Findings.* An application shall not be granted unless all of the following findings can be made:

1. A modification is needed to allow property to be used in a more beneficial manner; and
2. A modification would not be detrimental to public health, safety, or general welfare or to surrounding property owners or the community; and
3. The granting the modification would not grant special privileges to the applicant not enjoyed by surrounding property owners; and
4. There are physical circumstances due to the shape or condition of the property which would result in hardship under existing regulations; and
5. The purpose of modification is not based exclusively on the financial advantage of the owner; and
6. The alleged difficulties were not created by the owner; and
7. The modification would not diminish property values in the area;
8. The modification would not increase traffic or endanger public safety; and,

9. The modification would not have detrimental effects on adjoining properties.

F. *Modification of Standards, Attachment, Revocation, and Suspension.* A modification of standards that is valid and in effect and granted pursuant to the provisions of this Zoning Ordinance shall be valid only on the property for which it was granted and only for the improvements for which it is granted and further, shall continue to be valid upon change of ownership of the property or any lawfully existing building or structure on the property. The Community Development Director shall have the authority to initiate proceedings to suspend or revoke a modification of standards pursuant to provisions set forth in Section 17.02.61.

G. *Modification of Standards, Time Limits. The* grantee of a modification of standards shall have one year from the effective date of the approval to establish a right to use the approval; otherwise, the approval shall lapse and shall become void. For the purposes of this section, such a right shall be established if either:

1. A building permit has been issued and construction commenced and diligently pursued toward completion on the site for which the modification of standards was approved; or
2. In the event no building permit is required, a certificate of occupancy has been issued for the structure for which the modification of standards was approved; or
3. In the event no building permit or occupancy is required, the site for which the modification of standard was approved is occupied; or
4. Prior to the date on which the modification of standards will elapse, the grantee files an application to renew the permit pursuant to subsection 5 below.
5. A modification of standards approval subject to lapse may be renewed for an additional one-year period, provided that the application for renewal is filed with the Planning Department prior to the expiration date.

H. *Approval or Denial of Application.* The Community Development Director may approve or deny an application for renewal of a modification of standards. As part of the action, the Director may also modify existing conditions of approval or add new conditions to reflect any change in circumstances related to the modification of standards and surrounding properties.

(Ord. 920 §2, 9/2007)

17.02.125 Certificates of appropriateness.

This purpose of this section is to provide various levels of historic protection and review and to preserve existing elements of historic resources in the City. The City's intent is to be lenient in its review of plans for structures which have little or no historic value, or of plans for new construction, unless such plans would impair the historic value of surrounding structures. The establishment of a certificate of appropriateness is intended to protect structures of historic significance including areas of architectural, cultural, historic, economic, political, and social importance from the adverse effects of any alteration, demolition, or removal.

A. *Applicability.*

1. A certificate of appropriateness is required for the exterior alteration, demolition, removal, or relocation of any historic resource or potential historic resource. A historic resource includes:
    a. A resource identified in a City-approved historic or cultural resources study;
    b. A structure over 50 years old; and/or
    c. A structure potentially eligible for registration on a local, state, or national register.
2. The following activities do not require approval of a certificate of appropriateness:
    a. Painting, routine maintenance, or minor repair, as determined by the Director to be consistent with existing colors and materials and not to have an adverse effect on the integrity of the historic resource. Such work includes:
        1. Alterations to the interior of the structure that do not have the possibility of adversely affecting the integrity of the historic resource;
        2. Repairing pavement or repaving flat concrete work that is not considered a character-defining feature of the historic resource;
        3. Landscaping, unless the landscaping is considered a character-defining feature of the historic resource;
        4. Construction, repair, demolition, or alterations to other structures on the property not determined to qualify as a historic resource;
        5. Re-glazing windows;
        6. Replacement of incompatible windows or doors with more historically appropriate windows or doors;
        7. In-kind replacement of windows and doors on side and rear facades not readily visible from the public right-of-way;
        8. Minor changes to front and street side fences;
        9. Construction, repair, demolition, or alterations to side and rear yard fences;
        10. Roofing work, if there is minimal change in roof structure and exterior appearance;
        11. Foundation work, if there is minimal change in exterior appearance; and/or
        12. Repair of exterior siding, if consistent in material, size, and orientation to existing or proven historic siding.

B. *Review Procedure.*

1. *Community Development Director review.* Minor modifications that do not involve new construction, additions to existing structures, or demolition of existing structures shall be subject to review and approval or denial by the Director.

2. *Planning Commission review.* All other modifications that do not meet the criteria for Director review as specified above shall be subject to review and approval or denial by the Commission. The Commission shall conduct a public hearing on the request in compliance with Section 17.02.053 (Public hearing, procedures).

3. *Notice.* Noticing for a certificate of appropriateness shall be provided in compliance with Section 17.02.051 (Public hearings, noticing)**;** however, the notice for a certificate of appropriateness subject to Director review shall state the following:

    a. The Director will decide whether to approve or deny the certificate of appropriateness on a date specified in the notice; and

    b. A public hearing will be held by the Director only if requested in writing by any interested person before the specified date for the decision.

4. *Community Development Director public hearing.* If a public hearing is requested in writing for a certificate of appropriateness application subject to Director review, the Director shall schedule the hearing which shall be noticed and conducted in compliance with Chapter 17.02.053 (Public hearing, procedures). If no public hearing is requested, the Director shall render a decision on the date specified in the public notice.

C. *Findings of Approval.* The review authority shall approve, with or without conditions, a certificate of appropriateness only after the following findings are made:

1. Either, (a) the proposed work will neither adversely affect the significant features or character of a historic resource, or (b) a statement of overriding considerations has been adopted by the review authority finding that the benefits of the proposed work outweigh the impact on historic resources; and

2. The proposed project is consistent with the General Plan and any applicable specific plan.

D. *Unsafe or Dangerous Conditions.* None of the provisions of this section shall be construed to prevent any alteration or demolition necessary to correct the unsafe or dangerous conditions of any structure, feature, or part thereof, when such condition has been declared unsafe or dangerous by the Building Official or the Fire Chief and where the proposed measures have been declared necessary by such official to correct such conditions. Work shall be performed in compliance with the current adopted version of the Uniform Code for the Abatement of Dangerous Buildings. However, only such work as is necessary to correct the unsafe or dangerous condition may be performed without compliance with this section.

17.02.130 Enforcement.

This section outlines the procedures to ensure that the provisions of this Title are enforced.

A. *Special Prosecutor Responsibilities.* The Special Prosecutor, upon the request of the City Council, shall institute any necessary legal proceedings to enforce this Zoning Ordinance (Title 17). The Special Prosecutor shall be authorized, in addition to any other remedy provided in this Zoning Ordinance to institute an action for an injunction to restrain or any other appropriate action or proceedings for enforcement.

B. *Clarification of Ambiguity.* If ambiguity arises concerning the appropriate classification of a particular use within the meaning and intent of this Zoning Ordinance, or if ambiguity exists with respect to matters of height, yard requirements, area requirements, or zone boundaries as set forth herein, it shall be the duty of the Community Development Director to ascertain all pertinent facts, and to set forth in writing the findings and the interpretations. The Director can refer the matter to the Planning Commission as a scheduled matter not requiring public hearing, and the findings and interpretations of the Planning Commission shall be set forth in the recorded minutes. Thereafter, such interpretations shall govern.

C. *Enforcement and Penalty for Violation.* The Planning Commission, the Community Development Director, the City Attorney, the City Clerk, and all officials charged with the issuance of licenses or permits shall enforce the provisions of this Zoning Ordinance. Any permit, certificate, or license issued in conflict with the provisions of this Zoning Ordinance shall be void.

D. *Actions Deemed a Nuisance.* Any building or structure erected or maintained, or any use of property contrary to the provisions of this Zoning Ordinance shall be declared to be unlawful and a public nuisance, subject to abatement pursuant to the City of Beaumont Municipal Code.

E. *Remedies.* All remedies concerning this Zoning Ordinance shall be cumulative and not exclusive. Conviction and punishment of any person hereunder shall not relieve such persons from the responsibility of correcting prohibited conditions or removing prohibited buildings, structures, or improvements, and shall not prevent the enforced correction or removal thereof.

(Ord. 920 §2, 9/2007)

17.02.140 Reserved.

Chapter 17.03 ZONING MAP AND ZONE DISTRICTS

17.03.010 Purpose and authority.

The purpose of this Chapter 17.03 is to accomplish the following:

- To implement the Community Development Element of the City of Beaumont General Plan and the Land Use Policy Map;
- To identify and describe the land use designations delineated on the City of Beaumont Official Zoning Map;
- To indicate the development standards for each of the Zone Districts; and
- To identify the range of uses permitted within each Zone District.

(Ord. 920 §2, 9/2007)

17.03.020 Establishment of zone districts.

For the purpose of providing a uniform basis for this Zoning Ordinance, the following zone classifications may be applied to those parcels located within the corporate boundaries of the City of Beaumont:

Recreation/Conservation Zone (R-C Zone)

Residential, Rural Zone (R-R Zone)

Residential, Single Family Zone (R-SF Zone)

Residential, Traditional Neighborhood Zone (R-TN Zone)

Residential, Multiple-Family Zone (R-MF)

Urban Village Zone (UV Zone)

Commercial, Neighborhood Zone (C-N Zone)

Community Commercial Zone (C-C Zone)

Manufacturing Zone (M Zone)

Public Facilities Zone (P-F Zone)

Overlay Zones (O Zone)

Specific Plan (SP Zone)

Additional zone classifications that apply to Downtown Beaumont are provided in Chapter 17.19.

(Ord. 920 §2, 9/2007)

17.03.030 Zoning map.

The location and boundaries of the various zones are delineated on the zoning map of the City of Beaumont. All property within the City, public and private, is assigned a specific Zone designation and its location and extent is noted on the official zoning map. The use of all property must be in accordance with the Zoning designations delineated on the zoning map and pursuant to the provisions of this Zoning Code.

A. *Use of Zoning Map and Classifications.* The requirements that are applicable to each Zone classification is specifically set forth in subsequent articles of this ordinance.

B. *Uncertainty in Cartography.* Where uncertainty exists as to the boundaries of any zone, the following rules shall apply:

1. *Cartography.* Where boundaries are indicated as approximately following street lines, alley lines, or lot lines, such lines shall be construed to be such boundaries.

2. *Easements and Rights-of-Way.* Dedicated streets, alleys, freeways, or railroad rights-of-way shall be deemed to be unclassified.

3. *Vacated or Abandoned Property.* If any public street, alley or other right-of-way is vacated or abandoned, the land formerly in such street, alley or right-of-way shall be included within the Zoning of the adjoining property on each side.

4. *Amendments to the Official Zoning Map.* Changes in boundaries of Zones shall be made by ordinance (as described in Section 17.02). All amendments to the zoning map shall be noted on the Map with the date of the amendment and references to the amending ordinance.

(Ord. 920 §2, 9/2007)

17.03.040 Recreation/Conservation Zone (R-C Zone).

The Recreation/Conservation Zone is intended to include and recognize the flowing uses: water course and watershed areas, public and private park lands, cemeteries, natural resource lands, wildlife preserves, and publicly owned dedicated scenic and open space areas. This Zone is also intended to provide for permanent open space in specific areas by limiting development in areas where natural hazards are present that might endanger the health, safety, and welfare of residents from possible flood, subsidence, erosion, or seismic activity.

A. *Recreation/Conservation Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-1 of this Section.

B. *Recreation/Conservation Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-1 of this Section. Such uses require the approval of a conditional use permit.

C. *Recreation/Conservation Zone, Development Standards.* The following standards shall apply to the Recreation/Conservation Zone (R-C Zone):

1. *Lot Area and Dimension.* No minimum or maximum lot area standards are applicable to this Zone.

2. *Setbacks and Yards.* All yards and other structural standards other than height shall be specified in connection with, and as a part of, the issuance of a plot plan or conditional use permit for structural development.
3. *Building Height.* In the RC Zone the maximum height of any building shall not exceed two stories or 35 feet, whichever is less.

D. *Recreation/Conservation Zone, Off Street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Recreation/Conservation Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Recreation/Conservation Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

(Ord. 920 §2, 9/2007)

17.03.050 Residential, Rural Zone (RR Zone).

The Residential, Rural Zone (R-R Zone) is intended to provide for and encourage the development of agriculturally oriented low density residential development to take advantage of the rural environment.

A. *Residential, Rural Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Residential, Rural Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Residential, Rural Zone, Development Standards.* The following standards shall apply to the Residential, Rural Zone (R-R Zone):

1. *Lot Area.* The lot sizes shall not be less than 40 acres.
2. *Setbacks and Yards.*
   a. Minimum yard requirements shall be 25 feet for the front yard, ten feet for the side yard, and 20 feet for the rear yard.
   b. A minimum setback of 50 feet shall be provided along property lines adjoining the R-C Zone.
3. *Building Height.* In the R-R Zone the maximum height of any building shall not exceed two stories or 26 feet, whichever is less.

D. *Residential, Rural Zone, Off Street Parking*. Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Residential, Rural Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Residential, Rural Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

(Ord. 920 §2, 9/2007)

17.03.060 Residential, Single-Family Zone (R-SF Zone).

The Residential, Single-Family Zone (R-SF Zone) is intended to protect established neighborhoods of one-family dwellings and to provide space in suitable locations for additional residential, single-family development. To increase access to shopping, services, and amenities, the R-SF Zone allows for limited, appropriately located neighborhood supporting uses in specific locations.

A. *Residential, Single-Family Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Residential, Single-Family Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Residential, Single-Family Zone, Development Standards.* The following standards shall apply to the Residential, Single-Family Zone (R-SF Zone):

1. *Lot Area and Dimension.* The minimum lot area for lots within this zone is 7,000 square feet.

2. *Setbacks and Yards.* The following setback requirements are applicable to the Residential, Single-Family Zone (R-SF Zone):

a. *Front Yard Setbacks.* The minimum front yard setback is 20 feet for single level structures and 20 feet for two level structures. In no event shall a residence be situated in such a manner as to result in a distance of less than 20 feet between the back of a sidewalk and the face of a garage door.

b. *Rear Yard Setbacks.* The minimum rear yard setback for single level structures is 20 feet except for those interior lots that border on an alley. A minimum rear yard setback of five feet is permitted for an accessory structure used for enclosed parking. The minimum rear yard setback for a two-level residential structures is 20 feet.

c. *Side Yard Setbacks.* Interior side yard setbacks shall not be less than five feet on each side except that on interior lots of 70 feet or greater in width, side yard setbacks shall be at least five feet in width on one side and ten feet in width on the other side. Two story residences shall have a ten-foot side yard setback regardless of parcel width. Corner lots shall have a street side yard of at least ten feet from each side yard property line.

d. *Setbacks for Accessory Structures.* Accessory structures, including second and guest units (as may be permitted by this Ordinance), detached garages, outbuildings, sheds, gazebos, and patios, shall comply with the front and side setback regulations applicable to the R-SF Zone. Such structures may be located in the rear yard areas subject to the following limitations:

1. The height of any accessory structure shall not exceed the height of the principal residence on the site.
2. Single-story accessory structures shall be located a minimum of ten feet from the principal residential structure; two-story accessory structures shall be located a minimum of 20 feet from the principal residential structure.
3. A minimum rear setback of ten feet shall be maintained for any accessory structure.
4. An accessory structure, or the total of all accessory Structures, shall in no event occupy more than 25 percent of the lot.

e. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

3. *Building Height.* In the Residential, Single-Family Zone (R-SF Zone), the maximum height of any building shall not exceed 35 feet or two stories, whichever is less.

Table 17.03-1 Setback (Yard) Requirements for Residential, Single-Family Zone (RSF Zone)		
Yard	Single Level	Two-Level
Front Yard	20 ft.	20 ft.
Rear Yard	20 ft. for interior lots 5 ft. for accessory structures used exclusively for parking	20 ft.
Side Yard [1]	5 ft. for interior lots <70 ft. in width 10 ft. on one side and 5 ft. on the other side for interior lots >70 ft. in width 10 ft. for corner lots (street side yard)	10 ft.

[1] *For commercial uses in the SFR Zone, a 25-foot side yard setback applies when adjacent to a residential use*

4. *Floor Area Ratio*. The maximum permitted floor area ratio is 0.35. This standard applies to commercial uses only.

D. *Accessory Dwelling Units.* Accessory dwelling units are limited to one per single-family residence within a Single-Family Zone.

1. *Detached Accessory Dwelling Units.* Detached accessory dwelling units shall not exceed 50 percent of the floor area of the main unit or 1,200 square feet, whichever is less. The height of the accessory unit shall not exceed the height of the main unit. In addition, the detached accessory dwelling unit must be connected to sewer and shall be provided with individual sewer connections. Detached accessory dwelling units shall be detached from the main unit by a minimum distance of ten feet and shall have a minimum distance of 15 feet from the rear property line. Detached accessory

dwelling units may be located in an existing structure, without consideration to setbacks. The detached accessory dwelling unit shall be located in such a fashion so that it is concealed from public view and shall have matching colors and materials as the main unit. The main unit must meet current requirements for parking prior to or in conjunction with the detached accessory dwelling unit approval.

2. *Attached Accessory Dwelling Units.* Attached accessory dwelling units shall not exceed 50 percent of the floor area of the main unit or 1,200 square feet, whichever is less. The height of the attached accessory dwelling unit shall not exceed the height of the main unit. Setbacks shall meet the requirements of the zone unless within an existing structure or unless the attached accessory dwelling unit is created from an existing living space in a single-family home. The attached accessory dwelling unit shall be located in such a fashion so that it is concealed from public view (specifically the entrance) and shall have matching colors and materials as the main unit. The main unit must meet current requirements for parking prior to or in conjunction with the attached accessory unit approval.

3. *Junior Accessory Dwelling Units.* Junior accessory dwelling units shall not exceed 500 square feet, shall consist of one bedroom and a limited kitchen, and have access to both interior access to the main unit and an exterior door. A junior accessory dwelling unit is not considered a separate dwelling unit. The height of the junior accessory dwelling unit shall not exceed the height of the main unit. Setbacks shall meet the requirements of the zone unless within an existing structure. The junior accessory dwelling unit kitchen may only have a wet bar or efficiency kitchen (a single basin sink with a maximum waste line diameter of 1.5 inches and cooking facility with appliances that can run on standard 120 volt outlets or natural or propane gas). The kitchen may include a small refrigerator (maximum of six cubic feet), microwave, and small cooktop (max two elements).

   The owner must occupy either the main unit or the junior accessory dwelling unit. Owner-occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization.

   The junior accessory dwelling unit shall be located in such a fashion so that it is concealed from public view so as not to look like a duplex. The entry to the junior accessory dwelling unit shall face the side- or back-yard area. A junior accessory dwelling unit shall have matching colors and materials as the main unit. The main unit must meet current requirements for parking prior to or in conjunction with the junior accessory dwelling unit approval.

E. *Residential, Single-Family Zone, Off Street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

F. *Residential, Single-Family Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

G. *Residential, Single-Family Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

H. *Pedestrian Access.* Development projects that include 20 or more residential units shall provide on-site pedestrian connections to public sidewalks and transit stops.

(Ord. 920 §2, 9/2007; Ord. No. 1017, April 17, 2012; Ord. No. 1080, § 4, 12-20-2016

17.03.065 Residential, Traditional Neighborhood (R-TN Zone).

The Residential, Traditional Neighborhood Zone is intended to provide a range of housing choices, including single-family and multi-family development and supporting neighborhood service uses within a walkable and well-connected setting.

A. *Residential, Traditional Neighborhood Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Residential, Traditional Neighborhood Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Residential, Traditional Neighborhood Zone, Development Standards.* The following standards shall apply to the Residential, Traditional Neighborhood Zone (R-TN Zone):

1. *Lot Area and Dimension.* Lot sizes for the Residential, Traditional Neighborhood Zone (R-TN Zone) shall not be less than 5,000 square feet with a minimum lot width of 50 feet and a minimum lot depth of 100 feet. Smaller lots may be allowed consistent with 17.11.030.D (Small Lot Development).

2. *Setbacks and Yards.* The following setback requirements are applicable to the Residential, Traditional Neighborhood Zone (R-TN Zone):

a. *Front Yard Setbacks.*

1. The minimum front yard setback is 15 feet.

2. The maximum front yard setback is 25 feet. The maximum setback requirement may be waived if the Director finds:

a. Common plazas, courtyards, or outdoor amenity areas are located between the street and the building(s);

b. The building(s) incorporates an entrance design that creates a welcoming entry feature facing the street; or

c. A larger area is required to preserve existing mature trees or natural features.

b. *Rear Yard Setbacks.* The minimum rear yard setback is 15 feet, except a minimum rear yard setback of five feet is allowed for a garage abutting an alley.

c. *Side Yard Setbacks.*

1. The minimum interior side yard setback is five feet, except corner lots shall have a minimum street side yard setback of 10 feet.

2. The maximum street side yard setback is 20 feet. The maximum setback requirement may be waived if the Director makes the findings listed in 17.03.065.C.2.a.2.

Table 17.03-2 Setback (Yard) Requirements for Residential, Traditional Neighborhood Zone (RTN Zone)	
Yard	Setback Requirement
Front Yard	15 ft. (minimum) 25 ft. (maximum) unless waived by the Director
Rear Yard	15 ft. (minimum) 5 ft. (minimum) for a garage abutting an alley
Side Yard	5 ft. (minimum) for interior lots 10 ft. (minimum) for corner lots (street side yard) 20 ft. (maximum) for corner lots (street side yard) unless waived by the Director

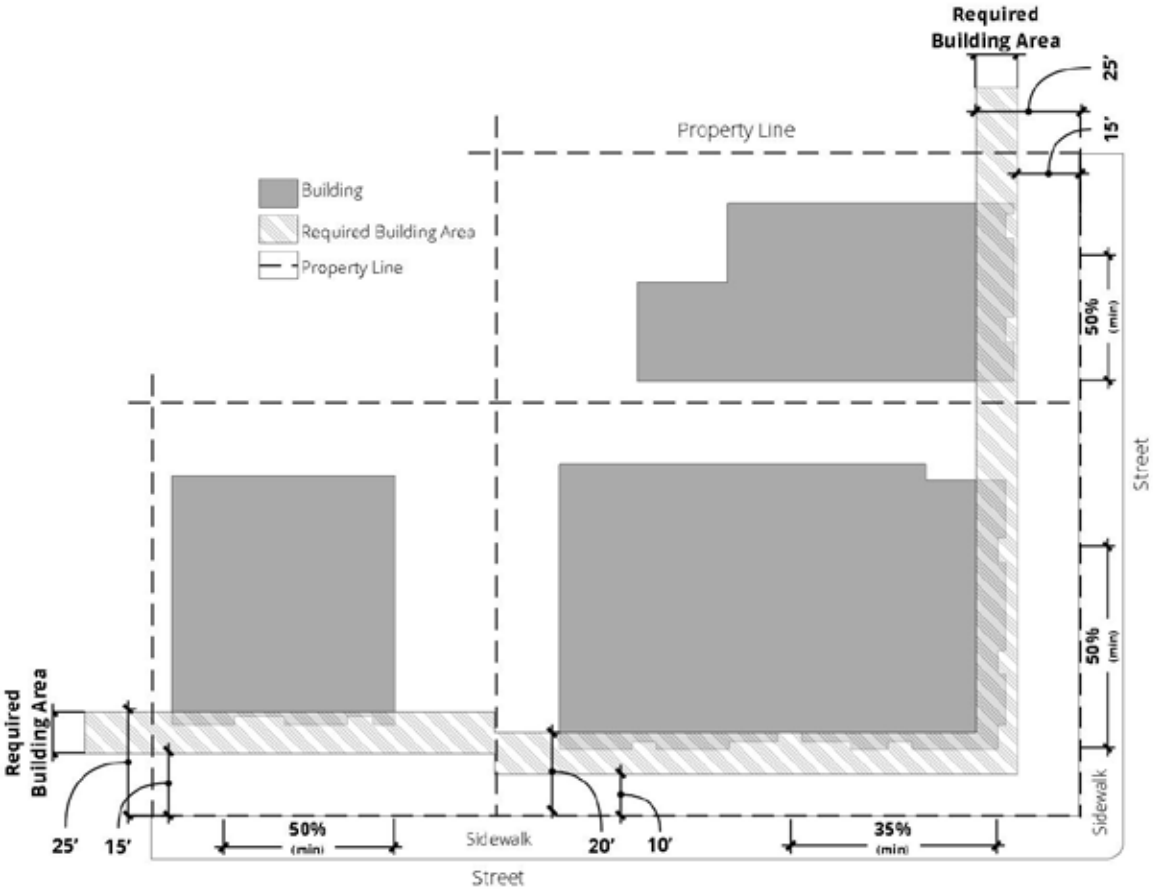
d. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

3. *Building Placement Requirements.*

a. Building façade(s) shall extend a minimum of 50 percent of the street frontage for the area between the minimum and maximum front yard setbacks. For example, if a lot is 100 feet wide, 50 linear feet of the lot parallel to the street must be occupied by a building(s) that adheres to the maximum setback requirement.

b. In the area between the minimum and maximum street side yard setback, 35 percent of the linear distance parallel to the street shall be occupied by a building façade(s).

Building Placement Requirements, R-TN Zone Exhibit



4. *Density.* The maximum density shall be twelve units per acre with an average of six units per acre, applied across the property.
    a. A studio or one-bedroom unit of no more than 750 square feet, excluding a garage, shall count as 0.5 of a unit.
    b. Density below four units per acre may be allowed subject to conditional use permit approval, if the Planning Commission finds that the lower density does not jeopardize the City's ability to satisfy its Regional Housing Need Allocation.
5. *Usable Yard Area (Open Space) Requirements*. The following minimum useable open space standards are applicable to development within the Residential, Traditional Neighborhood Zone (R-TN Zone):

a. For multi-family developments of fewer than 20 units, each unit shall have a minimum of 100 square feet of usable open space.

b. For multi-family developments of 20 or more units, each unit shall have a minimum of 200 square feet of usable open space, and common usable open space at an equivalent of 200 square feet per unit

c. The definition of useable open space and the method of computation is provided in Chapter 17.14 (see "Open Space, Useable").

6. *Building Height.* In the Residential, Traditional Neighborhood Zone (R-TN Zone), the maximum height of any building shall not exceed 35 feet.

7. *Floor Area Ratio.* The maximum permitted floor area ratio is 0.35. This standard applies to commercial uses only.

D. *Residential, Traditional Neighborhood Zone, Off street Parking.*

1. Parking shall not be located in the front setback unless the Director makes the following findings:

a. Buildings comply with the maximum front setback requirement;

b. Parking located within the front setback is in the driveway of a single-family home or a duplex; or

c. The parking area located within the front setback is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06; and

d. Requirements in Chapter 17.05 are complied with.

2. Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Residential, Traditional Neighborhood Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Residential, Traditional Neighborhood Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the R-SF Zone and State law.

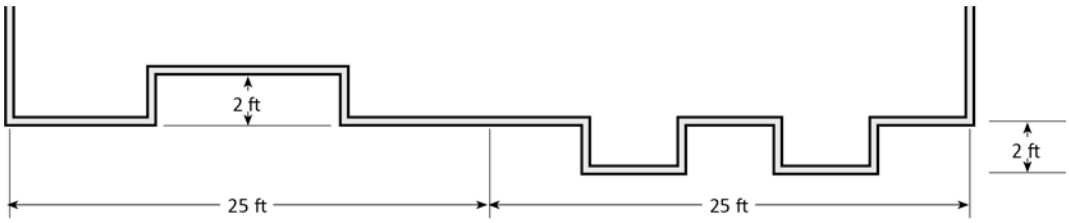
H. *Maximum Block Length.* Block length is limited to 600 feet measured from curb edge to curb edge.

I. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

J. *Supplemental Multiple Family Development Standards.* The following standards apply to multiple family developments, including attached single unit developments.

1. *Building Entrances.*
    a. All dwelling units located along streets shall have the primary entrance facing the street. Exceptions to this requirement may be approved where the site is located on a major arterial carrying high traffic volumes.
    b. Dwelling units located in the interior of a multiple family development shall be designed so that the primary entryway is visible from a pedestrian pathway that is connected to a street.
    c. Building entrances shall have a roofed projection (such as a porch) or recess with a minimum depth of at least five feet and a minimum horizontal area of 30 square feet. Exceptions to this requirement may be approved for alternative designs that create a welcoming entry feature facing the street, such as a trellis or landscaped courtyard entry.
2. *Building Facades.*
    a. At least 75 percent of the façade of each building adjacent to a street shall be occupied by habitable space with windows.
    b. Each building façade adjacent to a street shall have at least one pedestrian entry into the structure.
    c. All street-facing facades shall have at least one horizontal or vertical projection or recess at least two feet in depth, for every 25 horizontal feet of wall. Building entrances and front porches may count towards meeting this requirement.

    Façade Articulation, Multiple Family Development Requirements Exhibit



Street-facing facades shall have at least one horizontal projection or recess at least 2 feet, for every 25 linear feet of wall.

3. *Building Roofs.* The roof line at each elevation shall demonstrate an offset of at least 24 inches for each one to three units exposed on that elevation, but in no case shall a roof line be more than 50 feet without a minimum 18-inch offset.

Roof Line, Multiple Family Development Requirements Exhibit

The roof line for each elevation shall be offset at least
18 inches for each one to three units exposed on that elevation.

4. *Pedestrian Access*. On-site pedestrian circulation and access shall be provided consistent with the following standards.

    a. *Internal connections*. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.

    b. *To circulation network*. Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.

    c. *To neighbors*. Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

    d. *To transit*. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.

    e. *Pedestrian walkway design*.

        1. Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials. Walkway widths may be reduced to three feet wide for small lot development (17.11.030.D).

        2. Where a required walkway crosses a driveway, parking area, or loading area, it must be clearly identified using a raised crosswalk, a different paving material, or a similar method.

        3. Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or another physical barrier.

5. *Private Storage Space.* Each unit shall have at least 200 cubic feet of enclosed, weather-proofed, and lockable private storage space with a minimum horizontal dimension of four feet.

17.03.070 Residential, Multiple-Family Zone (R-MF Zone).

The Residential, Multiple-Family Zone is intended to protect established medium density and high-density residential development in the City, and to facilitate further development of this land use type. This includes higher density housing that includes condominiums, townhomes, duplexes, patio apartments, senior housing and supporting ancillary facilities.

A. *Residential, Multiple-Family Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Residential, Multiple-Family Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Residential, Multiple-Family Zone, Development Standards.* The following standards shall apply to the Residential, Multiple-Family Zone (R-MF Zone):

1. *Lot Area and Dimensions.* Lot sizes for the Residential, Multiple-Family Zone (R-MF Zone) shall not be less than 6,000 square feet with an average lot width of 60 feet and a minimum average lot depth of 100 feet. Smaller lots may be allowed consistent with 17.11.030.D (Small Lot Development).

2. *Setbacks and Yards.* The following setback requirements are applicable to the Residential, Multiple-Family Zone (R-MF Zone):

a. *Front Yard Setbacks.*

1. The minimum front yard setback is 20feet.

2. The maximum front yard setback is 25 feet. The maximum setback requirement may be waived if the Director finds:

a. Common plazas, courtyards, or outdoor amenity areas are located between the street and the building(s);

b. The building(s) incorporates an entrance design that creates a welcoming entry feature facing the street; or

c. A larger area is required to preserve existing mature trees or natural features.

b. *Rear Yard Setbacks.* The minimum rear yard setback is 15 feet, except a minimum rear yard setback of five feet is allowed for a garage abutting an alley.

c. *Side Yard Setbacks.*

1. The minimum interior side yard setback is five feet, except corner lots shall have a minimum street side yard setback of 10 feet.

2. The maximum street side yard setback is 20 feet. The maximum setback requirement may be waived if the Director makes the findings listed in subparagraph 17.03.070.C.2.a.2.

Table 17.03-3 Setback (Yard) Requirements for Residential, Multiple-Family Zone (RMF Zone)	
Yard	Setback Requirement
Front Yard	15 ft. (minimum) 20 ft. (maximum) unless waived by the Director
Rear Yard	15 ft. (minimum) 5 ft. (minimum) for a garage abutting an alley
Side Yard	5 ft. (minimum) for interior lots 10 ft. (minimum) for corner lots (street side yard) 20 ft. (maximum) for corner lots (street side yard) unless waived by the Director

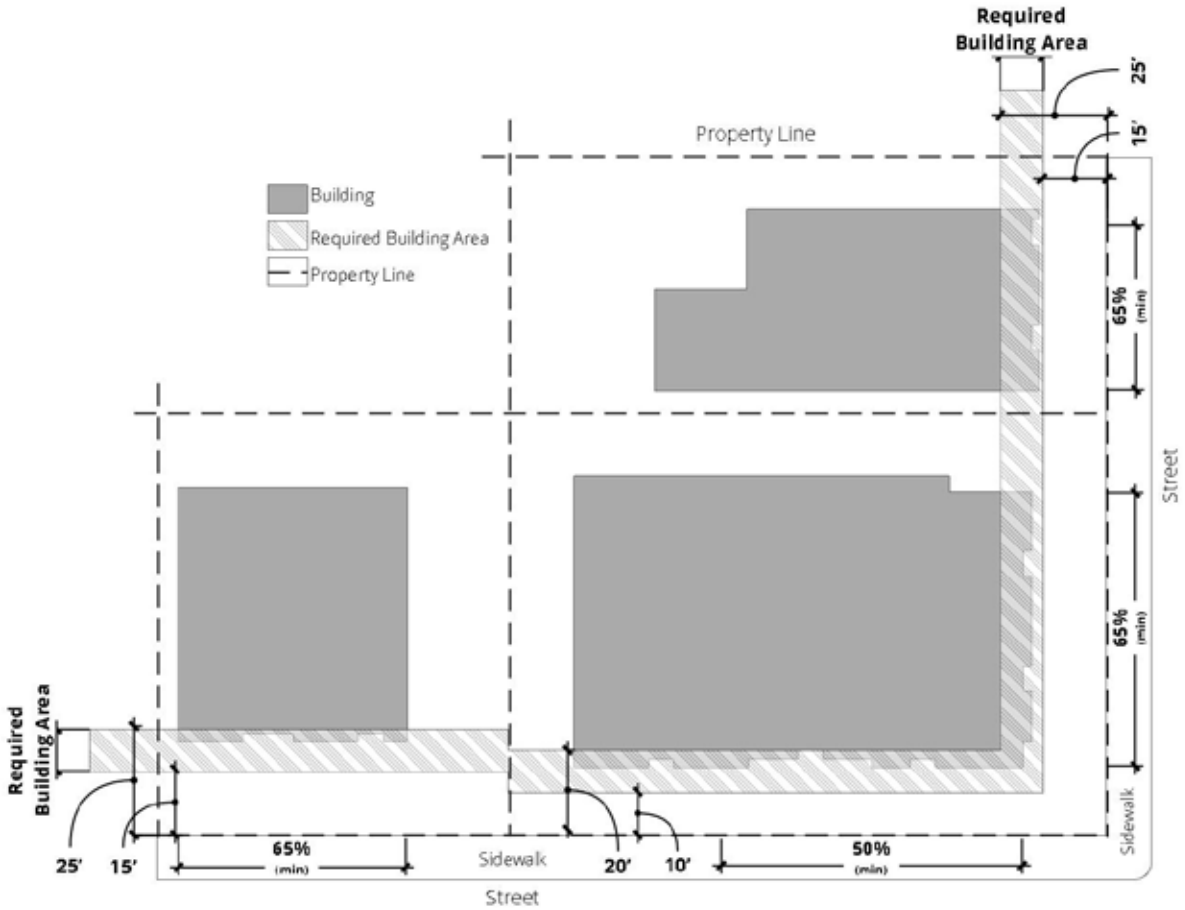
d. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

3. *Building Placement Requirements.*

a. Building façade(s) shall extend a minimum of 65 percent of the street frontage for the area between the minimum and maximum front yard setbacks. For example, if a lot is 100 feet wide, 65 linear feet of the lot parallel to the street must be occupied by a building(s) that adheres to the maximum setback requirement.

b. In the area between the minimum and maximum street side yard setback, 50 percent of the linear distance parallel to the street shall be occupied by a building façade(s).

Building Placement Requirements, R-MF Zone Exhibit



4. *Density.* The minimum density shall be 12 units per acre, and the maximum density shall be 30 units per acre.
5. *Lot Area Requirements.* The area occupied by all structures shall not exceed 70 percent of the lot area.
6. *Useable Yard Area (Open Space) Requirements.* The following minimum useable open space standards are applicable to development within the Residential, Multiple-Family Zone (R-MF Zone):
    a. For multi-family developments of fewer than 20 units, each unit shall have a minimum of 100square feet of usable open space.
    b. For multi-family developments of 20 or more units, each unit shall have a minimum of 200 square feet of usable open space.

c. The definition of useable open space and the method of computation is provided in Chapter 17.14 (see "Open Space, Useable").

7. *Building Height.* In the Residential, Multiple-Family Zone (R-MF Zone), the maximum height of any building shall not exceed 35 feet.

8. *Floor Area Ratio*. The maximum permitted floor area ratio is 0.35. This standard applies to commercial uses only.

D. *Residential, Multiple-Family Zone, Off street Parking.*

1. Parking shall not be located in the front setback unless the Director makes the following findings:

a. Buildings comply with the maximum front setback requirement;

b. The parking area located within the front setback is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06; and

c. Requirements in Chapter 17.05 are complied with.

2. Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Residential, Multiple-Family Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Residential, Multiple-Family Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Accessory Dwelling Units.* Accessory dwelling units are limited to one per lot with a single-family residence within the Multiple-Family Zone.

1. *Detached Accessory Dwelling Unit.* Detached accessory dwelling units shall not exceed 50 percent of the floor area of the main unit or 1,200 square feet, whichever is less. The height of the detached accessory dwelling unit shall not exceed the height of the main unit. In addition, the detached accessory dwelling unit must be connected to sewer and shall be provided with individual sewer connections. Detached accessory units shall be detached from the main unit by a minimum distance of ten feet and shall have a minimum distance of 15 feet from the rear property line. Detached accessory dwelling units may be located in an existing structure, without consideration to setbacks. The detached accessory dwelling unit shall be located in such a fashion so that it is concealed from public view and shall have matching colors and materials as the main unit. The main unit must meet current requirements for parking prior to or in conjunction with the detached accessory dwelling unit approval.

2. *Attached Accessory Dwelling Units.* Attached accessory dwelling units shall not exceed 50 percent of the floor area of the main unit or 1,200 square feet, whichever is less. The height of the attached accessory dwelling unit shall not exceed the height of the main unit. Setbacks shall meet the requirements of the zone unless within an existing structure unless the unit is created from an existing living space in a single-

family home. The attached accessory dwelling unit shall be located in such a fashion so that it is concealed from public view (specifically the entrance) and shall have matching colors and materials as the main unit. The main unit must meet current requirements for parking prior to or in conjunction with the attached accessory dwelling unit approval.

3. *Junior Accessory Dwelling Units.* Junior accessory dwelling units shall not exceed 500 square feet, consist of one bedroom and a limited kitchen, and have access to both interior access to the main unit and an exterior door. Junior accessory dwelling units are not considered a separate dwelling unit. The height of the junior accessory dwelling unit shall not exceed the height of the main unit. Setbacks shall meet the requirements of the zone unless within an existing structure. The junior accessory dwelling unit kitchen may only have a wet bar or efficiency kitchen (a single basin sink with a maximum waste line diameter of 1.5 inches and a cooking facility with appliances that can run on standard 120 volt outlets or natural or propane gas). The kitchen may include a small refrigerator (maximum of six cubic feet), microwave, and small cooktop (maximum of two elements).

   The junior accessory dwelling unit shall be located in such a fashion so that it is concealed from public view so as not to look like a duplex, for example. The entry to the junior accessory dwelling unit shall face the side- or back-yard area. Junior accessory units shall have matching colors and materials as the main unit. Main unit must meet current requirements for parking prior to or in conjunction with the junior accessory dwelling unit approval.

H. *Maximum Block Length.* Block length is limited to 600 feet measured from curb edge to curb edge.

I. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

J. *Supplemental Multiple Family Development Standards.* Additional standards listed in 17.03.065.J apply to multiple family developments, including attached single unit developments, in the R-MF Zone.

(Ord. 920 §2, 9/2007; Ord. No. 1080, § 5, 12-20-2016)

17.03.075 Urban Village Zone (UV Zone).

The Urban Village Zone applies to a specific area situated between Interstate 10 and State Route 60 Freeway corridors. Within this area, a variety of specialized land uses that capitalize on the area's unique location are contemplated. These uses include a regional commercial center, higher density residential development, educational uses, and abundant open space and recreational amenities. The permitted uses and development standards are intended to be conducive to a compact, mixed use, and walkable environment.

A. *Urban Village Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Urban Village Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Urban Village Zone, Development Standards.* The following standards shall apply to the Urban Village Zone (UV Zone):

1. *Lot Area and Dimensions.* Lot sizes for the Urban Village Zone (UV Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 80 feet.

2. *Setbacks and Yards.* The following setback requirements are applicable to the Urban Village Zone (UV Zone):

   a. *Front Yard Setbacks.* No front yard setback is required for commercial uses; five-foot setback for residential development.

   b. *Rear Yard Setbacks.* 10-foot rear yard setback is required.

   c. *Side Yard Setbacks.* No side yard setback is required.

   d. *Freeway Setbacks for Residential Uses.* Residential uses shall have a minimum setback of 500 feet from State Route 60 and Interstate 10.

   e. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

3. *Density.* The minimum density shall be 12 units per acre, and the maximum density shall be 24 units per acre; however, no more than 21 acres within the UV Zone shall be developed at a density below 20 units per acre.

4. *Floor Area Requirements.* The maximum permitted floor area ratio is 1.0. The floor area ratio standard applies to non-residential uses only.

5. *Building Height.* In the Urban Village Zone (UV Zone), the maximum height of any building shall not exceed 50 feet.

D. *Urban Village Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Urban Village Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone (e.g., no front yard setback).

F. *Urban Village Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the R-SF Zone and State law.

H. *Maximum Block Length.* Block length is limited to 400 feet measured from curb edge to curb edge. A block length of up to 600 feet shall only be allowed when a mid-block pedestrian connection is provided, or the Director finds that:

1. The location and configuration of the lot makes a mid-block pedestrian connection infeasible or impractical; and
2. Safe and convenient pedestrian connections are provided throughout the site consistent with applicable pedestrian access requirements in this Code.

I. *Cul-de-Sacs and Dead-End Streets*. Cul-de-sacs and dead-end streets are not allowed unless the Director makes the following findings:

1. Unique physical circumstances exist that prevent a connected a connected street system; and
2. A cul-de-sac or dead-end street is necessary to provide access to lots or buildings in a manner consistent with City standards.

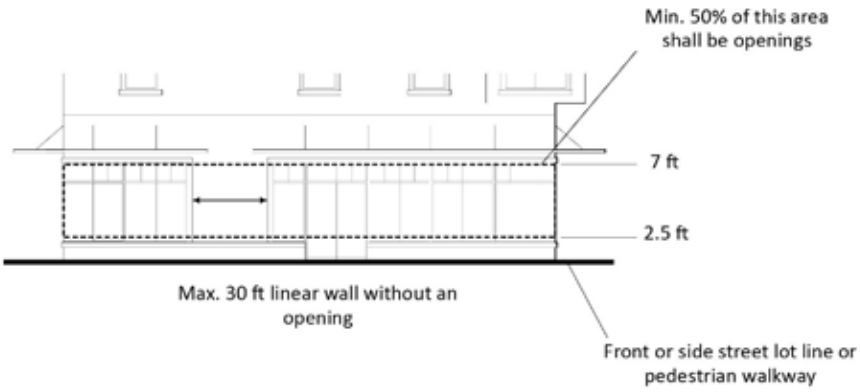
J. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

K. *Supplemental Standards.*

1. *Limitations on Location of Parking.* Above ground parking shall not be located within 40 feet of a street facing property line unless the Director makes the following findings:
   a. The site is small and/or constrained such that underground parking or surface parking located more than 40 feet from the street is not feasible; and
   b. The parking area located within 40 feet of the street is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06.
2. *Building Transparency/Required Openings.* Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between two and one-half and seven feet above the level of the sidewalk. Such walls may run in a continuous plane for no more than 30 feet without an opening.
   a. *Design of openings.* Openings fulfilling this requirement shall have transparent glazing and provide views into display areas, sales areas, work areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
   b. *Exceptions.* The following are exempt from this requirement:
      1. Residential uses; and
      2. Multi-level garages.
   c. *Reductions.* This requirement may be reduced or waived if the Director makes the following findings:
      1. The proposed use has unique operational characteristics with which providing the required transparency and openings is incompatible; and

2. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping to create visual interest at the pedestrian level.

Building Transparency/Required Openings Exhibit



3. *Building Orientation.* Building frontages shall be generally parallel to streets and pedestrian walkways.
4. *Building Entrances.* The primary building entrance shall face a public sidewalk. Buildings located in the interior of a site shall have the primary entrance face a pedestrian walkway that is connected to a public sidewalk.
5. *Wall Plane Modulation.* All street-facing facades shall have at least one horizontal or vertical projection or recess at least two feet in width and depth, for every 50 horizontal feet of wall.
6. *Pedestrian Access*. On-site pedestrian circulation and access shall be provided consistent with the following standards.
    a. *Internal connections*. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
    b. *To circulation network*. Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
    c. *To neighbors*. Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
    d. *To transit*. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.
    e. *Pedestrian walkway design*.

1. Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials. Walkway widths may be reduced to three feet wide for small lot development (17.11.030.D).
2. Where a required walkway crosses a driveway, parking area, or loading area, it must be clearly identified using a raised crosswalk, a different paving material, or a similar method.
3. Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barrier.

7. *Public Open Space Requirement.* Developments with 50,000 square feet or more of non-residential floor area on sites of five acres or larger shall provide open space consistent with the following:
   a. Forty square feet of open space shall be provided for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of non-residential floor area, plus 20 square feet of open space for every 1,000 square feet of non-residential floor area over 100,000 square feet.
   b. Such open space shall be visible and accessible from a public street, or from on-site areas normally frequented by customers and shall be accessible during business hours. Areas within required setbacks may count towards the open space requirement.
   c. Such open space shall have a minimum dimension of 40 feet.
   d. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including trees, landscaping, shade structures, seating (e.g., fixed seating, planter ledges, etc.), lighting, drinking fountains, public art, or performance areas.
   e. The surface of the open space shall allow for convenient outdoor activity, recreation, and/or gathering. Such surface may be plant or hardscape material, or a combination thereof.

L. *Supplemental Multiple Family Development Standards.* Additional standards listed in 17.03.065.J apply to multiple family developments, including multiple family residential components of mixed-use developments and attached single unit developments, in the UV Zone.

17.03.080 Commercial, Neighborhood Zone (C-N Zone).

The Commercial, Neighborhood Zone (C-N Zone) is intended to permit development that provides for a range of commercial service and retail land uses that are in proximity to residential neighborhoods consistent with the General Plan.

A. *Commercial, Neighborhood Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Commercial, Neighborhood Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Commercial, Neighborhood Zone, Development Standards.* The following standards shall apply to the Commercial, Neighborhood Zone (C-N Zone):

1. *Lot Area and Dimension.* Lots sizes for the Commercial, Neighborhood Zone (C-N Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 100 feet.

2. *Setbacks and Yards.* The following setback requirements are applicable to the Commercial, Neighborhood Zone (C-N Zone)

a. *Front Yard Setbacks.* The minimum front yard setback is 25 feet. A minimum of 50 feet should be provided if the parking is provided in the front of the business.

b. *Rear Yard Setbacks.* No setback is required when the parcel is abutting commercial or manufacturing zones. For those parcels that abut residential zones, the minimum rear yard setback is 20 feet plus an additional two feet for every foot where a building exceeds 35 feet in height.

c. *Side Yard Setbacks.* No setback is required when the parcel is abutting commercial or manufacturing zones. For those parcels that abut residential zones, the minimum side yard setback is 20 feet plus an additional two feet for every foot where a building exceeds 35 feet in height.

d. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

3. *Lot Area Requirements.* The area occupied by all structures shall not exceed 50 percent of the lot area and the maximum permitted floor area ratio is 1.0.

4. *Building Height.* In the Commercial, Neighborhood Zone (C-N Zone), the maximum height of any building shall not exceed 50 feet.

D. *Commercial, Neighborhood Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

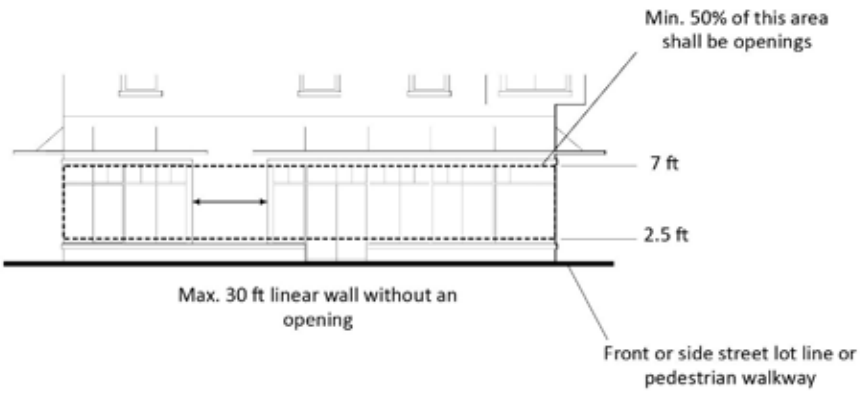
E. *Commercial, Neighborhood Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Commercial, Neighborhood Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Supplemental Standards.*

1. *Limitations on Location of Parking.* Above ground parking shall not be located within 40 feet of a street facing property line unless the Director makes the following findings:
    a. The site is small and/or constrained such that underground parking or surface parking located more than 40 feet from the street is not feasible; or
    b. The design incorporates habitable space built close to the public sidewalk; and
    c. The parking area located within 40 feet of the street is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06.
2. *Building Transparency/Required Openings.* Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between two and one-half and seven feet above the level of the sidewalk. Such walls may run in a continuous plane for no more than 30 feet without an opening.
    a. *Design of openings.* Openings fulfilling this requirement shall have transparent glazing and provide views into display areas, sales areas, work areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
    b. *Exceptions for parking garages.* Multi-level garages are exempt from this requirement.
    c. *Reductions.* This requirement may be reduced or waived if the Director makes the following findings:
        1. The proposed use has unique operational characteristics with which providing the required transparency and openings is incompatible; and
        2. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping to create visual interest at the pedestrian level.

Building Transparency/Required Openings Exhibit



3. *Building Orientation.* Building frontages shall be generally parallel to streets and pedestrian walkways.
4. *Building Entrances.* The primary building entrance shall face a public sidewalk. Buildings located in the interior of a site shall have the primary entrance face a pedestrian walkway that is connected to a public sidewalk.
5. *Wall Plane Modulation.* All street-facing facades shall have at least one horizontal or vertical projection or recess at least two feet in depth, for every 50 horizontal feet of wall.
6. *Pedestrian Access*. On-site pedestrian circulation and access shall be provided consistent with the following standards.
    a. *Internal connections*. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
    b. *To circulation network*. Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
    c. *To neighbors*. Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
    d. *To transit*. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.
    e. *Pedestrian walkway design*.
        1. Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials. Walkway widths may

be reduced to three feet wide for small lot development (17.11.030.D).

2. Where a required walkway crosses a driveway, parking area, or loading area, it must be clearly identified using a raised crosswalk, a different paving material, or a similar method.

3. Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barrier.

7. *Public Open Space Requirement.* Developments with 50,000 square feet or more of non-residential floor area on sites of five acres or larger shall provide open space consistent with the following:

   a. Forty square feet of open space shall be provided for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of non-residential floor area, plus 20 square feet of open space for every 1,000 square feet of non-residential floor area over 100,000 square feet.

   b. Such open space shall be visible and accessible from a public street, or from on-site areas normally frequented by customers and shall be accessible during business hours. Areas within required setbacks may count towards the open space requirement.

   c. Such open space shall have a minimum dimension of 40 feet.

   d. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including trees, landscaping, shade structures, seating (e.g., fixed seating, planter ledges, etc.), lighting, drinking fountains, public art, or performance areas.

   e. The surface of the open space shall allow for convenient outdoor activity, recreation, and/or gathering. Such surface may be plant or hardscape material, or a combination thereof.

(Ord. 920 §2, 9/2007)

17.03.090 Community Commercial Zone (C-C Zone).

The Community Commercial Zone is intended to preserve, and where applicable promote, commercial shopping centers. This Zone specifically applies to those parcels that may contain more than one business or those properties with large format retailers (e.g., where the floor area of the business exceeds 50,000 square feet).

A. *Community Commercial Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Community Commercial Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Community Commercial Zone, Development Standards.* The following standards shall apply to the Community Commercial Zone (C-C Zone):

1. *Lot Area and Dimension.* Lots sizes for the Community Commercial Zone (C-C Zone) shall not be less than 10,000 square feet with an average lot depth of 100 feet and a minimum average lot depth of 100 feet.

2. *Setbacks and Yards.* The following setback requirements are applicable to the Community Commercial Zone (C-C Zone):

a. *Front Yard Setbacks.* The minimum front yard setback is 25 feet. There shall be a minimum of 50 feet for the front yard setback if parking is provided in the front of the building.

b. *Rear Yard Setbacks.* No minimum rear yard setback is required except for those parcels that abut residential zones. For those parcels that abut residential zones, the minimum rear yard setback is 20 feet plus an additional two feet for every foot where a building exceeds 35 feet in height.

c. *Side Yard Setbacks.* No setback is required when parcel is abutting commercial or manufacturing zones. For those parcels that abut residential zones, the minimum side yard setback is 20 feet plus an additional two feet for every foot where a building exceeds 35 feet in height.

d. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

3. *Lot Area Requirements.* The area occupied by all structures shall not exceed 50 percent of the lot area and the maximum floor area ratio is 0.75.

4. *Building Height.* In the Community Commercial Zone (C-C Zone), the maximum height of any building shall not exceed 50 feet.

D. *Community Commercial Zone, Off Street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Community Commercial Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Community Commercial Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Supplemental Standards.* Additional standards listed in 17.03.080.G apply to developments in the C-C Zone.

(Ord. 920 §2, 9/2007)

17.03.100 Manufacturing Zone (M Zone).

The Manufacturing Zone is intended to maintain the existing industrial and manufacturing uses and to promote the development of new business parks, light industrial use, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses.

A. *Manufacturing Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-3 of this Section.

B. *Manufacturing Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-3 of this Section. Such uses require the approval of a conditional use permit.

C. *Manufacturing Zone, Development Standards.* The following standards shall apply to the Manufacturing Zone (M Zone):

1. *Lot Area and Dimension.* No minimum or maximum lot area standards are applicable to this Zone. Within those parcels containing structures, the minimum lot area must be 10,000 square feet.

2. *Setbacks and Yards.* The following setback requirements are applicable to the Manufacturing Zone (M Zone):

a. *Front Yard Setbacks.* The minimum front yard setback is 25 feet. There shall be a minimum of 50 feet for the front yard setback if parking is provided in the front of the building.

b. *Rear Yard Setbacks.* No minimum rear yard setback is required except for those parcels that abut residential zones. For those parcels that abut residential zones, the minimum rear yard setback is 20 feet plus an additional two feet for every foot that exceeds 35 feet.

c. *Side Yard Setbacks.* No setback is required when parcel is abutting commercial or manufacturing zones. For those parcels that abut residential zones, the minimum side yard setback is 20 feet plus an additional two feet for every foot that exceeds 35 feet.

d. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

3. *Floor Area Ratio.* The maximum floor area ratio is 0.75.

4. *Building Height.* In the Manufacturing Zone, the maximum height of any primary building shall not exceed 50 feet.

D. *Manufacturing Zone, Off Street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Manufacturing Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Manufacturing Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

(Ord. 920 §2, 9/2007)

17.03.110 Public Facilities Zone (PF Zone).

The Public Facilities Zone includes a range of public uses and activities that serve the public good and welfare. These include, but are not limited to, schools, civic buildings, fire stations, and is intended to include and recognize the flowing uses: water course and watershed areas, public and private park lands, cemeteries, natural resource lands, wildlife preserves, and publicly owned dedicated scenic and open space areas. This Zone is also intended to provide for permanent open space in specific areas by limiting development in areas where natural hazards are present that might endanger the health, safety, and welfare of residents from possible flood, subsidence, erosion, or seismic activity.

A. *Public Facilities Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.03-1 of this Section.

B. *Public Facilities Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.03-1 of this Section. Such uses require the approval of a conditional use permit.

C. *Public Facilities Zone, Development Standards.* The following standards shall apply to the Public Facilities Zone (P-F Zone):

    1. *Lot Area and Dimension.* No minimum or maximum lot area standards are applicable to this Zone. Within those parcels containing structures, the minimum lot area must be 10,000 square feet.

    2. *Setbacks and Yards.*

        a. All yards and other structural standards other than height shall be specified in connection with, and as a part of, the issuance of a plot plan or conditional use permit for development.

        b. *Setbacks for Properties Adjoining the R-C Zone.* A minimum setback of 20 feet shall be provided along property lines adjoining the R-C Zone.

    3. *Floor Area Ratio.* The maximum floor area ratio is 1.0.

    4. *Building Height.* In the PF Zone the maximum height of any building shall not exceed two stories or 35 feet, whichever is less.

D. *Public Facilities Zone, Off Street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Public Facilities Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

F. *Public Facilities Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

(Ord. 920 §2, 9/2007)

17.03.120 Permitted uses for Base Zone Districts.

The permitted uses for the Base Zone Districts (identified in Section 17.03.040 through 17.03.110) are listed in Table 17.03-3.

Table 17.03-3
Permitted Land Uses for Base Zone Districts [1]

	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Administrative Professional Services										
Administrative/Professional Offices	N	N	N	P	N	N	P	P	P	P
Advertising Agencies	N	P	N	N	N	N	P	P	C	P
Architectural/Engineering/Design Services	N	P	N	N	N	N	P	P	P	P
Attorney/Legal Services	N	P	N	N	N	N	P	P	C	P
Business Management Services	N	P	N	N	N	N	P	P	C	P
Government Offices	P	P	P	P	P	P	P	P	P	P
Travel Agencies	N	P	N	N	N	N	P	P	C	P
Agricultural Uses										
Animal Keeping (Commercial Use)	N	N	P	C	C	N	C	C	C	C
Animal Keeping (Accessory Use)	N	A	A	A	A	A	C	C	C	C
Animal Rescue Facilities	N	N	P	C	C	N	N	N	C	N
Apiaries	N	N	P	C	C	N	N	N	N	N
Aviaries	N	N	P	N	N	N	N	N	C	N
Catteries	N	N	P	C	C	N	C	C	C	C
Commercial Growing Establishments	N	N	P	N	N	N	N	N	C	N
Community Gardens	N	N	P	P	P	P	P	P	N	P
Dairies	N	N	P	N	N	N	N	N	N	N
Kennels (all Classes)	N	N	P	C	C	N	C	C	C	C
Produce Stands	N	N	P	N	N	N	N	N	N	N
Stables	N	N	P	N	N	N	N	N	N	N
Alcohol Service and Sales										
Bars or Cocktail Lounges [2]	C	N	N	N	N	N	C	C	C[7]	C
Liquor Stores [2, 4]	N	N	N	N	N	N	C	C	N	C
Restaurants with Alcoholic Beverage Sales	C	N	N	N	N	N	C	C	C	C

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Automotive Services										
Automobile, Motorcycle, and Marine Craft Sales (New and Used)	N	N	N	N	N	N	C	P	C	C
Automobile Parking Facilities	N	N	N	N	N	N	C	P	P	C
Automobile Rental Agencies	N	N	N	N	N	N	P	P	P	C
Automobile Repair Facilities	N	N	N	N	N	N	C	P	P	N
Automobile Towing and/or Wrecking Facilities	N	N	N	N	N	N	N	N	C	N
Body and Paint Shops	N	N	N	N	N	N	C	C	C	N
Car Wash	N	N	N	N	N	N	C	C	C	C
Gas/Service Stations	N	N	N	N	N	N	C	C	C	C
Limousine Services	N	N	N	N	N	N	P	P	P	N
Recharging Stations	Allowed (P) in any area designed for the parking or loading of vehicles.									
Towing Services with Indoor Vehicle Service	N	N	N	N	N	N	C	C	C	N
Towing Services with Outdoor Vehicle Storage	N	N	N	N	N	N	N	N	C	N
Truck/Trailer Rentals	N	N	N	N	N	N	C	C	P	N
Communications Facilities										
Wireless Telecommunication Facility — Stealth	C	N	N	N	N	N	C	C	C	C
Radio and Television Broadcasting Studios	N	N	N	N	N	N	N	P	P	P
Recording and Sound Studios	N	N	N	N	N	N	N	P	P	P
Satellite Dishes (Non-Private)	N	N	N	N	N	N	P	P	P	P
Satellite Dishes (Private Use)	N	N	P	P	P	P	N	N	C	P
Ham Radio Antennae (Private Use)	N	N	P	P	P	P	P	P	P	P
Daycare Facilities										

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Commercial Day Care Facilities	N	N	N	C[5]	C[5]	N	P	P	C	C
Educational Establishments										
Elementary, Junior, and High Schools/Private & Charter	N	P	C	C	C	C	C	C	C	C
Elementary, Junior, and High Schools/Public	N	P	P	P	P	P	C	C	C	C
College or University	N	P	C	C	C	C	C	C	C	C
Tutoring & Testing	N	P	A	A	A	A	C	C	C	C
Vocational and Trade Schools	N	P	C	C	C	C	C	C	C	C
Food and Beverage Sales										
Bakeries	N	N	N	C[5]	C[6]	C[5, 6]	P	P	P	P
Catering Establishments	N	N	N	N	N	N	P	P	P	P
Convenience Markets	N	N	N	C[5]	C[6]	C[5, 6]	P	P	P	P
Grocery Stores/Supermarkets	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Grocery Store, Alcohol Sales	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
General Merchandise and Trade										
Antique Sales	N	N	N	N	N	N	P	P	A	P
Appliance Sales	N	N	N	N	N	N	P	P	C	P
Art Galleries and Supplies	N	N	N	N	N	N	P	P	N	P
Beauty Supplies	N	N	N	N	N	N	P	P	N	P
Books and Magazines	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Building Materials	N	N	N	N	N	N	N	P	P	N
Building Materials with outdoor sales/storage	N	N	N	N	N	N	N	C	P	N
Camera and Photographic Supplies	N	N	N	N	N	N	P	P	N	P
Candy Stores	N	N	N	N	N	N	P	P	N	P
Cigar/Cigarette Shops [2]	N	N	N	N	N	N	C	C	N	C
Clothing Stores	N	N	N	N	N	N	P	P	N	P
Department Stores	N	N	N	N	N	N	P	P	N	P
Discount Stores	N	N	N	N	N	N	P	P	N	P

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Electronic Equipment Sales	N	N	N	N	N	N	P	P	C	P
Equipment Sales and Rentals	N	N	N	N	N	N	C	C	P	N
Florists	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Freight Forwarding Services	N	N	N	N	N	N	P	P	P	P
Furniture and Home Furnishings	N	N	N	N	N	N	P	P	N	P
Garden Supply	N	N	N	N	N	N	P	P	N	P
Gifts, Crafts, and Novelties	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Guns and Ammunition	N	N	N	N	N	N	N	C	C	P
Hardware Stores	N	N	N	N	N	N	P	P	N	P
Hobby, Toy and Game Stores	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Indoor Swap Meets	N	N	N	N	N	N	N	C	C	N
Jewelry Sales and Repair	N	N	N	N	N	N	P	P	N	P
Leather Goods	N	N	N	N	N	N	P	P	N	P
Luggage Sales	N	N	N	N	N	N	P	P	N	P
Office Equipment, Furniture, and Supplies	N	N	N	N	N	N	P	P	P	P
Pet Sales and Supplies	N	N	N	N	N	N	P	P	P	P
Records, Tapes, and Videos	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Retail, Other Specialty	N	N	N	N	N	N	P	P	N	P
Sporting Goods and Equipment	N	N	N	N	N	N	P	P	P	P
Surplus Stores	N	N	N	N	N	N	P	P	C	N
Thrift and Second-Hand Stores	N	N	N	N	N	N	C	C	N	N
Variety Stores	N	N	N	N	N	N	P	P	N	C
Wholesale Establishments	N	N	N	N	N	N	P	P	C	P
Lodging										
Bed and Breakfast Facilities	C	N	C	C	C	C	P	P	N	P
Emergency Shelters	N	N	N	N	N	N		P		N
Hotels and Motels	C	N	N	N	N	N	P	P	C	P
Residence Inns	C	N	N	N	N	N	P	P	N	P

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Single-Room Occupant (SRO) Facilities	N	N	N	N	N	N	C	C	N	N
Trailer Parks and Campsites	C	N	N	N	N	C	N	N	N	N
Transitional Housing	N	N	N	N	C	C	C	C	N	N
Manufacturing and Industrial										
Apparel/Textile Products	N	N	N	N	N	N	N	N	P	N
Assembly Plants	N	N	N	N	N	N	N	N	P	N
Bottling Plants	N	N	N	N	N	N	N	N	P	N
Bulk Postal Service Facilities	N	N	N	N	N	N	N	N	P	N
Chemicals	N	N	N	N	N	N	N	N	P	N
Contract Construction Services	N	N	N	N	N	N	N	N	P	N
Data Services	N	N	N	N	N	N	N	N	P	N
Exterminating Services	N	N	N	N	N	N	C	C	P	N
Feed and Fuel Yards	N	N	N	N	N	N	N	N	P	N
Food and Kindred Products	N	N	N	N	N	N	N	N	P	N
Furniture	N	N	N	N	N	N	N	N	P	N
Lumber/Wood Products	N	N	N	N	N	N	N	N	P	N
Moving and Storage Establishments	N	N	N	N	N	N	N	N	P	N
Metal Salvage Yards	N	N	N	N	N	N	N	N	P	N
Paper Products	N	N	N	N	N	N	N	N	P	N
Petroleum-Related Materials	N	N	N	N	N	N	N	N	C	N
Primary Metal Industries (Electroplating)	N	N	N	N	N	N	N	N	C	N
Printing/Publishing	N	N	N	N	N	N	N	N	P	N
Professional/Scientific/Electronic Products	N	N	N	N	N	N	N	N	P	N
Research Services and Laboratories	N	N	N	N	N	N	N	N	P	N
Retail Sales of Products Manufactured or Stored On-Site	N	N	N	N	N	N	N	N	P	N
Sandblasting and Beadblasting	N	N	N	N	N	N	C, A	C, A	C	N
Taxidermy	N	N	N	N	N	N	N	N	C	N

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Medical/Health Care										
Ambulance Services	N	N	N	N	N	N	P	P	P	N
Animal Hospitals/Veterinaries	N	N	N	N	N	N	P	P	P	P
Clinics	N	N	N	N	N	N	P	P	C	P
Convalescent Homes	N	N	C	C	C	C	P	P	N	C
Chemical Dependency Clinics	N	N	N	N	N	C	C	N	N	C
Hospitals	N	N	N	N	N	N	P	P	N	C
Medical/Dental Offices	N	N	N	N	N	N	P	P	N	P
Pharmacies	N	N	N	N	N	N	P	P	N	P
Pharmacies, with drive-through	N	N	N	N	N	N	C	C	N	P
Personal Services										
Banking, Credit Unions, Financial Services	N	N	N	N	N	N	P	P	N	P
Barbers and Beauty Parlors	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Cemeteries	N	C	C	C	C	C	C	C	C	N
Check Cashing Services	N	N	N	N	N	N	P	P	N	N
Commercial Pet Grooming Services	N	N	N	N	N	N	P	P	C	P
Dry Cleaners	N	N	N	C[5]	C[6]	C[5, 6]	P	P	N	P
Funeral Parlors, Mortuaries	N	N	N	N	N	N	C	C	C	C
Laundries, Laundromats	N	N	N	C[5]	C[6]	C[5, 6]	P	P	C	P
Locksmith and Key Shops	N	N	N	N	N	N	P	P	P	P
Pawnbrokers	N	N	N	N	N	N	C	C	N	N
Massage Establishment	N	N	N	N	N	N	C	C	N	C
Photocopying and Photo Developing Services	N	N	N	N	N	N	P	P	P	P
Photography Studios	N	N	N	N	N	N	P	P	N	P
Shoe Repair Shops	N	N	N	C[5]	C[6]	C[5, 6]	P	P	C	P
Tailors	N	N	N	C[5]	C[6]	C[5, 6]	P	P	C	P
Tattoo/Body Piercing Services	N	N	N	N	N	N	C	C	N	C
Public and Quasi-Public Uses										

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Community Recreation Centers	P	P	P	P	P	P	N	N	N	P
Cultural Facilities		P	P	P	P	P	N	N	N	P
Libraries	P	P	P	P	P	P	C	C	N	P
Museums	P	P	P	P	P	P	C	C	N	P
Parks	P	P	P	P	P	P	P	P	N	P
Public Safety Facilities	N	P	P	P	P	P	P	P	P	P
Senior Citizen Activity Centers	N	P	P	P	P	P	P	P	N	P
Recreation and Entertainment										
Adult-Oriented Businesses	N	N	N	N	N	N	N	N	C	N
Amusement Parks	N	N	C	N	N	N	C	C	C	C
Athletic Fields	N	P	P	P	P	P	N	N	N	P
Batting Cages	N	N	N	N	N	N	C	C	C	P
Billiard and Pool Halls	N	N	N	N	N	N	C	C	N	C
Bowling Alleys	N	N	N	N	N	N	P	P	N	P
Commercial Athletic Facility	N	N	N	N	N	N	C	C	C	C
Dance Studios	N	N	N	N	N	N	P	P	N	P
Golf Driving Ranges	C	N	N	N	N	N	N	C	C	C
Health Clubs and Gymnasiums	N	N	N	N	N	N	C	C	C	C
Miniature Golf Courses	N	N	C	N	N	N	C	C	N	P
Off-Road Mini-Bike and Motorcross Courses	C	N	C	N	N	N	N	C	C	N
Public Auditorium/Auditoriums	N	P	N	N	N	N	P	P	N	P
Shooting Range (Indoor)	N	N	N	N	N	N	N	N	C	N
Skating Rinks	N	N	N	N	N	N	N	C	C	P
Video Arcades	N	N	N	N	N	N	C	C	N	C
Recycling										
Collection Facilities	N	N	N	N	N	N	C	C	C	N
Processing Facilities	N	N	N	N	N	N	C	C	C	N
Religious Institutions										

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Churches	N	C	C	C	C	C	P	P	C	P
Monasteries, Convents, or Similar Religious Use	N	C	C	C	C	C	P	P	C	P
Repair Services										
Electrical and Household Appliances Repair	N	N	N	N	N	N	P	P	P	N
Furniture Refinishing	N	N	N	N	N	N	P	P	P	N
Furniture Reupholstering	N	N	N	N	N	N	C	C	P	N
Lawnmower Repair/Sales Shops	N	N	N	N	N	N	P	P	P	N
Machine Shops	N	N	N	N	N	N	C	C	P	N
Welding Shops	N	N	N	N	N	N	C, A	C, A	P	N
Residential Uses										
Accessory Guest Houses	N	N	P	P	P	P	N	N	N	P
Accessory Dwelling Units	N	N	P	P	P	P	N	N	N	P
Boarding or Rooming Houses	N	N	C	C	C	C	N	N	N	P
Caretaker's Unit	N	N	P	N	P	P	P*	N	C	P
Congregate Care Facilities	N	N	N	N	C	C	C	C	N	P
Day Care Centers, Small Family—1 to 8 Children	N	N	P	P	P	P	N	N	N	P
Day Care Centers, Large Family—7 to 14 Children	N	N	P	P	P	P	C	N	N	P
Duplexes	N	N	N	N	P	P	N	N	N	P
Group or Community Care Facilities—6 or fewer persons)	N	N	P	P	P	P	N	N	N	P
Group or Community Care Facilities—7 or more persons)	N	N	C	C	C	C	N	N	N	C
Home Occupation Businesses	N	N	P	P	P	P	N	N	N	P
Mobile Home Parks	N	N	N	N	C	C	N	N	N	N
Mobile Home or Manufactured Housing Units Single Lot	N	N	P	P	P	P	N	N	N	P
Multiple-Family, Apartment & Condominiums	N	N	N	N	P	P	P*	N	N	P

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Planned Residential Developments	N	N	P	P	P	P	N	N	N	P
Senior Housing Developments	N	N	P	P	P	P	C	N	N	P
Single-Family Dwellings	N	N	P	P	P	P	N	N	N	P
Restaurant										
Delicatessens	N	N	N	C[5]	C[6]	C[5, 6]	P	P	P	P
Fast-Food Restaurants—Without Drive-Thru [2,3]	N	N	N	N	N	N	P	P	P	P
Fast-Food Restaurants—With Drive-Thru [2,3]	N	N	N	N	N	N	C	C	N	P
Sit-Down Restaurants	C	N	N	C[5]	C[6]	C[5, 6]	P	P	C	P
Sit Down Restaurant with live Entertainment	C	N	N	N	N	N	C	C	N	C
Restaurant, serving alcohol	C	N	N	N	N	N	C	C	N	C
Service Organizations										
Philanthropic and Charitable Institutions	N	N	N	N	N	N	P	P	C	P
Service Organizations	N	N	N	N	N	N	P	P	C	P
Temporary Uses										
Street/Craft Fairs and Farmers' Markets - Ongoing	N	N	N	N	N	N	C	C	N	C
Temporary Structures (Subdivision sales Office)	C	N	P	P	P	P	P	P	P	P
Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 30 Days	C	C	C	N	N	C	P	P	P	P
Outdoor Displays	N	N	N	C[5]	C[6]	C[5, 6]	C	C	C	C
Parking Lot Sales	N	C	N	N	N	N	P	P	P	P
Amusement Enterprises	N	C	N	N	N	N	C	C	C	C
Transportation Facilities										
Bus Passenger Terminals	N	N	N	N	N	N	C	C	C	P
Charter Bus Companies	N	N	N	N	N	N	C	C	C	P
Motor Vehicle Transportation (Taxi/Shuttle)	N	N	N	N	N	N	C	C	C	N
Truck Stops and Terminals	N	N	N	N	N	N	C	C	C	N

Table 17.03-3 Permitted Land Uses for Base Zone Districts [1]										
	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Utilities										
Public Utility/Service Structures	N	P	N	N	N	N	N	N	P	N
Sewage Disposal Facilities/Waste Transfer	N	P	N	N	N	N	N	N	P	N
Utility Company Offices	N	N	N	N	N	N	P	P	P	N
Water Storage, Distribution, and Collection Facilities	N	P	N	N	N	N	N	N	N	N
Public Storage Facilities	N	N	N	N	N	N	N	C	C	N
Wind Energy Conversion Systems	See 17.11.140									

N = Not Permitted

P = Permitted

C = Conditionally Permitted

A = Permitted as an Accessory Use

A* = Permitted as an Accessory Use in Assembly Buildings

*Only allowed for properties on Sixth Street

1. See 17.02.070 to determine if a plot plan is required.

2. These uses shall not be located on any parcel which is located within 1,000 feet of any school providing instruction in 12th grade or below, day care center, or youth center.

3. New fast food restaurants should not be located within 1,000 feet of another fast food restaurant.

4. New liquor stores shall not be located within 1,000 feet of another liquor store.

5. Only allowed for properties on Brookside Avenue, Cougar Way, Oak Valley Parkway, 11th Street, 8th Street, Beaumont Avenue, Pennsylvania Avenue, and Highland Springs Avenue.

6. Only allowed for properties on streets designated as Arterial Roadways or Connector Streets.

7. Bars and cocktail lounges are only allowed as a conditionally permitted accessory use in the M Zone, and if the primary business is an alcohol production facility, such as a brewery, winery, or spirits manufacturer.

(Ord. No. 1016, May 15, 2012; Ord. No. 1025, § 1, 9-18-2012; Ord. No. 1074, § 4, 7-5-2016)

17.03.130 Overlay Zone (O Zone).

The Overlay Zone refers to specific areas of the City where special development standards are applicable. This section sets forth additional standards for defined areas (i.e., overlay zones) that are applied in addition to standards provided in the base zones. The overlay zone standards are intended to ensure that proposed uses and development result in a desirable character consistent with the General Plan.

A. *Conflicting Requirements.* If there is a conflict between any of the permitted uses or development standards in a base zone or elsewhere in this Zoning Code and an overlay zone, the overlay zone shall control.

B. *Overlay Zones.* The following overlay zones are established:

   1. Transit Oriented District Overlay.

   2. Reserved.

C. *Transit Oriented District Overlay.* The Transit Oriented District (TOD) Overlay applies to the area around a future Metrolink transit station. The permitted uses and development

standards are intended to be conducive to a transit-friendly environment, including a mix of residential and commercial uses within a walkable and transit accessible setting.

1. *Transit Oriented District Overlay, Permitted Uses.* The uses permitted under this Overlay are identified in Table 17.03-4.
2. *Transit Oriented District Overlay, Conditional Uses.* The uses conditionally permitted under this Overlay are identified in Table 17.03-4. Such uses require the approval of a conditional use permit.
3. *Transit Oriented District Overlay, Development Standards.* The following standards shall apply to the Transit Oriented District (TOD) Overlay:
    a. *Front Yard Setbacks.* No front yard setback is required.
    b. *Density.* The minimum density shall be 18 units per acre, and the maximum density shall be 30 units per acre.
    c. *Floor Area Ratio.* The maximum permitted floor area ratio is 1.0. This standard applies to non-residential uses only.
4. *Transit Oriented District Overlay, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Overlay (e.g., no front yard setback).
5. *Maximum Block Length.* Block length is limited to 400 feet measured from curb edge to curb edge. A block length of up to 600 feet shall only be allowed when a mid-block pedestrian connection is provided, or the Director finds that:
    a. The location and configuration of the lot makes a mid-block pedestrian connection infeasible or impractical; and
    b. Safe and convenient pedestrian connections are provided throughout the site consistent with applicable pedestrian access requirements in this Code.
6. *Cul-de-Sacs and Dead-End Streets*. Cul-de-sacs and dead-end streets are not allowed unless the Director makes the following findings:
    a. Unique physical circumstances exist that prevent a connected a connected street system; and
    b. A cul-de-sac or dead-end street is necessary to provide access to lots or buildings in a manner consistent with City standards.
7. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

Supplemental Multiple Family Development Standards. Additional standards listed in 17.03.065.J apply to multiple family developments, including multiple family residential components of mixed-use developments and attached single unit developments, in the TOD Overlay.

17.03.140 Specific Plan Zone (SP Zone).

The Specific Plan zoning designation applies to those areas of the City that have an adopted Specific Plan as well as those areas where a Specific Plan will be required at which time a development concept is proposed. Those Specific Plans that were adopted prior to the adoption of this Zoning Ordinance or the currently adopted General Plan have been incorporated herein by reference. Any future Specific Plan or Specific Plan Amendment must be consistent with the adopted General Plan.

Specific plans and amendments thereto, shall be adopted in accordance with the provisions of this Title and of Section 65450 et seq. of the Government Code, as now written or hereafter amended. All uses established pursuant to an applicable specific plan shall be subject to all of the conditions and restrictions set forth in the specific plan, regardless of the requirement of the underlying zone, including, but not limited to, density and intensity of use, setbacks, heights, area and open space.

A. *Request for Specific Plan.* The owner of real property, or a person authorized by the owner, shall have the right to request that the City consider a specific plan of land use or an amendment to an adopted specific plan for the real property. The right to request consideration of a specific plan does not imply that the plan will be approved. Whenever any State law, the City General Plan, or any ordinance requires the adoption of a specific plan as a condition to the approval of a project, an application for a specific plan shall be made pursuant to this Section.

B. *Environmental Review.* A proposal to adopt or amend a specific plan shall not be considered at a public hearing until all procedures required by the City of Beaumont Rules Implementing the California Environmental Quality Act to hear a matter has been completed.

C. *Applications for Specific Plans.* Applications shall be made to the Community Development Director, on the forms provided by the Planning Department, and shall be accompanied by a filing fee as set forth in the Fee Ordinance. The application shall supply all required information, which may include part or all of the following depending on the nature of the Plan and shall be in the form of a text and accompanying maps, plans, and exhibits.

D. *Content of Specific Plans.* The scope and content of a Specific Plan prepared for the City shall comply with State of California Planning Zoning and Development laws governing their preparation.

(Ord. 920 §2, 9/2007)

17.03.150 Permitted uses for Overlay Zone Districts.

The permitted uses for Transit Oriented District Overlay Zones are listed in Table 17.03-4.

Table 17.03-4 Permitted Land Uses For Overlay Zone Districts [1]			
			Transit Oriented District Overlay
Administrative Professional Services			
Administrative/Professional Offices			P
Advertising Agencies			P
Architectural/Engineering/Design Services			P
Attorney/Legal Services			P
Business Management Services			P
Government Offices			P
Travel Agencies			P
Agricultural Uses			
Animal Keeping (Commercial Use)			C
Animal Keeping (Accessory Use)			C
Catteries			C
Community Gardens			P
Kennels (all Classes)			C
Alcohol Service and Sales			
Bars or Cocktail Lounges [2]			C
Liquor Stores [2, 3]			C
Restaurants with Alcoholic Beverage Sales			C
Automotive Services			
Automobile, Motorcycle, and Marine Craft Sales (New and Used)			P
Automobile Parking Facilities			P
Automobile Rental Agencies			P
Automobile Repair Facilities			P

Body and Paint Shops			C
Car Wash			C
Gas/Service Stations			C
Limousine Services			P
Recharging Stations	Allowed (P) in any area designed for the parking or loading of vehicles.		
Towing Services—With Indoor Vehicle Service			C
Truck/Trailer Rentals			C
Communications Facilities			
Wireless Telecommunication Facility – Stealth			C
Radio and Television Broadcasting Studios			P
Recording and Sound Studios			P
Satellite Dishes (Non-Private)			P
Satellite Dishes (Private Use)			N
Ham Radio Antennae (Private Use)			P
Daycare Facilities			
Commercial Day Care Facilities			P
Educational Establishments			
Elementary, Junior, and High Schools/Private & Charter			C
Elementary, Junior, and High Schools/Public			C
College or University			C
Tutoring & Testing Facility			C
Vocational and Trade Schools			C
Food and Beverage Sales			
Bakeries			P
Catering Establishments			P
Convenience Markets			P
Grocery Stores/Supermarkets			P
Grocery Store, Alcohol Sales			P
General Merchandise and Trade			

Antique Sales			P
Appliances			P
Art Galleries and Supplies			P
Beauty Supplies			P
Books and Magazines			P
Building Materials			P
Building Materials with outdoor sales/storage			N
Camera and Photographic Supplies			P
Candy Stores			P
Cigar/Cigarette Shops [2]			C
Clothing Stores			P
Department Stores			P
Discount Stores			P
Electronic Equipment			P
Equipment Sales and Rentals (indoor)			C
Florists			P
Freight Forwarding Services			P
Furniture and Home Furnishings			P
Garden Supply			P
Gifts, Crafts, and Novelties			P
Guns and Ammunition			P
Hardware Stores			P
Hobby, Toy and Game Stores			P
Indoor Swap Meets			C
Jewelry Sales and Repair			P
Leather Goods			P
Luggage Sales			P
Office Equipment, Furniture, and Supplies			P
Pet Sales and Supplies			P
Records, Tapes, and Videos			P
Retail, Other Specialty			P

Sporting Goods and Equipment			P
Surplus Stores			P
Thrift and Second-Hand Stores			C
Variety Stores			P
Wholesale Establishments			P
Lodging			
Bed and Breakfast Facilities			P
Emergency Shelters			C
Hotels and Motels			P
Residence Inns			P
Single-Room Occupant (SRO) Facilities			C
Transitional Housing			C
Manufacturing and Industrial			
Exterminating Services			C
Sandblasting and Beadblasting			C, A
Medical/Health Care			
Ambulance Services			P
Animal Hospitals/Veterinaries			P
Clinics			P
Convalescent Homes			P
Chemical Dependency Clinics			N
Hospitals			P
Medical/Dental Offices			P
Pharmacies			P
Pharmacies, with drive-through			C
Personal Services			
Banking, Credit Unions, Financial Services			P
Barbers and Beauty Parlors			P
Cemeteries			N
Check Cashing Services			P
Commercial Pet Grooming Services			P

Dry Cleaners			P
Funeral Parlors, Mortuaries			C
Laundries, Laundromats			P
Locksmith and Key Shops			P
Pawnbrokers			C
Massage Establishment			C
Photocopying and Photo Developing Services			P
Photography Studios			P
Shoe Repair Shops			P
Tailors			P
Tattoo/Body Piercing Services			C
Public and Quasi-Public Uses			
Community Recreation Centers			N
Cultural Facilities			N
Libraries			C
Museums			C
Parks			P
Public Safety Facilities			P
Senior Citizen Activity Centers			P
Recreation and Entertainment			
Amusement Parks			C
Athletic Fields			N
Batting Cages			C
Billiard and Pool Halls			C
Bowling Alleys			P
Commercial Athletic Facility			C
Dance, Martial Arts, and Fitness Classes (Not open Gym)			P
Golf Driving Ranges			C
Health Clubs and Fitness Gyms			C
Miniature Golf Courses			C

Public Auditorium/Auditoriums			P
Skating Rinks			C
Video Arcades			C
Recycling			
Collection Facilities			C
Processing Facilities			C
Religious Institutions			
Churches			P
Monasteries, Convents, or Similar Religious Quarters			P
Repair Services			
Electrical and Household Appliances Repair			P
Furniture Refinishing			P
Furniture Reupholstering			C
Lawnmower Repair/Sales Shops			P
Machine Shops			C
Welding Shops			C, A
Residential Uses			
Accessory Guest Houses			P
Accessory Dwelling Units			P
Boarding or Rooming Houses			N
Caretaker's Unit			P
Congregate Care Facilities			C
Day Care Centers, Small Family—1 to 8 Children			P
Day Care Centers, Large Family—7 to 14 Children			P
Duplexes			P
Group or Community Care Facilities—6 or fewer persons)			P
Group or Community Care Facilities—7 or more persons)			C
Home Occupation Businesses			P

Mobile Home Parks			N
Mobile Home or Manufactured Housing Units Single Lot			P
Multiple-Family, Apartments & Condominiums			P
Planned Residential Developments			P
Senior Housing Developments			P
Single-Family Dwellings			P
Restaurant			
Delicatessens			P
Fast-Food Restaurants—Without Drive-Thru [2]			P
Fast-Food Restaurants—With Drive-Thru [2]			C
Sit-Down Restaurants			P
Sit-Down Restaurant with Live Entertainment			C
Restaurants that serve alcohol			C
Service Organizations			
Philanthropic and Charitable Institutions			P
Service Organizations			P
Temporary Uses			
Street/Craft Fairs and Farmers' Markets			P
Temporary Structures Such as Subdivision Sales Offices			P
Seasonal Outdoor Sales (<30 days)			P
Outdoor Displays			P
Parking Lot Sales			P
Amusement Enterprises			C
Transportation Facilities			
Bus Passenger Terminals			C
Charter Bus Companies			C
Motor Vehicle Transportation (Taxi/Shuttle)			C
Transit Stations and Facilities			C
Truck Stops and Terminals			C

Utilities			
Utility Company Offices			P
Public Storage Facilities			C
Wind Energy Conversion Systems			See 17.11.140

N = Not Permitted

P = Permitted

C = Conditionally Permitted

A = Permitted as an Accessory Use

A* = Permitted as an Accessory Use in Assembly Buildings

1. See 17.02.070 to determine if a plot plan is required.

2. These uses shall not be located on any parcel which is located within 1,000 feet of any school providing instruction in 12th grade or below, day care center, or youth center.

3. New liquor stores shall not be located within 1,000 feet of another liquor store.4. New fast food restaurants should not be located within 1,000 feet of another fast food restaurant.

(Ord. 920 §2, 9/2007; Ord. 1007, 12-20-2011; Ord. No. 1025, § 2, 9-18-2012; Ord. No. 1074, §§ 5, 6, 7-5-2016 ; Ord. No. 1100, §§ 4, 5, 5-15-2018)

Chapter 17.04 PERFORMANCE STANDARDS

17.04.010 Intent and purpose.

The performance standards identified in this section regulate the use of a building or land area. These performance standards were established to minimize potential risk to the public from hazards and to prevent the creation of nuisances and other conditions that are potentially harmful or discomforting. An additional purpose of these standards is to protect the environment, improve the appearance of the community, and to deter those conditions that may lead to blight.

(Ord. 920 §2, 9/2007)

17.04.020 Applicability.

Site planning and general development standards shall apply to all new construction, renovation, and alteration of existing uses or structures in all zone districts and land uses.

A. *General Provision.* No building or land shall be used or constructed if it creates a dangerous, noxious, fire, explosive, or other hazard; noise or vibration; smoke, dust, odor, or air pollution; glare; or liquid or solid wastes in amounts that adversely affect surrounding areas.

B. *Applicability.* The standards contained in this Chapter 17.03 shall be applied in addition to the development standards contained in this Title 17 for any given zone.

C. *Interpretation.* Whenever the performance and development standards are different, the more stringent standard shall govern.

(Ord. 920 §2, 9/2007)

17.04.030 Property maintenance.

The following standards are established to regulate the maintenance of all properties, land uses, and structures in the City of Beaumont:

A. *Abandoned Vehicles.* Abandoned and inoperable automobiles and recreational vehicles shall not be kept on the driveways or in the yard areas of private property for more than seven days.

B. *Refuse and Debris.* Debris, rubbish, and trash, including but not limited to discarded old furniture, appliances, boxes, toys, etc.; discarded building materials; and equipment and materials shall not be visible from public rights-of-way at any time and shall not be kept in the yard areas for more than seven days.

C. *Dilapidated Structures.* Structurally unsafe buildings, including but not limited to those with known fire hazards; faulty weather protection broken roofs; windows and doors; partially constructed structures when construction has ceased; unoccupied buildings that are left open; hazardous fences or walls; abandoned signs; and damaged buildings shall be demolished, removed, or fenced to prevent public access.

D. *Trash Receptacles.* Trash receptacles shall not be stored in any front yard with any residential zone.

E. *Landscaping.* The landscaping of all properties must be maintained and watered.

(Ord. 920 §2, 9/2007)

17.04.040 Hazardous materials.

The United States Environmental Protection Agency (EPA) and the California Department of Health Services (DHS) identify hazardous materials and prescribe handling, use, and disposal practices. In order to protect the health and welfare of those persons living, working, or visiting the City of Beaumont, the use, storage, manufacture, or disposal of hazardous materials shall be regulated and monitored according to standards established by these agencies and as outlined in this Section.

A. *Land Use and Structures Using Hazardous Materials.* A risk management and prevention program in accordance with the California Health and Safety Code, together with an inventory statement that is in accordance with federal, state, and local laws shall be prepared for all structures and land uses using materials identified as hazardous by the State of California Environmental Protection Agency (Cal EPA) and the United States Environmental Protection Agency (EPA).

B. *Use of Flammable Materials.* The use and storage of flammable or explosive materials shall comply with all applicable ordinances. No open burning is permitted unless a written permit for such activity has been issued by the appropriate agency that is responsible for issuing permits and approvals.

C. *Water Contamination.* No liquid or solid waste or similar material that contaminates the water supply, or interferes with the bacterial processes in sewage treatment or otherwise causes the emission of dangerous or offensive elements shall be discharged into the public sewer or private disposal system, except in accordance with the applicable requirements of the EPA.

D. *Radiation Exposure.* No activity shall be permitted if it emits dangerous levels of radioactivity at any time. The term dangerous levels correspond to the applicable Federal and/or State standards for exposure.

(Ord. 920 §2, 9/2007)

17.04.050 Air quality.

The California Air Resources Board and the South Coast Air Quality Management District (SCAQMD) are the agencies responsible for the implementation of the Clean Air Act at the local level. In order to protect the health and welfare of those persons living, working, or visiting the City of Beaumont, the following performance standards with respect to air quality are outlined in this Section.

A. *Smoke and Particulates.* No smoke of any type shall be emitted from a source in excess of SCAQMD standards. No elements of dust, fly ash, vapors, fumes, gases or other forms of air pollution shall be permitted in excess of the standards set by the SCAQMD or that can cause

damage to human health, animals, vegetation, or that can cause excessive soiling at any location.

B. *Permits.* Before a building or occupancy permit is issued by the City, the applicant shall be required to show proof that he has secured the necessary permits from the SCAQMD or that the project is exempt from SCAQMD regulations as of the date of filing of the City application.

C. *Enforcement and Standards.* In enforcing these regulations, the City shall use the same point of measurement as utilized by the SCAQMD.

(Ord. 920 §2, 9/2007)

17.04.060 Odors.

In order to protect the wellbeing of the community and to eliminate the blighting influences of odors, the following performance standards with respect to the generation of odors are outlined in this Section.

A. *Odor Generating Activities.* Any process that creates or emits any odors, gases, or other odorous matter shall comply with the standards set by the South Coast Air Quality Management District (SCAQMD).

B. *Quantified Standard.* No odors, gases, and odorous matter shall be emitted in quantities to be detectable when diluted in a ratio of one volume diluted air to four volumes clean air at the point of greatest concentration.

(Ord. 920 §2, 9/2007)

17.04.070 Light and glare.

Outdoor lighting, light trespass, and illumination requirements indicated in the City of Beaumont Outdoor Lighting Ordinance (Chapter 8.50) shall apply to all development in the City. The Outdoor Lighting Ordinance is incorporated into this Zoning Ordinance by reference.

(Ord. 920 §2, 9/2007)

17.04.080 Trash and Recycling.

State law requires the City to divert recyclable solid waste from landfills or pay substantial fines and penalties for failing to do so. Many solid waste and trash container enclosures constructed before the enactment of this Ordinance are not adequate to provide for the separation of household refuse and recyclable materials, including glass, plastics and paper. (Ord. 971, 10-5-2010)

17.04.081 Applicability.

Sections 17.04.082 through 17.04.084, inclusive, shall apply to the construction of, and additions or tenant improvements to, any residential, commercial or industrial structure, except single-family, detached residences.

17.04.082 Enclosure plans and specifications.

The applicant for any applicable development activity shall, as a condition of approval, submit for review and approval site plans and profiles of enclosures sufficient in number to serve the development. Such plans shall include the following information:

A. *Trash and Recycling Containers:* Trash and recycling containers shall be shown on the site plan at grade;

B. *Enclosure Accessibility:* Enclosures shall be accessible to solid waste and recycle collection vehicles. The site plan shall include a design for truck turn around movements, ingress and egress, and "keep clear" areas;

C. *Location:* Enclosures shall not be placed in front or side setback areas, although the Director may approve enclosures in the front or side setback when screened from public view.

D. *Adequate Capacity:* Adequate capacity for trash and recycling shall be provided, based upon the volume and tonnage expected to be generated by the proposed development, as estimated by the City;

E. *Sizing:* Enclosures shall be sized to provide for both trash and recycling receptacles placed in a manner that will allow free access to either by collection trucks;

F. *Design:* The design shall conform to the City's standard specifications, although alternative designs may be approved at the discretion of the Planning Director;

G. *Signs:* Signs shall be permanently placed on enclosure walls and on trash and recycling containers to distinguish them. General instructions about how the recycle shall be posted, which shall include a prohibition against the disposal of oil, grease and hazardous waste. The signs shall include the name and phone number of the person responsible for the maintenance of the enclosure.

17.04.083 Inclusion of recycling receptacles in building design.

Office, commercial and retail, industrial and multi-family residential development projects of five or more units shall include appropriately sized receptacles for recyclable materials adjacent to trash containers in all common areas. Signs shall be posted to instruct users as to the proper separation of trash and recyclable materials.

17.04.084 Waiver of parking requirements for existing development.

In order to encourage recycling, the Community Development Director shall have the authority to reduce the number of required motor vehicle parking spaces provided for existing land uses in order to accommodate enclosures or recycling receptacles, provided that the enclosures meet the

design specifications in Section 17.04.082. If there is insufficient space to construct a combined trash and recycling enclosure, the Community Development Director shall have the authority to permit recycling receptacles to be located adjacent to existing trash receptacles.

17.04.090 Street improvement standards.

In order to promote the development of a comprehensive circulation and roadway network in the City, the following performance standards with respect to the street improvements are outlined in this Section.

A. *Street Dedications and Improvements.* All streets shall be dedicated and improved to the width established in the Mobility Element of the City of Beaumont General Plan.

   1. Street improvements shall include curb and gutter, sidewalks, storm drains, landscaped parkway.
   2. Street dedication shall include a corner cut-off area at intersections.
   3. Whenever uncertainty exists regarding the need for street dedication and improvement, the Director of Public Works or his designee shall determine the need for dedication or improvement based upon studies and analysis and information contained in any applicable plans.

B. *Street Dedications Standards.* To mitigate potential problems associated with project generated traffic and circulation, dedication of street right-of-way and construction of street and related improvements may be required as a condition of approval of permits issued in compliance with this title. The following standards shall govern any street dedication or improvement:

   1. No new construction or renovation shall be granted utility connections and a certificate of occupancy until one-half of the street along the entire length of the lot frontage is dedicated and improved according to City standards. For development of a portion of a lot, dedication and improvement shall apply only to abutting streets of that portion of the lot. A bond may be placed in lieu of improvements until the Director of Public Works deems it practical to construct the improvements.
   2. The maximum area of land required for dedication shall not exceed 25 percent of the total lot area.
   3. Additional street improvements shall not be required when the abutting street is already improved according to City standards.
   4. A deed granting an easement for a public street shall be submitted to the City Engineer before approval of any permit is issued.

(Ord. 920 §2, 9/2007)

17.04.100 Utilities.

The following performance standards with respect to the provision of utilities and infrastructure are outlined in this Section to ensure the service demands of existing and future development are met.

A. *Provision of Utility Connections*. The developer or owner of a property shall be responsible for utility service connections, in cooperation with the utility company.

B. *Under-grounding of Utility Lines.* In order to protect the public safety and improve the appearance and functioning of the community, all electrical distribution lines of 16 kilovolts or less, telephone, cable television, and similar wires that provide customer services shall be installed underground, except for:

   1. Utility poles within six feet of the rear lot line used for terminating underground facilities.
   2. Temporary utilities while construction is ongoing.
   3. Risers and poles as provided by developer or owner.
   4. Meter boxes, terminal boxes, and similar equipment.
   5. Transformers, except that all transformers shall be located in vaults.
   6. Infill development in R-SF Zones where existing overhead lines serve the area, subject to the approval of the Director of Community Development.

C. *Electrical Disturbance.* No activity shall be permitted if it causes electrical disturbance that affects the operation of equipment located beyond the property line. Radio, television, and microwave transmitters shall be suitably wired, shielded, and controlled so that they do not emit electrical waves or impulses that may affect other electronic devices or equipment.

(Ord. 920 §2, 9/2007)

Chapter 17.05 OFF-STREET PARKING AND LOADING STANDARDS

17.05.010 Purpose and authority.

The purpose of this section is to ensure that all land use and development in the City of Beaumont have sufficient parking in order to prevent or alleviate congestion. Parking and loading areas shall be provided in accordance with this section when a building or structure is constructed, or a new use is established. Additional off-street parking shall be provided in accordance with this section if an existing building is altered, or dwelling units, apartments or guest rooms are added, or a use is intensified by the addition of floor space or seating capacity, or there is a change of use, at the time of such alteration, addition, intensification or change of use. The number of parking spaces and loading berths shall be in proportion to the need for such facilities created by the particular type of use. Off-street parking and loading areas shall be laid out in a manner that will protect the public safety and ensure their usefulness. Provide adequate off-street parking facilities, loading areas, and vehicle movement area associated with a use.

(Ord. 920 §2, 9/2007)

17.05.020 Applicability.

The minimum standards of this Chapter 17.05 shall apply to all new construction, expansion, renovation, conversion, and alteration of existing uses or structures in all zone districts. Off-street parking spaces shall be provided at the time of commencement of the use of the land or construction of the building, or at the time of renovation, conversion, alteration, or expansion by adding floor area, dwelling units, rooms, beds, or seats to a structure or to changes in occupancy or the enlargement of a commercial or industrial building.

(Ord. 920 §2, 9/2007)

17.05.030 General provisions.

This Section outlines the general requirements for parking in the City of Beaumont. The following parking regulations will be applicable to all development in the City.

A. *Maintenance of Parking Areas.* All covered or uncovered off-street parking and loading facilities required by Chapter 17.05 shall be permanently reserved for parking and loading purposes. All parking facilities, including but not limited to curbs, directional markings, handicapped symbols, landscaping, pavement, signs, striping and wheel stops, etc., shall be permanently maintained by the property owner/tenant in good repair, free of litter and debris, potholes, obstructions and stored material.

B. *Restrictions Regarding Use of Parking Areas.* Required parking spaces and areas shall not be used for the sale or display of goods and services, nor for the sale, display, repair or dismantling of motor vehicles, nor for the storage of inoperable or unlicensed vehicles, unless otherwise permitted by subsection C below.

C. *Truck Parking Prohibited in Residential Zones.* The parking of commercial vehicles weighing 6,000 pounds or more shall be prohibited in all residential zones . This restriction shall apply to both on-street and off-street parking.

D. *Temporary Parking.* Parking areas in any zone may be used for temporary, special events with authorization from the owner or operator of the parking area and the Community Development Director. The Community Development Director may impose conditions to mitigate any adverse effect on surrounding properties. Provisions outlined in 17.03 (Temporary Use Permits and Special Events) shall govern the procedures and conditions for the application and approval of a temporary use/special event permit.

(Ord. 920 §2, 9/2007)

17.05.040 Parking requirements for land uses.

Each land use shall provide the minimum number of off-street parking spaces required by this section, except where a greater number of spaces are required through conditional use permit conditions of approval.

A. *Off-street Parking Requirements.* Off-street parking and loading spaces with adequate ingress and egress must be provided for any new structure and for any new use established; for any addition to or enlargement of an existing structure or use; or for any change in the occupancy of any structure or the manner in which any use is conducted that would result in additional parking or loading spaces to be required. For any addition or any enlargement of an existing structure or use, or for any change of occupancy or manner of operation that would increase the number of parking or loading spaces required, the additional parking or loading shall be required only for such addition, enlargement, or change and not for the entire structure or use. Table 17.05-1 specifies the number of off-street parking spaces required for permitted land uses.

Table 17.05-1 Off Street Parking Requirements		
Land Use	Parking Required	Compact/Truck Parking
Residential		
Single-Family Residential Units	2 enclosed spaces/unit (accessory units that are rentals must provide 1 space, of which one shall be enclosed)	Not Applicable
Attached Single Family and Duplex Units	2 enclosed spaces/unit	Not Applicable
Multi-Family (efficiency/1-bedroom units)	1.25 spaces per unit (spaces may be uncovered)	Not Applicable

Multiple-Family (2 or more bedrooms/unit)	2 spaces per unit. (at least 1 space must be covered)	Not Applicable
Motels/Boarding Houses	1 space for each sleeping unit. 1 space per guest room or unit; plus, other spaces as required for auxiliary uses such as banquet facilities, bars, and restaurants	Not Applicable
Commercial		
Assembly Use	1 space per 4 permanent seats. Where temporary seats are used, 1 space per 20 sf of assembly area.	Compact: Maximum 10% where 20+ spaces are provided.
Banks/Financial Institutions	1 space per 200 sf gross floor area	Compact: Maximum 10% where 20+ spaces are provided.
Bars and Nightclubs	1 space per 75 sf gross floor area; plus 1 space per 2 employees on the largest shift	Compact: Maximum 10% where 20+ spaces are provided.
Churches and Other Religious Institutions	1 space per 3 fixed seats. Where no fixed seats are provided, 1 per 20 square feet of assembly area.	Compact: Maximum 10% where 20+ spaces are provided.
Cinema	1 space per 3 seats.	Compact: Maximum 10% where 20+ spaces are provided. Compact: Not permitted.
Day Care • Day care center	1 space for every 7 children	Compact: Not permitted.
Gasoline Service Stations	1 space per 200 sf gross floor area; plus 1 space per service, bay; plus, any additional spaces, required for accessory uses such as retail or food service	Compact: Not permitted, Truck: 1 space per vehicle operated from site.
Retail Uses	1 space per 200 sf gross floor	Compact: Maximum 10% where 20+ spaces are provided. Truck: As required for service and delivery vehicles.
Professional Offices, other than medical	1 space per 200 sf gross floor area	Compact: Maximum 10% where 20+ spaces are provided. Truck: 1 space per vehicle operated from site.
Medical and Dental Offices	1 space per 250 sf gross floor area	Compact: Maximum 10% where 20+ spaces are provided.

Restaurants, Fast Food [1]	1 space for every 100 sf of gross floor area, but not less than 10 spaces	Compact: Maximum 10% where 20+ spaces are provided.
Restaurants, Sit-Down	1 space for every 100 sf of gross floor area, but not less than 10 spaces	Compact: Maximum 25% where 20+ spaces are provided.
Trade or business school	1 space per 50 sf of gross classroom area	
Manufacturing		
General Manufacturing	1 space per 500 sf gross floor area.	Compact: Maximum 10% where 20+ spaces are provided. Truck: 1 space per vehicle operated from site.
Office, accessory to manufacturing use	1 space per 250 sf gross floor area of office space.	Compact: Maximum 10% where 20+ spaces are provided.
Trucking and Truck Terminals	1 space per 1,000 sf gross floor area within any building.	Truck: Per loading requirements.
Warehousing	1 space per 1,000 sf gross floor area.	Compact: Maximum 10% where 20+ spaces are provided. Truck: 1 space per vehicle operated from site.

[1] Minimum standard vehicle stacking capacity in a drive-through lane is eight vehicles.

Fractional Spaces. All fractional spaces shall be rounded up to the next highest whole number.

Combined Uses. When two or more uses are combined on a given site, the required parking shall be calculated as the combined total required for each individual use. Where two or more uses exist within a single building, parking shall be calculated based on the percentage of floor area devoted to each use.

Compact and Handicap Parking. The calculation of the number of compact and handicap parking spaces to be provided shall be based on the total number of spaces required. Handicapped (accessible) parking shall comply with standards set forth in Chapter 11 of the Uniform Building Code.

B. *Unspecified Land Use.* If a land use is not specifically listed in Table 17.05-1, the Community Development Director shall decide which standard most closely reflects the demand for parking that will be generated by the proposed project. For uses not specifically mentioned, the requirements for off-street parking spaces shall be the same as for similar mentioned uses and the Planning Director shall determine in writing the parking requirements for the proposed project. In the event the determination of the Community Development Director shall be deemed unsatisfactory or unreasonable, the applicant may present the matter to

the Planning Commission in writing for posting on the agenda of a regularly scheduled Commission meeting, for determination.

C. *Reduction of Spaces.* No reduction of required parking spaces shall be allowed, except through approval of a variance in accordance with the provisions of this Title 17.05.

(Ord. 979, 12/07/2010)

17.05.050 Access requirements.

Driveways providing ingress and egress to off-street parking spaces shall be designed, constructed and maintained as follows.

A. *General Requirements.* All lots shall have adequate vehicular access from a dedicated and improved street or service road to permit unimpeded movement of goods and people. Visibility on streets and intersections shall not be blocked by signs, trees, hedges, fences, walls, or structures. Directional signs and graphics may be used to promote public safety and convenience.

B. *Driveways.* The following requirements are applicable to driveways:

1. Driveways shall not be located where they would impede traffic on streets or through intersections.
2. Driveways and aisles shall be maintained unobstructed at all times.
3. The minimum driveway width shall be 12 feet per lane for a one-way driveway and 25 feet for a two-way driveway.

C. *Aprons.* Each garage shall have an adequate paved area in front of the garage (apron) for maneuvering. The minimum paved apron width shall be 24 feet.

(Ord. 920 §2, 9/2007)

17.05.060 Parking facility standards and dimensions.

Off-street parking areas shall be provided on the subject site, outside of any public right-of-way, in compliance with this section.

A. *Parking Stall Design.* Parking facilities shall be designed to conform to the following minimum guidelines and standards:

1. Parking spaces shall be located on the same lot as the use to which they serve, unless remote parking is permitted by the Community Development Director pursuant to the provisions of Section 17.05.80 (Remote Parking).
2. Access to parking stalls shall not be taken directly from a public or private street or alley.
3. The entrance to a private garage or carport shall be located a minimum of 24 feet from the street which the garage or driveway faces.

4. A 15-foot vertical clearance shall be maintained over all parking areas, driveways, and access points.
5. Driveways serving a parking area with 20 or more spaces shall be designed with either one-way circulation or a double driveway system.
6. No parking area shall be designed so that vehicles back into a street, except for single-family dwelling units.
7. No parking space shall be located within 20 feet of the access driveway, except within the R-SF zone.
8. All carpooling parking spaces and bicycle racks shall be located near the main entrance of the facility they are intended to serve.

B. *Parking Space Dimensions.* Table 17.05-2 identifies the minimum required dimensions for parking stalls and aisles for standard, compact, and truck parking spaces. No more than a six-inch vehicle overhang into a landscaped area is permitted only when curb stops are not provided.

Table 17.05-2
Parking Space Dimensions

Type of Parking	Angle	Stall Depth (Y)	Drive Aisle Width	Stall Width (X)	Section Width
Standard Parking Spaces	0°	9 feet	10 feet	24 feet	28 feet
	45°	19 feet [(a)]	14 feet	12 feet 9 inches	52 feet [(b)]
	90°	19 feet	26 feet	9 feet	64 feet
Compact Parking Spaces	0°	9 feet	10 feet	20 feet	25 feet
	45°	16 feet	14 feet	8 feet	43 feet
	90°	16 feet	26 feet	8 feet	64 feet
Truck Parking Spaces	0°	12 feet	24 feet	50 feet	52 feet
	45°	44 feet	32 feet	17 feet	120 feet
	50°	50 feet	46 feet	14 feet	145 feet
	90°	50 feet	60 feet	12 feet	160 feet

Notes:
[(a)] 15'-10" for overlapped or herringbone layout
[(b)] 45'-9" for overlapped or herringbone layout

C. *Emergency Access.* Dedicated fire lanes to serve as access for fire vehicles and emergency apparatus from a public street shall be provided as set forth below and shall be posted as a fire lane:

1. If any structure is 50 feet from a right-of-way and more than 30 feet high; or
2. If any structure is 150 feet from a right-of-way and 30 feet high or less; or
3. If the structure or use is commonly associated with a fire or explosion hazard; or
4. If the structure or use attracts a large congregation of people, as determined by the Fire Department.
5. Fire lanes must be at least 25 feet wide. An alley can serve as a fire lane if it meets the requirements. Likewise, an appropriately designed buffer strip unobstructed by landscaping or structures, can serve as a fire lane.
6. Projects with other characteristics, such as distance from the nearest fire hydrant, site design, etc., which inhibit fire control may require provision of a fire lane at the discretion of the Planning Director.
7. Alternative means of fire control may be provided, subject to the approval of the Fire Department.

(Ord. 920 §2, 9/2007)

17.05.070 Parking required improvements.

Off-street parking areas shall be improved in compliance with this section.

A. *Covering Materials.* All parking spaces, maneuvering areas, turnarounds, and driveways shall be paved with asphaltic concrete or Portland cement in accordance with standards set by the City Engineer/Director of Public Works.

B. *Parking Stall Designations.* All parking spaces except those in garages or carports shall be marked with paint or other distinguishable material. Compact and handicap parking spaces shall be identified to preclude use by other vehicles.

C. *Directional Signage.* Directional signs shall mark one-way entrances and aisles and shall be visible to drivers of vehicles using the facility.

D. *Wheel Stops.* Bumper guards and wheel stops shall be provided as needed to protect buildings, structures, landscaping, and other vehicles.

E. *Parking Area Lighting.* The lighting of parking areas shall be designed in accordance with the standards for light and glare in Section 17.05.080 of this Title.

F. *Buffers.* Parking areas provided for commercial and industrial uses shall be separated from any adjoining residential zone, church, school, or park by a six-foot-high masonry wall.

G. *Headlight Glare.* Where parking for any non-residential use is provided on any area of a lot whereby parking spaces or vehicle maneuvering areas will result in vehicle lights shining onto a public street, a wall or dense planting of shrubs or similar landscape material shall be

provided as a buffer between the parking/maneuvering area and the street. The height of the wall or landscaping shall not be lower than three feet.

(Ord. 920 §2, 9/2007)

17.05.080 Shared and remote parking.

Certain types of developments or combinations of land use within a specific development may be eligible for a parking reduction if it can be demonstrated that such development may benefit from shared parking. This section indicates the procedures applicable to development applications requesting either shared-parking or remote parking.

A. *Special Study Required for Shared Parking.* Two or more uses may share parking facilities, subject to the approval of the Community Development Director and the provisions of this section. A parking demand analysis for the uses proposed to share parking facilities shall be prepared. The parking demand analysis shall be prepared by a registered traffic engineer. When such analysis demonstrates, to the satisfaction of the Director, that the uses have different peak parking requirements, then the parking space requirement may be reduced by the Director. In no event, however, shall the parking requirement be reduced below the highest peak parking requirement of the use demanding the most parking.

B. *Conditions and Requirements for Shared Parking.* The following conditions must apply for shared parking to be permitted.

    1. The uses sharing the parking facilities shall be located on the same lot or contiguous lots.

    2. A legal agreement shall be signed by all parties sharing parking facilities. Such agreement shall be approved by the City Attorney and Community Development Director, shall be recorded with the County Recorder's Office, and shall continue to be valid upon change of ownership of any property subject to the agreement or any lawfully existing building or structure on said properties.

    3. Shared parking arrangements must be authorized by any discretionary permit issued for the use for which the parking is provided. Where no discretionary permit is required, such shared parking arrangements shall meet all other requirements of this Subsection B.

C. *Remote Parking.* The following conditions must apply for remote parking.

    1. Remote parking may be permitted for multi-family structures and commercial and industrial uses, provided such parking facilities are located no more than 300 feet from the use they are intended to serve.

    2. A covenant for use of the lot for parking shall be required between the owner of the lot supporting the proposed use and the owner of the lot to be used for remote parking. The covenant for remote parking shall be prepared by the City and recorded with the County Recorder of the County. The covenant may not be revoked, modified, or canceled without the consent of the City.

3. Such agreements for remote parking shall be authorized by any required discretionary permit issued for the proposed multi-family structure or commercial or industrial use.
4. Where no other application is involved, a conditional use permit shall be required to authorize remote parking.

(Ord. 920 §2, 9/2007)

Chapter 17.06 LANDSCAPING STANDARDS[1]

Footnotes:
--- (1) ---
Editor's note— Ord. No. 1069, § 4(Exh. A), adopted Jan. 16, 2016, amended Ch. 17.06 in its entirety to read as herein set out. Former Ch. 17.06, §§ 17.06.010—17.06.110, pertained to landscape requirements, and derived from Ord. 963, adopted Nov. 17, 2009.

17.06.010 Purpose.

The purpose of this chapter is to establish minimum landscape standards to enhance the appearance of developments, provide shade, reduce heat and glare, control soil erosion, conserve water, ensure the ongoing maintenance of landscape areas, and ensure that landscape installations do not create hazards for motorists or pedestrians. All landscaping shall be planted and maintained according to Chapter 17.06.030 (Water-Efficient Landscape), and the landscape installation and maintenance guidelines in such a manner to maximize the growth, health, and longevity of the plantings.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.020 Applicability.

The regulations of this chapter apply to new and existing development, as follows. Deviations from the development standards of this article may be allowed on a case-by-case basis by the designated approving authority through site plan and architectural review.

A. *New Projects.* New commercial, industrial, mixed-use, multifamily residential and single-family residential projects shall be reviewed by the designated approving authority to ensure landscaping is provided in compliance with the requirements of this Chapter.

B. *Existing Development with New Construction.* Where an existing nonresidential, mixed-use, multifamily residential and/or single-family residential project requests an amendment that increases the building square footage by ten percent or more, the designated approving authority shall evaluate the existing landscape to ensure compliance with applicable requirements of this chapter.

C. *Existing Development.* Where an existing nonresidential, mixed-use, multifamily residential and/or single-family project wants to make changes to existing landscape areas.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.030 Water efficient landscape requirements.

A. *Intent*:

1. Establish provisions for water management practices and water waste prevention;
2. Establish a structure for planning, designing, installing, maintaining, and managing water efficient landscapes in new and rehabilitated projects;

3. To reduce the water demands from landscapes without a decline in landscape quality or quantity;
4. To retain flexibility and encourage creativity through appropriate design;
5. To assure the attainment of water efficient landscape goals by requiring that landscapes serviced by potable water not exceed a maximum water demand of 50 percent or 0.50 of its reference evapotranspiration (ETo);
6. To assure the attainment of water efficient landscape goals by requiring that landscapes serviced entirely by recycled water not exceed a maximum water demand of 70 percent or 0.70 of its reference evapotranspiration (ETo);
7. To eliminate water waste from overspray and/or runoff;
8. To achieve water conservation by raising the public awareness of the need to conserve water through education and motivation to embrace an effective water demand management program;
9. To implement the requirements of the California Water Conservation in Landscaping Act 2006 and the California Code of Regulations Title 23, Division 2, Chapter 2.7;
10. To promote water conservation within new residential subdivision landscapes by prohibiting the use of natural turfgrass lawns within the front yards of new homes and promoting low water use plants and inert materials for a sustainable and marketable landscape design; and
11. To prohibit the new installation of natural turfgrass within medians and parkways within and along city maintained roads.

B. Definitions. The terms used in this chapter shall have the meaning set forth below:

"Backfilling" means to refill an excavation, usually with excavated material.

"Backflow prevention device" means a safety device used to prevent pollution or contamination of the water supply due to the reverse flow of water from the irrigation system.

"Check valve" or *"anti-drain valve"* means a valve located under a sprinkler head or other location in the irrigation system to hold water in the system to prevent drainage from the sprinkler heads or other irrigation device when the system is off.

"Distribution uniformity" or *"DU"* means the measure of the uniformity of irrigation water distributed over an area, typically expressed in a percentage and converted to decimal form for water use calculations.

"Emitter tubing" or *"sub-surface emitter dripline"* means the application of irrigation water with a matched precipitation rate at low pressure through a system of tubing or lateral lines containing factory installed low volume drip emitters equally spaced to apply small volumes of water when installed per manufactures recommendations at or near the root zone of plants. The DU of this type of irrigation generally does not exceed 80 percent when plant spacing is random as each emitter is not dedicated to an individual plant but installed in a grid fashion. The DU of this type of irrigation generally does not exceed 85 percent when plant spacing is densely grouped in a

triangular or rectangular spacing as each emitter is not dedicated to an individual plant but installed in a grid fashion.

"Established landscape" means the point at which plants in the landscape have developed a significant root growth into the site. Typically, most plants are established after one or two years of growth.

"Estimated annual water use" or *"EAWU"* means estimated total water use per year as calculated by the formula contained in Section 17.06.030 D.b.13

"Functional turf" means the turf areas to be publicly and privately accessible and dedicated as active play and recreation areas such as parks, sports fields, and golf courses; where turf provides a playing field or where turf is needed for high foot traffic activities.

"Hydrozone" means a portion of the landscaped area having plants with similar water needs. A hydrozone may be irrigated or non-irrigated.

"Invasive species" are non-indigenous species (e.g. non-native plants or animals) that adversely affect the habitats they invade economically, environmentally, or ecologically. Lists of invasive species are included within the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan. Said lists are hereby incorporated by reference.

"Landscape architect" means a person who holds a license or is registered to practice landscape architecture in the State of California.

"Landscaped area" or *"LA"* means all of the planting areas, turf areas, and water features in a landscape design plan subject to the maximum applied water allowance (MAWA) calculation. The landscape area does not include footprints of buildings, structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, other pervious or impervious hardscapes, and other non-irrigated areas designated for non-development (e.g., open space and existing native vegetation).

"Local water purveyor" means any entity, including a public agency or private water company that provides retail water service to customers in the unincorporated area of Riverside County.

"Maximum applied water allowance" or *"MAWA"* means the upper limit of annual applied water allowed for the established landscaped area as calculated by the formula contained in Section 17.06.030 D.b.13.a.

"Mulch" means a layer of material applied to the surface of an area of soil on the ground to prevent excessive evaporation or erosion, to enrich the soil, inhibit/discourage weed growth, increase the rate of saturation, and reduce fluctuation in soil temperature. Mulch may be organic (such as bark mulch, wood chips) or inert (decomposed granite, gravel).

"Overhead sprinkler irrigation systems" means systems that deliver water through the air (e.g., impulse sprinklers, spray heads and rotors, etc.).

"Point source drip" or *"point to point drip"* means the application type of irrigation water with a matched precipitation rate at low pressure through a system of tubing or lateral lines with a

dedicated field-installed low volume emitter or emitters at each specific plant. The DU of this type of irrigation generally does not exceed 90 percent.

"Potable water" means water that must meet Federal and State safe drinking water standards and is safe for human consumption and contact.

"Reference evapotranspiration" or *"ETo"* means a standard measurement of environmental parameters which affect the water use of plants. ETo is given in inches per day, month, or year. Reference evapotranspiration is used as the basis of determining the maximum applied water allowances so that regional differences in climate can be accommodated. Reference evapotranspiration numbers shall be taken from the most current Evapotranspiration Zones Map developed by the California Department of Water Resources. For geographic areas not covered by the evapotranspiration zones map, data from nearby areas shall be used.

"Rehabilitated landscapes" means any re-landscaping of a project that requires a discretionary permit.

"Special landscape area" means an area of the landscape dedicated to edible plants, and areas dedicated to active play such as parks, sports fields, golf courses, where turf provides a playing field or where turf is needed for high traffic activities. Cemeteries shall also be considered as special landscape areas. These areas shall be allowed 1.0 ETo.

"Temporarily irrigated" means irrigation for the purposes of establishing plants, or irrigation which will not continue after plant establishment. Temporary irrigation is for a period of six months or less.

"Turf" or *"turfgrass"* or *"lawn"* means species of warm or cool season grasses that form a dense thick mat of roots. Mowing creates a dense even surface and increases the need for water regardless of season. Turf or turfgrass or lawn does not include artificial turf.

"Water-intensive landscaping" means a landscape with a WUCOLS IV plant factor of 0.61 or greater and categorized as high or between high and moderate.

"WUCOLS" means the publication entitled "Water Use Classification of Landscape Species IV" by the California Department of Water Resources (DWR) Water Use Efficiency Program, California Center for Urban Horticulture (CCUH), University of California Davis, and University of California Cooperative Extension (2014 or most current WUCOLS version).

C. Applicability.

1. The water-efficient landscape requirements contained in this chapter shall be applicable to all rehabilitated landscapes associated with residential uses (including single family and multi-family units/projects) with a total landscape area equal to or greater than 2,500 square feet which require a discretionary permit and/or approval; all new landscapes associated with residential uses (including single family and multi-family projects) which require a discretionary permit and/or approval; and all new and rehabilitated landscapes associated with commercial or industrial uses which require a discretionary permit and/or approval.

2. In the event covenants, conditions and restrictions are required for any permit subject to this chapter, a condition shall be incorporated into any project approval

prohibiting the use of water-intensive landscaping and requiring the use of low water use landscaping pursuant to the provisions of this chapter in connection with common area/open space landscaping. Additionally, such a condition shall require the covenants, conditions and restrictions to incorporate provisions concerning landscape irrigation system management and maintenance. This chapter shall not be construed as requiring landscaping of common areas or open space that is intended to remain natural. Covenants, conditions and restrictions shall not prohibit use of low water use plants or the replacement of turf with less water intensive plant species.

3. Recognizing the special landscape needs of cemeteries, new and rehabilitated landscapes within a cemetery are subject only to the provisions set forth in Sections 17.06.030E.1 and 17.06.030E.2 of this chapter.
4. The following uses and/or projects are exempt from the provisions of this chapter:
    a. Registered local, state or federal historical sites;
    b. Ecological restoration projects that do not require a permanent irrigation system and have an establishment period of less than five years;
    c. Mined land reclamation projects that do not require a permanent irrigation system; and
    d. Botanical gardens and arboretums open to the public.
5. If the local water purveyor has stricter requirements than called for in this ordinance, the project applicant is responsible for contacting the water purveyor to determine what the requirements are and for designing the plans to those requirements. The county will work with the project applicant to implement the water purveyor requirements.

D. *Landscape Documentation Requirements.* An applicant proposing any new or rehabilitated landscape for a project subject to the requirements of section C of this chapter shall prepare and submit a construction document package (CDs) to the Community Development Director including the following:

1. All project information;
2. A planting plan;
3. An irrigation design plan;
4. A soil management plan; and
5. A grading design plan.

The "Riverside County Guide to California Friendly Landscaping" (Landscaping Guide) as may be periodically amended by the planning director is hereby incorporated by reference to assist in designing, constructing, and maintaining a water efficient landscape and efficient irrigation system.

It is recommended that an applicant proposing any new or rehabilitated landscape that is designated for recycled water use consult with the appropriate local water purveyor early in the development review process to ensure that future recycled water facilities meet the projected demand and that the aforementioned plans when submitted comply with the applicable standards, approvals, and implementation requirements of this chapter, the local water purveyor, and any applicable maintenance entity.

Water systems for common open space areas shall use non-potable water if approved facilities are made available by the local water purveyor. Provisions for a non-potable water system shall be provided within the irrigation design plan. Water systems designed to utilize non-potable water shall be designed to meet all applicable standards of the appropriate regional water quality control board and the Riverside County Health Department.

a. *Project information located on cover sheet*:

    1. Date;
    2. Name of applicant and contact information;
    3. Name of project owner and contact information;
    4. Project address including parcel and lot numbers;
    5. Total landscape area in square feet;
    6. Project type (e.g. new or rehabilitated; residential, commercial, or industrial);
    7. Water supply (e.g. potable, well, recycled; use of recycled water is encouraged);
    8. Applicant's signature and date with statement, "I agree to comply with the requirements of Chapter 17.06 and submit a complete Landscape Documentation Package."
    9. Landscape Architect's information, stamp, and signature; and
    10. Status of plans, e.g. "plan check set", "bid set", "construction set".

b. *Planting plan requirements*:

    1. New natural turfgrass lawns are effectively prohibited within the front yard for any new residential subdivisions. New natural turfgrass within medians and parkways within and along city maintained roads are effectively prohibited.
    2. Plant types shall be grouped together in regard to their water, soil, sun, and shade requirements and in relationship to the buildings. Plants with different water needs shall be irrigated separately. Plants with the following classifications shall be grouped accordingly: high and moderate, moderate and low, low and very low. Deviation from these groupings shall not be permitted.

3. Trees for shade shall be provided for residential, commercial, and industrial buildings, parking lots and open space areas. These trees can be deciduous or evergreen and are to be incorporated to provide natural cooling opportunities for the purpose of energy and water conservation.
4. Plants shall be placed in a manner considerate of solar orientation to maximize summer shade and winter solar gain.
5. Plant selection for projects in high fire hazard areas shall address fire safety and prevention. A defensible space or zone around a building or structure is required pursuant to Public Resources Code section 4291 and Riverside County Ordinance No. 695. Fire-prone plant materials and highly flammable mulches shall be avoided.
6. Invasive species of plants shall be avoided especially near parks, buffers, greenbelts, water bodies, conservation areas/reserves and other open space areas because of their potential to cause harm to environmentally sensitive areas.
7. All exposed surfaces of non-turf areas within the developed landscape area shall be mulched with a minimum three-inch layer of material, except in areas with groundcover planted from flats where mulch depth shall be one and one-half inches.
8. Mulching products used on slopes shall aid in slope stability.
9. Turf areas shall be used in response to functional needs as defined and in compliance with the water budget.
10. Decorative water features shall use re-circulating water systems.
11. Where available, recycled water shall be used as the source for irrigation and decorative water features.
12. Planting plans shall identify and site the following:
    a. New and existing trees, shrubs, ground covers, and turf areas within the proposed landscaped area;
    b. A planting legend indicating all plant species by botanical name and common name, spacing, and quantities of each type of plant by container size;
    c. Designation of hydrozones;
    d. Area, in square feet, devoted to landscaping and a breakdown of the total area by landscape hydrozones;
    e. Property lines, streets, and street names;
    f. Building locations, driveways, sidewalks, retaining walls, and other hardscape features;

g. Appropriate scale and north arrow;

h. Any special landscape areas;

i. Type of mulch and application depth;

j. Type and surface area of water features;

k. Type and installation details of any applicable stormwater best management practices;

l. Planting specifications and details, including the recommendations from the soils analysis, if applicable.

13. Planting plans shall be prepared and have accurate and complete water budget calculations using one MAWA for the entire project and one EAWU formula for each hydrozone:

a. Maximum applied water allowance (MAWA): Planting Plans shall be prepared using the following Water Budget: Formula for projects serviced by potable water sources and required not to exceed 50 percent or 0.50 ETo:

MAWA (in gallons) = (ETo)(0.62)[0.5 × LA+0.5 × SLA]

Formula for projects serviced entirely by recycled water sources and required not to exceed 70% or 0.70 ETo:

MAWA (in gallons) = (ETo)(0.62)[0.7 × LA+0.3 × SLA]

Where:

ETo is reference evapotranspiration, local to the project;

SLA is the amount of special landscape area in square feet;

LA is total landscape area (including the SLA) in square feet; and

For the purposes of determining the MAWA, average irrigation efficiency is assumed to be 0.71. Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.

b. Estimated annual water use (EAWU): EAWU for a given hydrozone is calculated as follows:

EAWU (in gallons) = (ETo)(0.62)[((PF × HA)/IE) + SLA]

Where:

ETo is reference evapotranspiration;

PF is Plant Factor;

HA is hydrozone area in square feet;

IE is irrigation efficiency (minimum 0.71);

SLA is the amount of special landscape area in square feet;

c. Landscaping plans shall provide EAWU (in the same units as the MAWA) for the sum of all valve circuits in the irrigation hydrozone. The sum of all EAWU hydrozone calculations shall not exceed the MAWA for the project;

d. The plant factor used shall be from WUCOLS. The plant factor for low water use plants range from 0 to 0.39, for moderate water use plants range from 0.4 to 0.6, and for high water use plants range from 0.61 to 1.0.

e. The plant factor calculation is based on the proportions of the respective plant water uses and their plant factor, or the factor of the higher water using plant used.

f. The surface area of a water feature shall be included in the high-water use hydrozone area of the water budget calculation and temporarily irrigated areas in the low water use hydrozone.

g. Landscape concept plans not for construction shall be required to provide a complete and accurate MAWA calculation only.

14. Planting plans and irrigation design plans (17.06.030 D.c.) shall be drawn at the same size and scale.

15. The planting plan and irrigation design plans (17.06.030 D.c.) including landscape concept plans shall be prepared by a landscape architect licensed or registered by the State of California.

c. *Irrigation design plan requirements*:

1. New natural turfgrass lawns are effectively prohibited within the front yard for any new residential subdivisions. New natural turfgrass within medians and parkways within and along city maintained roads is effectively prohibited.

2. Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.

3. All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage, and other similar conditions where water flows off-site on to adjacent property, non-irrigated areas, walks, roadways, or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible. The irrigation system shall be designed to ensure that the dynamic pressure at each emission device is within the manufacturer's recommended pressure range for optimal performance.

4. Landscaped areas shall be provided with a smart irrigation controller which automatically adjusts the frequency and/or duration of irrigation events in response to real time weather conditions unless the use of the property would otherwise prohibit use of a timer. The planting areas shall be grouped in relation to moisture control zones based on similarity of water requirements (e.g., turf separate from shrub and groundcover, full sun exposure areas separate from shade areas, top of slope separate from toe of slope). Additional water conservation technology may be required, where necessary, at the discretion of the Community Development Director.
5. Water systems for common open space areas shall use non-potable water, if approved facilities are made available by the water purveyor. Provisions for the conversion to a non-potable water system shall be provided within the landscape plan. Water systems designed to utilize non-potable water shall be designed to meet all applicable standards of the California Regional Water Quality Control Board and the Riverside County Health Department.
6. Separate valves shall be provided for separate water use planting areas, so that plants with similar water needs are irrigated by the same irrigation valve. Trees should be placed on separate irrigation valves from other plants (hydrozoned) with either bubblers or drip emitters. All installations shall rely on highly efficient state of the art irrigation systems to eliminate runoff and maximize irrigation efficiency as required by the Landscaping Guide.
7. Static water pressure, dynamic or operating pressure, and flow reading of the water supply shall be measured. These pressure and flow measurements shall be conducted at the design stage. If the measurements are not available at the design stage, the measurements shall be conducted at the installation.
8. The capacity of the irrigation system shall not exceed:
    a. The capacity required for peak water demand based on water budget calculations within the required water window;
    b. Meter capacity; or
    c. Backflow preventer type and device capacity;
    d. A velocity of five feet per second for polyvinyl chloride (PVC) materials and seven feet per second for copper and brass materials.
9. Sprinkler heads and other emission devices shall have matched precipitation rates, unless otherwise directed by the manufacturer.

10. Within inert mulched planting areas, the use of point source drip irrigation is required to maximize water infiltration into the root zone. In 3" organic mulched planting areas where slopes are less steep than 4:1, the use of Emitter Tubing irrigation or point source drip irrigation is required to maximize water infiltration into the root zone. Low water use plants that require overhead spray may be exempted from this requirement but shall be grouped, spaced and hydrozoned independently on overhead spray. In 3" organic mulched planting areas where slopes are steeper than 4:1, the use of low volume irrigation or point source drip irrigation is required to maximize water infiltration into the root zone. Drip irrigation shall be installed under the mulch. If grading conditions require increased stability not obtainable through low volume drip methods then overhead irrigation will be permitted with proper justification at the discretion of the planning director.
11. Slopes greater than or equal to 4:1 shall not be irrigated with an irrigation system with a precipitation rate exceeding 0.75 inches per hour. This restriction may be modified if the landscape designer specifies an alternative design or technology, as part of the landscape documentation required to be submitted pursuant to this chapter, and if there is a clear demonstration that no runoff or erosion will occur. Prevention of runoff and erosion must be confirmed during the irrigation audit.
12. Long-narrow, or irregularly shaped landscaped areas including functional turf areas less than ten feet in width in any direction shall be irrigated with subsurface irrigation or low-volume irrigation technology.
13. Overhead irrigation shall not be permitted within 24 inches of any non-permeable surface including DG walking trails or paths. There are no restrictions on the irrigation system type if the landscape area is adjacent to permeable surfacing or if no overspray and runoff occurs.
14. For the purpose of design, overhead irrigation shall be limited to the hours of 9:00 p.m. to 6:00 a.m. (nine-hour water window), no more than six days a week.
15. All irrigation systems shall be equipped with the following:
    a. A smart irrigation controller as defined in Section 17.06.030 D.c.4 of this chapter;
    b. A rain sensing device to prevent irrigation during rainy weather;
    c. Anti-drain check valves installed at strategic points to minimize or prevent low-head drainage;
    d. A manual shut-off valve shall be required as close as possible to the point of connection of the water supply, to minimize water loss in case of an emergency or routine repair;

e. A mainline pressure regulator when the static water pressure is 15 percent above the recommended operating pressure of the irrigation system;

f. Pressure regulation within each valve circuit to establish optimal operating pressure per manufacturers' recommendations;

g. Backflow prevention devices within a lockable cage or enclosure or other anchoring device to prevent theft; and

h. Risers shall not be used in high traffic areas.

16. Dedicated landscape meters shall be required for all projects greater than 2,500 square feet except single-family residences.

17. Irrigation design plans shall identity and site the following:

a. Hydrozones:

1. Each hydrozone shall be designated by number, letter or other designation;

2. A hydrozone information table shall be prepared for each hydrozone;

3. Each hydrozone shall be identified by a low, medium, or high priority designation in the event of a drought or water budgeting event as determined by the local water purveyor.

b. The areas irrigated by each valve;

c. Irrigation point of connection (POC) to the water system;

d. Static water pressure at POC;

e. Location and size of water meter(s), service laterals, and backflow preventers;

f. Location, size, and type of all components of the irrigation system, including automatic controllers, main and lateral lines, valves, sprinkler heads and nozzles, pressure regulator, drip and low volume irrigation equipment;

g. Total flow rate (gallons per minute), and design operating pressure (psi) for each overhead spray and bubbler circuit, and total flow rate (gallons per hour) and psi for each drip and low volume irrigation circuit;

h. Precipitation rate (inches per hour) for each irrigation circuit;

i. Irrigation legend with the manufacturer name, model number, and general description for all specified equipment, separate symbols for all irrigation equipment with different spray patterns, spray radius, and precipitation rate;

j. Irrigation system details and specifications for assembly and installation; and

k. Recommended irrigation schedule for each month, including number of irrigation days per week, number of start times (cycles) per day, minutes of run time per cycle, and estimated amount of applied irrigation water, expressed in gallons per month and gallons per year, for the established landscape.

18. For each valve, two irrigation schedules shall be prepared, one for the initial establishment period of six months and one for the established landscape, which incorporate the specific water needs of the plants and functional turf throughout the calendar year.

19. The planting plans (Section 17.06.030 D.b.) and irrigation design plans shall be drawn at the same size and scale.

20. The planting plan (Section 17.06.030 D.b.) and Irrigation design plans including landscape concept plans shall be prepared by a landscape architect licensed or registered by the State of California.

d. *Soil management plan requirements*:

1. After mass grading, the project applicant shall:

a. Perform a preliminary site inspection;

b. Determine the appropriate level of soil sampling and sampling method needed to obtain representative soil sample(s), typically one test per every 25,000 square feet of landscaped area;

c. Conduct a soil probe test to determine if the soil in the landscape area has sufficient depth to support the intended plants; and

d. Obtain appropriate soil sample(s).

2. The project applicant shall submit soil sample(s) to a laboratory for analysis and recommendation. The soil analysis may include:

a. Soil texture;

b. Infiltration rate determined by laboratory test or soil texture infiltration rate tables;

c. pH;

d. Total soluble salts;

e. Sodium; and

f. Soil analysis recommendations.

3. The project applicant shall prepare documentation describing the following:

a. Soil type;

b. Identification of limiting soil characteristics;

c. Identification of planned soil management actions to remediate limiting soil characteristics; and

d. Submit the soil analysis report and documentation verifying implementation of soil analysis report recommendations to the county pursuant to the requirements of Section 17.06.030 F.3.

e. *Grading design plan requirements*:

1. The landscape documentation submitted shall include rough/precise grade elevations prepared for the project by a licensed civil engineer.

E. *Landscape Irrigation and Maintenance.* This section shall apply to all projects subject to the provisions of this chapter as set forth in Section 17.06.030 C.

1. Two irrigation schedules shall be prepared, one for the initial establishment period of six months and one for the established landscape, which incorporate the specific water needs of the plants and turf throughout the calendar year. The irrigation schedule shall take into account the particular characteristics of the soil; shall be continuously available on site to those responsible for the landscape maintenance; and shall contain specifics as to optimum run time and frequency of watering, and irrigation hours per day. The schedule currently in effect shall be posted at the controller.

2. A regular maintenance schedule and certificate of completion shall be submitted to the planning director, property owner, and water purveyor. A regular maintenance schedule shall include, but not be limited to, routine inspection, adjustments, and repair of the irrigation system and its components; aerating and dethatching turf areas; replenishing mulch; fertilizing; pruning; weeding in all landscape areas and removing any obstruction to irrigation devices. Repair of all irrigation equipment shall be done with the original equipment manufacturers installed components or equivalent/improved quality components.

3. All model homes that are landscaped shall use signs and written information to demonstrate the principles of water efficient landscapes described in this chapter.

4. Information shall be provided to owners of new, single family residential homes regarding the design, installation, management, and maintenance of water efficient landscapes.

F. *Compliance/Plan Submittal Process.* Prior to issuance of a building permit for the project, the project applicant shall:

1. Submit all landscape documents for review and approval by the Community Development Director. The planting plan, irrigation design plan, and soils management plan shall be reviewed by a licensed or registered landscape architect to ensure that all components of the plans adhere to the requirements of this chapter. The licensed or registered landscape architect shall sign the plans verifying that the plans comply with this chapter. Any plans

submitted without the signature of a licensed or registered landscape architect shall not be accepted for review.

2. Prior to issuance of a certificate of occupancy or final inspection for the project, a regular maintenance schedule and a certificate of completion shall be submitted to the Community Development Director certifying that the landscaping has been completed in accordance with the approved planting, irrigation design, soil management, and grading design plans for the project. The certificate of completion shall be signed by a licensed or registered landscape architect and shall indicate:

    a. Date;

    b. Project information: Project name; project applicant name, telephone and mailing address; project address and location; and property owner name and mailing address;

    c. Prior to backfilling, evidence that the party responsible for irrigation installation conducted a preliminary field inspection of the irrigation system (evidence of field inspection shall be attached);

    d. The landscaping has been installed in conformance with the approved planting and irrigation design plans;

    e. Irrigation audit report performed by a certified irrigation auditor after project installation (audit report shall be attached);

    f. The smart irrigation controller has been programmed appropriately according to the parameters of each valve circuit;

    g. The irrigation system has been adjusted to maximize irrigation efficiency and eliminate overspray and runoff;

    h. A copy of the approved landscape documentation (Section 17.06.030 D), the irrigation schedule (Section 17.06.030 E.1) and the maintenance schedule (Section 17.06.030 E.2.) has been given to the property owner and local water purveyor; and

    i. Verification that the maintenance schedule has been provided to the Community Development Director.

3. At a minimum, all landscape irrigation audits shall comply with the "Irrigation Association Certified Landscape Irrigation Auditor (CLIA) Training Manual" (3rd Edition, 2013 or most current) and shall be conducted by a certified landscape irrigation auditor. Any landscape irrigation auditor performing audits shall maintain a current certification as a CLIA from the Irrigation Association (IA).

4. The Community Development Director or his/her designee shall have the right to enter upon the project site at any time before, during, and after installation of the landscaping, to conduct inspections for the purpose of enforcing this chapter.

5. The Community Development Director shall have the discretion to interpret and determine suitable compliance based upon the intent of the chapter.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.040 Landscape requirement for nonresidential uses.

A. *Commercial Use Landscaping Requirements.* Commercial Landscaping Requirements identifies the minimum required depth of landscaped areas adjacent to residential districts and public rights-of-way and the minimum required coverage of landscaping for commercial districts and specific commercial uses.

1. Landscape Depths Required:

    a. Property Lines Adjacent to Residential Districts: Five feet.

    b. Required Setback Adjacent to Public Rights-of-Way: Ten feet.

2. This area shall be landscaped with plant materials.

3. Landscaping in these areas shall consist of an effective combination of street trees, trees, ground cover and shrubbery and may include such items as sidewalks, access driveways, flagpoles, fountains, and other similar appurtenances.

4. Landscaping shall be developed as usable landscaped open space and outdoor living and recreation area with an adequate irrigation system.

5. Area shall be landscaped with plant materials designed to provide beautification and screening.

6. The planting of shade trees on the south and west-facing sides of new buildings is encouraged.

B. *Commercial Use Landscape Provisions.*

1. All non-paved areas shall be landscaped and maintained to control dust.

2. Wherever off-street parking areas are situated across the street from property in a residential zone, a masonry wall or berm three feet in height shall be erected within the required landscape area, outside of the public right-of-way to adequately screen the residential properties.

3. An automatic irrigation system shall be provided for all landscaped areas.

4. Landscaping within required setback adjacent to the public right-of-way shall be provided and maintained in perpetuity subject to the following conditions:

    a. A distinct demarcation between asphalt paving and landscaped area shall be provided.

5. No other usage or storage is permitted within required landscaped area.

C. *Industrial Use Landscape Provisions*.

1. The required front yard and required side yard on the street side of a corner lot, except for the area occupied by necessary driveways and walkways, shall be landscaped with trees and other plant materials.

2. Landscaping within required setback adjacent to the public right-of-way shall be provided and maintained, subject to the following conditions:
    a. A distinct demarcation between asphalt paving and landscaped area shall be provided.
    b. At least one-third of the total landscaped area shall be provided by trees, shrubs, and other plant material.
3. An automatic irrigation system for the landscaped area shall be provided.
4. No other usage or storage is permitted within the required landscaped area.

D. *Landscaping Used for Screening.* This section indicates the requirements with respect to the landscaping of buffers.

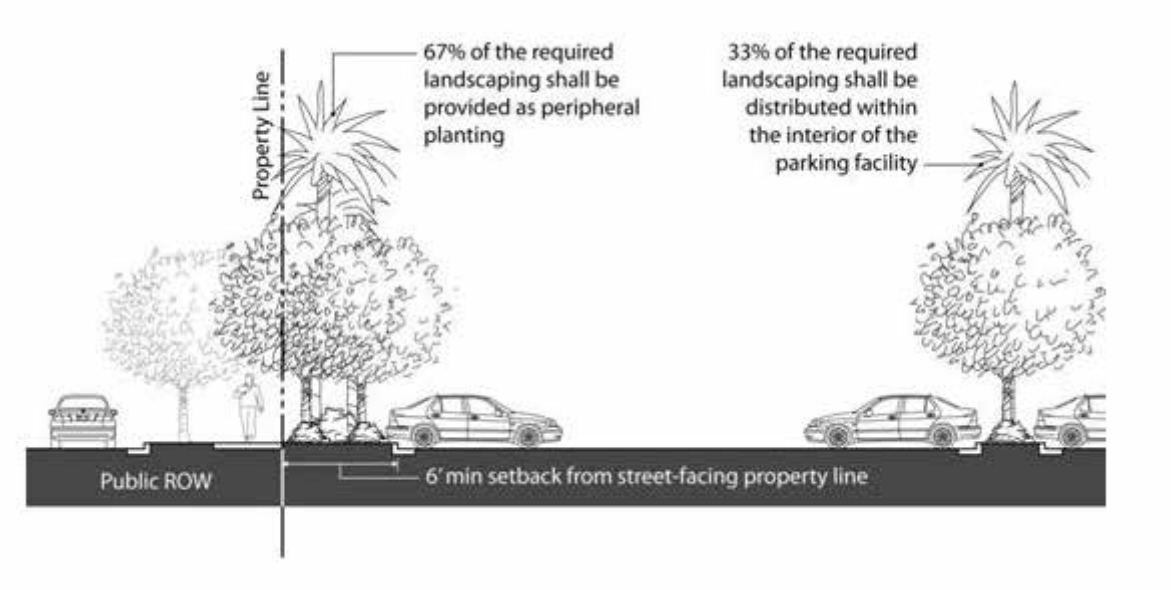
1. *Landscaped Buffers for Industrial Uses.* A landscaped buffer shall be provided along the boundary of all industrially zoned property where it abuts a residential or commercial zone.
2. *Walls.* Where a berm is provided, a three to six-foot-high masonry wall is allowed at the setback line with a berm to add to its height.

E. *Parking Lot Landscaping Standards.*

1. Landscaping Requirements.
    a. A minimum of 15 percent of the total off-street open parking area shall be landscaped with a mixture of trees, shrubs, vines, ground cover, hedges, flowers, bark, chips, decorating cinders, gravel, and similar material. A minimum of one-third of the required landscaping shall be distributed within the interior of the parking facility and the remaining two-thirds of the required landscaping shall be provided as peripheral planting on the exterior edges of the parking area.
    b. All planter beds and tree planters shall be bordered by a concrete curb not less than 6 inches in height adjacent to the parking surface.
    c. All applicants creating new or rehabilitating parking lots shall provide a landscape plan for review and approval by the City of Beaumont for said parking lots. The landscape plan shall incorporate water-conserving plant material and irrigation technology.
    d. All landscape areas shall be well maintained in perpetuity.
2. *Screening Requirements*.
    a. All off-street parking areas shall be screened to minimize the visual impact on adjacent streets and properties. No parking space shall be located within six feet of a street property line or back of sidewalk. Any open areas in the interiors shall be landscaped with appropriate plant materials.

b. Open parking facility or a loading area shall be screened from a residential use adjoining or directly across a street or alley. Screening shall be six feet in height, except that screening to protect properties across a street may not be less than four feet in height.

Parking Lot Landscaping Requirements Exhibit



F. *Tree Requirements*.

1. The intent of this code is to improve and maximize the landscaping within the off-street open parking areas to provide 30 percent or more of shade coverage in ten years. In order to achieve this coverage, the applicant shall plant single-trunk, low-branching trees in windy areas, and design, where possible, north/south-oriented parking areas to provide maximum shade. Landscaping shall be provided and maintained to the extent that at least one medium- or large-scale tree is planted for every six parking stalls. A diversity of tree species is required.
2. The minimum size tree planted shall be no less than a 24-inch box tree.
3. Low water use and native plant materials shall be encouraged and used to the greatest extent possible.
4. Problematic trees having shallow or invasive roots or having brittle or weak branching structure shall be prohibited.
5. Where trees already exist, the parking lot shall be designed to make the best use of this existing growth and shade wherever it is reasonably possible.

G. *Landscape Maintenance Requirements*.

1. Maintenance shall include, but not be limited to: proper pruning, watering, and fertilization of plants; periodic replacement of decomposed granite; irrigation system repairs and adjustments; removal, adjustment, and/or replacement of tree stakes;

and weed removal. All missing, dead, dying, or significantly injured tree(s) must be replaced. Unless otherwise approved, a replacement tree(s) shall be the same size and type as removed. The minimum size replacement tree(s) allowed shall be no less than a 24-inch boxed tree.

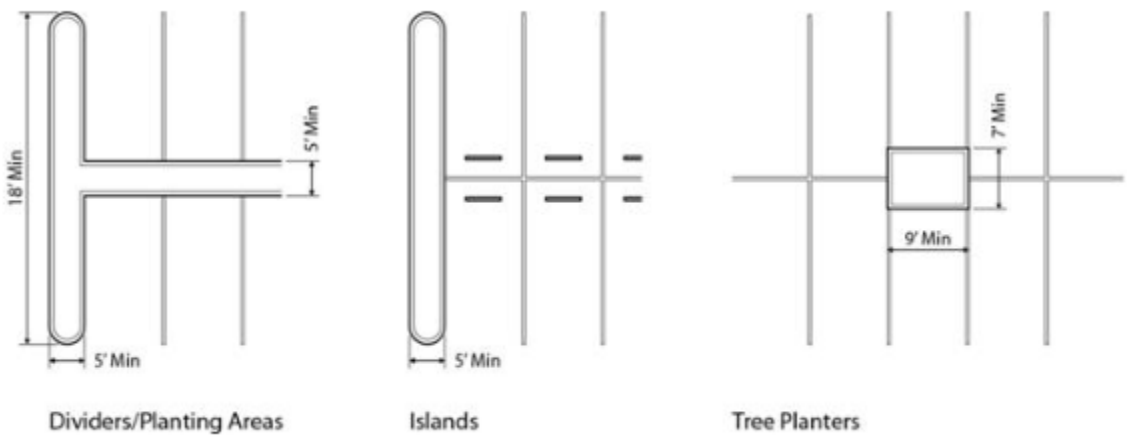
2. All significantly injured, decayed or dead trees, and trees found to be significantly damaged by improper pruning shall be removed and replaced by the landowner.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.050 Parking lot landscape requirements.

A. Parking lot dividers, islands, planters, and planting areas shall be a minimum of five feet wide and ten feet long except that all new or retrofitted tree planters shall be a minimum of nine feet by seven feet, measured to the inside perimeter of the planter, and shall have no less than 48 square feet of permeable soil planting area.

Parking Lot Requirements Exhibit



B. Parking lot tree irrigation requirements. Automatic irrigation systems within parking lots shall be installed. Trees shall be irrigated with drip emitters, bubbler heads, or subterranean low-volume drip system. Trees shall be irrigated separately from shrubs and ground covers.

C. Parking lot tree maintenance and installation requirements. All plants and irrigation systems shall be installed according to approved plans. The owner shall guarantee the quality of work, health, and condition of plants and installation of materials including but not limited to plant types, size, spacing, and irrigation systems. Prior to final acceptance of the project, the City shall inspect and verify that the installation is in compliance with the approved plans and specifications. All corrections, adjustments, and/or replacement of landscape elements shall be done prior to final approval by the City.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.060 Landscape requirements for multiple-family uses.

A. Multiple-family residential properties with four units or less shall meet the same requirements as single family uses (Section 17.06.080).

B. Multiple-family residential properties with more than four units shall meet the intent of landscape coverage for commercial properties (Section 17.06.040). Projects shall meet the parking lot landscaping standards (Section 17.06.050) and the usable yard area requirements for the Multiple-Family Zone (Section 17.03.070).

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.070 Landscape requirements for mixed uses.

A. Mixed use properties shall prepare detailed planting plan for the approval of the City. The plan shall take into account the landscape requirement for the different types of uses of the property.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.080 Landscape requirements for single family residential uses.

A. For single family residential properties, no more than 50 percent of the front yard and street side yard area shall be non-pervious surface (e.g., used as a driveway). Deviations from these standards may be allowed through site plan and architectural review for small-lot single-family developments at the time of master home plan review or for small lot development (17.11.030.D) where these standards preclude the maximum lot coverage from being achieved.

B. Remaining unpaved portion of the setback areas shall be landscaped, irrigated, and maintained. At least one-third of the landscaped area shall be provided by trees, shrubs, and other plant material. All other areas shall have wood chips, decorative rock, decomposed granite or other as approved by the Planning dept. All landscaping shall be maintained per the Beaumont Municipal Code and/or as often as necessary to prevent a nuisance. No junk, debris, or other similar materials shall be stored in the landscaped areas.

C. Landscaping shall be designed to prevent irrigation water from flowing over paved surfaces. Techniques include:

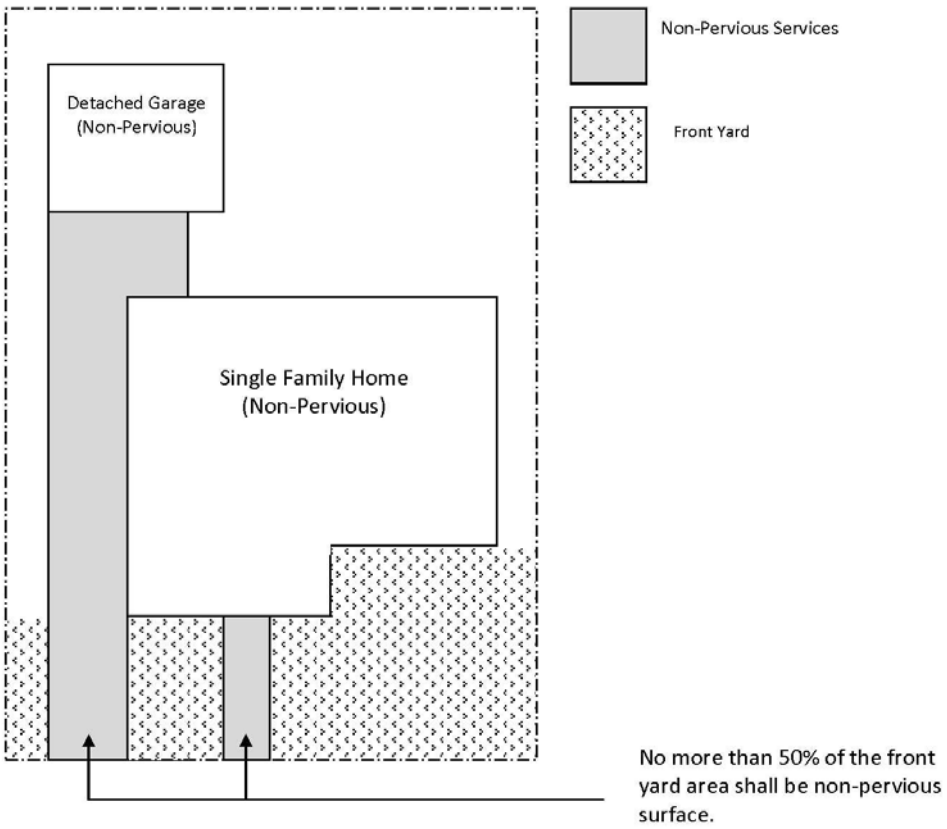
   1. Offsetting any turf areas from driveways and sidewalks a minimum of 24 inches to prevent overspray from sprinklers.

   2. Using a subterranean irrigation system (versus spray irrigation) or drip irrigation system.

   3. Other water conservation techniques.

D. A minimum of two 24-inch box shade trees are required within the front yard setback of all single-family residences. Additionally, the planting of shade trees on the south and west-facing sides of new single-family residences is encouraged.

Front Yard Coverage Exhibit



(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.090 Slopes.

A. Cut and fill slopes equal to or greater than three feet in vertical height shall be planted with ground cover and shall be provided with an in-ground irrigation system to protect the slope from erosion and instability.

B. Cut and fill slopes exceeding ten feet in vertical height shall be planted with approved trees and shrubs in addition to ground cover to protect the slope from erosion and instability.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.100 Maintenance.

A. Property owners shall maintain the planting strip abutting each property regardless of whether the property is developed or not.

B. Any tree, shrub, or part thereof on private property that overhangs any street or alley so that it endangers life, safety, or public property shall be removed, trimmed, or cut off within ten days of written notice from the City.

C. Occupants of a property abutting a public street or alley shall keep private trees from overhanging into the public right-of-way. Trees shall be trimmed to maintain a minimum clearance of ten feet above the sidewalk, 14 feet above a curb, 17½ feet at center in residential areas, and 17½ feet above the curb at bus stops.

D. Front and side yards shall not be used for off-street parking of vehicles or loading spaces.

E. The property owner shall permanently and continuously maintain all landscaping in a neat, clean, and healthy condition, including removal of litter, proper pruning, mowing of lawns, weeds, fertilizing, and watering; and replacement of diseased and/or dead plants.

F. Front, side, and rear yards shall not be used for off-street parking of vehicles or loading spaces unless on an approved surface.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.110 Street trees.

This section applies to street trees located within the public right-of-way.

A. *Permitted Plantings.* Only trees approved by the Community Development Director shall be planted along a public street, alley, parking strip, public right-of-way, or parkway.

B. *Responsibility for Maintenance.* Owners of a property fronting a public street or alley shall be responsible for the adequate watering of all street trees abutting that property and shall bear the cost of replacement of any street tree that dies.

C. *Alteration or Removal.* No person shall plant, trim, or remove any tree or shrub on any, public street or right-of-way without approval of a permit by the Planning Department. Public utility companies and agencies shall be permitted to trim Trees to ensure the safe operation of their businesses.

D. *Prohibitions.* The following acts in planting strips or parkway areas are prohibited:

1. Construction of a tree well with diameter less than four feet or otherwise filling the ground area around a tree so as to shut off light, air, or water from the roots.
2. Piling of any, building material, equipment, or other substance around any tree so as to cause injury.
3. Pouring of any deleterious matter on or around any tree or on the ground or on any lawn in such a manner as to damage the tree.
4. Cutting, breaking, defacing or damaging a tree in any manner whatsoever.
5. Placing or allowing to remain in any parkway area any vegetation (other than an approved tree) or structure exceeding 18 inches in height.

6. Posting or affixing to any City tree any bill, poster, picture, placard, announcement, notice, advertisement, or sign.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.120 Artificial turf/grass.

This section sets forth the requirements with respect to the use of artificial turf/grass in landscape areas and may be used to meet the requirements for plant material.

A. Artificial turf/grass shall be allowed in all landscape areas subject to the following standards:

1. Artificial turf/grass shall be aesthetically similar to natural turf.
2. Artificial turf/grass shall be maintained to the standards and aesthetics consistent to the time at which it was approved and installed.
3. Artificial turf/grass shall have an artificial turf fiber blend that reduces heat absorption, has appropriate ultraviolet protection, and has a flammability rating that meets Fire Department Standards.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

17.06.130 Landscape water use efficiency enforcement.

A. The City of Beaumont will rely on water purveyors to enforce landscape water use efficiency requirements. The City of Beaumont shall coordinate with local water purveyors and identify programs that enhance and encourage landscape water use efficiency such as:

1. Tiered water rate structure, or
2. Allocation-based conservation water pricing structure, or
3. A rate structure at least as effective as the above options, or
4. Irrigation audits and/or irrigation surveys, or
5. Penalties for water waste.

(Ord. No. 1069, § 4(Exh. A), 1-16-2016)

Chapter 17.07 SIGNS

17.07.010 Purpose, needs, and goal interest served.

It is the purpose of this Chapter to make the City attractive to residents, visitors and commercial, industrial and professional businesses while maintaining economic stability and vitality through an attractive signing program.

A. *Recognition of Needs; Goals.* The City recognizes the need for signs as a means to identify businesses and other necessary and beneficial activities within the community. The City finds that signing is an important design element of the physical environment. Provisions consistent with the goals and objectives of the community are necessary to ensure that the special character and image the community is striving for can be attained while serving business and other needs in the community. The City is striving to provide an economically stable and visually attractive community through high quality site planning, building designs, landscaping and signing. As a planned architectural feature, a sign can be pleasing and can harmonize with the physical character of its environment. Proper controls can achieve this goal and will make the City a more attractive place to live, work and shop.

B. *Interests Served.* The City enacts this chapter to serve many important governmental, City and community interests, which include but are not limited to: community aesthetics and the promotion of the visual appeal of the City, promotion of economic activity, the promotion of safety for motorists and pedestrians.

C. *Authority.* The City enacts this Chapter pursuant to the authority granted by the State Legislature and codified as Government Code section 65850.

(Ord. 920 §2, 9/2007)

17.07.020 Objectives.

The objectives of this section chapter are:

1. To allow for signage which is effective to direct persons to various activities and enterprises, in order to provide for public convenience;
2. To provide a reasonable system of controls for signs, to ensure the development of a high quality visual and functional environment;
3. To encourage signs which are well designed and pleasing in appearance;
4. To encourage a desirable urban character which has a minimum of overhead clutter;
5. To enhance the economic value of the community and each area thereof by reasonably limiting the size, number, location, design and illumination of signs;
6. To encourage signs which are compatible with on-site and adjacent land uses;
7. To help facilitate the establishment of identifiable special areas and enclaves in the community and to enhance important historic elements in such areas;

8. To preclude potential traffic and safety hazards through good signing;
9. To protect the general public health, safety and welfare of the community;
10. To regulate signs in a manner consistent with the General Plan; and,
11. To regulate signs in a manner consistent with the free speech rights guaranteed by the First Amendment to the United States Constitution and the liberty of speech and related provisions of the California Constitution.

(Ord. 920 §2, 9/2007)

17.07.030 Basic policies.

The policies stated in this section apply to all signs within the regulatory scope of this Chapter, and to all provisions of this Chapter, notwithstanding any more specific provisions to the contrary.

A. *Enforcement Authority.* The Community Development Director is authorized and directed to enforce the provisions of this Chapter. The Director may designate one or more representatives of the department to implement the provisions of this Chapter.

B. *Permits When Required.* No sign may be constructed, mounted, or displayed in the City unless the same is duly permitted pursuant to this Chapter, or is exempt from permitting, either pursuant to this Chapter or by other applicable law. In addition to the requirements of this Chapter, all signs constructed, mounted or displayed within the City must also satisfy all applicable safety codes (building, electrical, plumbing, grading, etc.) and all applicable requirements of other bodies of law.

C. *Message Neutrality.* It is the City's policy to regulate signs in a constitutional manner, which is content neutral as to noncommercial signs and viewpoint neutral as to commercial signs.

D. *Message Substitution Policy.* Subject to the landowner's consent, any noncommercial message may be substituted, in whole or in part, for any duly permitted or allowed commercial message or any duly permitted or allowed noncommercial message, provided that the sign structure or mounting device is legal without consideration of message content. Such substitution of message may be made without any additional approval or permitting. This provision prevails over any more specific provision to the contrary within this Chapter. The purpose of this provision is to prevent any inadvertent favoring of commercial speech over noncommercial speech, or any favoring of any particular noncommercial message over any other noncommercial message. This provision does not create a right to increase the total amount of signage on a parcel; it does not allow the substitution of an offsite commercial message in place of an onsite commercial message, and it does not affect the requirement that a sign structure or mounting device be properly permitted.

E. *Regulatory Interpretations.* All regulatory interpretations of this Chapter are to be exercised in light of the City's message neutrality policy and message substitution policy. Where a particular type of sign is proposed in a permit application, and the type is neither expressly allowed nor prohibited by this Chapter, or whenever a sign does not qualify as a "structure" as defined in the California Building Code, then the Director shall approve, conditionally

approve or disapprove the application based on the most similar sign type that is expressly regulated by this Chapter.

F. *Rules for Non-Communicative Aspects of Signs.* All rules and regulations concerning the non-communicative aspects of signs, such as location, size, height, illumination, spacing, orientation, etc., stand enforceable independently of any permit or approval process.

G. *Billboard Policy.* The City Council finds that the City already has a sufficient number of billboards to satisfy the community's needs for offsite commercial messages, and that any new or additional billboards, which by their very nature cause serious esthetic harm, would negatively impact the appearance of the City. For these reasons, the City completely prohibits the construction, erection or use of any billboards, other than those which legally exist in the City, or for which a valid permit has been issued and has not expired, as of the date on which this provision is first adopted. This prohibition shall also apply to alterations, enlargements or conversions to digital displays (including changeable image displays that use light emitting diodes or functionally equivalent technologies) of legally existing billboards. The City adopts this policy pursuant to California Government Code section 65850, and California Business and Professions Code sections 5354(a) and 5408.3 (both effective January 1, 2003). No permit shall be issued for any billboard which violates this policy, and the City will take immediate abatement action against any billboard constructed, maintained, altered, enlarged or converted in violation of this policy. The City Council affirmatively declares that it would have adopted this billboard policy even if it were the only provision in this Chapter. The City Council intends for this billboard policy to be severable and separately enforceable even if other provision(s) of this Chapter may be declared, by a court of competent jurisdiction, to be unconstitutional, invalid or unenforceable. This provision does not prohibit agreements to relocate presently existing, legal billboards, as encouraged by California Business and Professions Code section 5412.

H. *Mixed or Multiple Use Zones.* In any zone where both residential and non-residential uses are allowed, whether such zones are now existing or created in the future, the signage rights and responsibilities applicable to any particular use shall be determined as follows: residential uses shall be treated as if they were located in the residential use where that type of use would be allowed as a matter of right, and nonresidential uses shall be treated as if they were located in a zone where that particular use would be allowed, either as a matter of right or subject to a conditional use permit or similar discretionary process.

I. *Owner's Consent.* No sign may be displayed without the consent of the legal owner of the property on which the sign is mounted or displayed. For purposes of this policy, "owner" means the holder of the legal title to the property and all parties and persons holding a present right to possession, control or use of the property.

J. *Legal Nature of Signage Rights and Duties.* As to all signs attached to property, real or personal, the signage rights, duties and obligations arising from this Chapter attach to and travel with the land or other property on which a sign is mounted or displayed. This provision does not modify or affect the law of fixtures, sign-related provisions in private leases regarding signs (so long as they are not in conflict with this Chapter), or the ownership of sign structures.

K. *Preservation of Existing Rights and Duties.* This Chapter does not abrogate any easements, covenants, or other existing agreements that are more restrictive than the provisions of this Chapter.

L. *Sign Programs.* Sign programs for specific developments, as well as special sign districts or special sign overlay zones, or in specific plans of land uses, when approved as required by applicable law, may modify the rules stated herein as to sign size, height, illumination, spacing, orientation or other non-communicative aspects of signs, but may not override or modify any of these basic policies. All the provisions of this section shall automatically apply to and be deemed a part of any sign program approved after the date on which this provision is initially adopted.

M. *Severance.* If any section, sentence, clause, phrase, word, portion or provision of this Chapter is held invalid or, unconstitutional, or unenforceable, by any court of competent jurisdiction, such holding shall not affect, impair, or invalidate any other section, sentence, clause, phrase, word, portion, or provision of this Chapter which can be given effect without the invalid portion. In adopting this Chapter, the City Council affirmatively declares that it would have approved and adopted the Chapter even without any portion, which may be held invalid or unenforceable.

(Ord. 920 §2, 9/2007; Ord. 967, 4-20-10)

17.07.040 Categorization of signs.

For purposes of this Chapter, signs within the City shall be classified in one or more of the following categories:

A. *Animated Sign.* A sign designed to attract attention through movement or the semblance of movement of the whole or any part including, but not limited to, signs which swing, twirl, move back and forth or up and down; or signs which change color or shades of color or any other method or device which suggests movement.

B. *Announcement or Bulletin Board Sign.* Signs, permanent in character, designed and constructed to accept changeable copy, handbills, posters and other temporary materials of a similar nature.

C. *Awning Sign.* A sign painted or printed on the exterior surface of and awning. An alternative to a wall sign, permitted as same.

D. *Banner.* A fabric or fabric-like material on which an advertising message is painted or otherwise affixed.

E. *Billboard.* A permanent structure sign used for the display of offsite commercial messages.

F. *Construction Sign.* A sign mounted on the site of a construction or remodeling project, for which a building permit is required and has been issued, displayed during the time period beginning with the issuance of the building permit and ending with the earliest of any of the following: expiration of the building permit, issuance of a certificate of occupancy, certificate of completion, final inspection, or the functional equivalent of any of them.

G. *Directional Sign.* A sign that provides directional information for drivers, pedestrians, and travelers.

H. *Electronic Message Sign.* A sign with the capability of presenting variable message displays by projecting an electronically controlled light pattern against a contrasting background and which can be programmed to change the message display periodically.

I. *Flag.* A device, generally made of fabric or flexible materials, (usually cloth, paper or plastic), which displays visual colors, images, or symbols, typically those of governments, religions, causes, or organizations., or specific business activities.

J. *Flashing Signs.* Lighted signs which disappear and reappear at periodic intervals, or are intermittently on and off, and which are placed so as to attract vehicular traffic with emphasis on the recurrence of lights. This definition includes beacons, searchlights, and klieg lights only when they are used for commercial purposes.

K. *Monument Sign.* A sign with an overall height of six feet or less, standing directly on the ground or on a base where the supporting poles or structures, if any, are covered from public view.

L. *Nameplate.* Signs identifying the occupant of the premises, the business and/or address.

M. *Off-site sign.* A sign which advertises or informs in any manner businesses, services, goods, persons or events at some location other than that upon which the sign is located. The onsite/offsite distinction applies only to commercial messages.

N. *Painted sign.* A sign painted or mounted on the exterior surface of a building or structure.

O. *Pennant.* A display device, usually triangular in shape and made of flexible materials, such as cloth, paper or plastic, used primarily to attract attention of passersby.

P. *Pole or Pylon Sign.* A sign with an overall height exceeding six feet and supported by one or more poles or pylons attached directly into or upon the ground.

Q. *Portable Sign.* A sign designed and constructed so as to be easily moved. Such signs are usually not to a building or anchored to the ground. Common types include "A" frame signs, sandwich board signs, and sidewalk signs.

R. *Poster Sign.* Any sign attached to the ground in a manner approved by the building official, which may be visible from adjacent streets or highways.

S. *Projecting Sign.* A sign which is suspended from or supported by a building or wall and which projects outward from such building or wall a distance of 12 inches or more. Contrast: wall sign.

T. *Real Estate Sign.* A sign which displays information regarding an economic exchange of which land or improvements thereon is the subject. Such signs are usually temporary in physical structure and display messages such as "for sale," "for rent," etc. A sign which announces vacancies at hotels, motels, and other places of short-term accommodation are not within this definition.

U. *Revolving Sign.* A sign or a portion thereof, which rotates or revolves.

V. *Roof Sign.* A sign supported by or attached to or projecting through the roof of a building or structure or projecting above the eave line or parapet wall of the building or structure.

W. *Temporary Sign.* A sign which, by virtue of its lightweight or flimsy construction, is not suitable for long term display. Common temporary signs include banners, pennant valances, streamers, advertising balloon, inflated or air activated advertising devices, search lights, beacons, moving stuffed animals, or advertising displays constructed of cloth, canvas, light fabric, plastic, paper, cardboard, wallboard, wood or other light or similar materials used for advertising purposes attached to or pinned on or from any structure, staff, pole, line, framing, vehicle or other object.

X. *Under Canopy Sign.* A sign attached to the underside of a projecting canopy perpendicular to the building frontage, commonly used for identifying the land use at that location.

Y. *Vehicle Signs.* Signs on or affixed to trucks, vans, automobiles, trailers, or other vehicles which advertise or provide direction to a use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of service from such vehicles.

Z. *Wall Sign.* A sign which is in any manner affixed to any exterior wall of a building or structure, the exposed face of which is in a plane approximately parallel to the plane of the wall

AA. *Window Sign.* A sign painted, attached, glued or otherwise affixed to a window, which is easily visible from the exterior of the building.

(Ord. 920 §2, 9/2007)

17.07.050 Definitions.

For purposes of this Chapter, the following words and phrases have the meanings stated in this section.

A. *Administrator.* Same as Director.

B. *Advertising Structure.* A structure of any kind or character erected or maintained for outdoor advertising purposes, upon which any poster bill, printing, painting or other advertisement of any kind whatsoever may be placed for advertising purposes.

C. *Area of Sign.* The area of a sign shall include the entire area within a series of rectangles (maximum four per visual plane) whose outermost borders are defined by the outermost extent of any writing, representation, emblem, figure, character or separate sign surface. When letters comprising a sign message are placed on a background or field which is different in color or materials from the architectural features of the building on which the sign is mounted, the sign area shall be calculated as the entire area comprising the overall sign feature. In the case of a two-sided sign, the area shall be computed as including only the maximum single display surface which is visible from any ground position at one time. The supports or uprights on which any sign is supported should not be included in determining the sign area unless such supports or uprights are designed in such a manner as to form an integral background of the sign. In the case of any cylindrical or spherical sign, the total area shall be computed on the total area of the surface of the sign.

D. *Awning.* Either a fabric covered appendage, or a temporary collapsible shelter of noncombustible materials supported entirely from the exterior wall of a building and used to create shade. Such a device is considered a sign only when it is also used to display an image or message.

E. *Canopy.* A fixed overhead shelter used as a roof, which may or may not be attached to a building. Such a device is also a sign only when it is also used to display an image or message.

F. *Changeable Copy.* Sign display copy, which may be changed without altering the physical structure or mounting device of the sign itself.

G. *Commercial Complex*. Any group of three or more commercial uses on a parcel or combination of contiguous parcels which are generally served either by common access or common parking, or a large single commercial use occupying at least two and one-half acres with a minimum of 200 feet of street frontage.

H. *Commercial message.* A message displayed on a sign that primarily concerns business, commercial or economic interests, or which proposes an economic transaction. Commercial messages may be onsite or offsite; however, the onsite/offsite distinction applies only to commercial messages.

I. *Development.* A building wherein two or more separate independently owned or operated establishments are located.

J. *Director.* The City's Community Development Director.

K. *Establishment.* Any non-residential use of land involving permanent structures or buildings.

L. *Face of Building.* The wall of a building, excluding any appurtenances, such as projecting fins, columns, pilasters, canopies, marquees, showcases of decorations, but including any required parapet wall.

M. *Frontage.* The length of a lot along a street or other principal public thoroughfare, but not including such length along an alley, railroad or freeway.

N. *Frontage of the Parcel.* On a lot with more than one frontage on a public street, the front footage of the parcel shall be determined by the measurement of the larger or largest frontage on a public street.

O. *Height of a sign.* The distance from the average ground level immediately surrounding the base of the sign to the top of its highest element, including any structural or architectural element. Landscape mounding shall not be used to artificially alter the height of a sign.

P. *Hospital or Medical Center Complex.* Any group of medical or hospital buildings under single ownership on a parcel or combination of parcels that contain a minimum of 20 acres or more.

Q. *Industrial Complex.* Any group of three or more industrial uses on a parcel or combination of parcels which are generally served either by common access or common parking, or single industrial use occupying at least 100,000 square feet of floor area.

R. *Landscaped Planter.* An area specifically designated for plant materials that may be at, below or above grade.

S. *Line of Sight.* The point of visibility from the street to an object, e.g., sign. The longer the line of sight, the further the sign is visible from the street.

T. *Luminous sign.* A sign that emits light.

U. *Mansard Roof.* A sloped, decorative roof element attached to the face of a building wall.

V. *Noncommercial message.* A message or image displayed on a sign which concerns matters not included within the definition of commercial message. Noncommercial messages typically consist of expressions on the topics of politics, religion, philosophy, morals, and public controversies. The onsite/offsite distinction applies only to commercial messages.

W. *Off-site or off-premises sign.* A sign whose message does not pertain or relate to the premises upon which the sign structure is mounted or constructed. The onsite/offsite distinction applies only to commercial messages.

X. *On-site or on-premise.* As pertaining to signs, a message which concerns or relates to the same premises as that upon which the sign is mounted or displayed. The onsite/offsite distinction applies only to commercial messages.

Y. *Office Complex.* Any group of three or more office uses on a parcel or combination of parcels that are generally served either by common access or common parking.

Z. *Primary Street Frontage.* The street frontage from which the majority of the pedestrian or vehicular traffic is drawn or toward which the building or buildings are oriented for primary visual impact. Each commercial complex or shopping center shall be allowed to designate only one primary street frontage. Where no single street frontage can be identified as the primary street frontage, or in cases of dispute as to which street frontage is the primary street frontage, the Planning Director shall designate the primary street frontage in conjunction with the review of proposed signs.

AA. *Secondary Street Frontage.* A street frontage other than a primary street frontage.

BB. *Shopping Center.* Same as commercial complex.

CC. *Sign.* Any device, fixture, placard or structure, including its component parts, which draws attention to an object, product, place, activity, opinion, person, institution, organization, or place of business, or which identifies or promotes the interests of any person and which is to be viewed from any public street, road, highway, right-of-way or parking area. However, the following are not within the definition of "sign" for regulatory purposes of this Chapter:

a. Interior signs: Signs or other visual communicative devices that are located entirely within a building or other enclosed structure and are not visible from the exterior thereof, provided the building or enclosed structure is otherwise legal;

b. Architectural features: Decorative or architectural features of buildings (not including lettering, trademarks or moving parts);

c. Symbols embedded in architecture: Symbols of noncommercial organizations or concepts including, but not limited to, religious or political symbols, when such are permanently integrated into the structure of a permanent building which is otherwise legal;

d. Personal appearance: Items or devices of personal apparel, decoration or appearance, including tattoos, makeup, costumes (but not including commercial mascots);

e. Manufacturers' marks: Marks on tangible products, which identify the maker, seller, provider or product, and which customarily remain attached to the product even after sale;

f. Fireworks, etc.: the legal use of fireworks, candles and artificial lighting not otherwise regulated by this Chapter;

g. Mass transit signage: Advertisements or banners mounted on trains or duly licensed mass transit vehicles that legally pass through the City;

h. Certain insignia on vehicles and vessels: On street legal vehicles and properly licensed watercraft: license plates, license plate frames, registration insignia, noncommercial messages, messages relating to the business of which the vehicle or vessel is an instrument or tool (not including general advertising) and messages relating to the proposed sale, lease or exchange of the vehicle or vessel;

i. Gravestones or grave markers.

j. Newsracks and newsstands.

DD. *Sign Structure.* The supports, uprights, bracings, guy rods, cables and other structural framework of a sign or outdoor display.

EE. *Window Area.* The total area of a window upon which signs, images or messages may be mounted. A group of windowpanes or panels can be considered one window if they are adjoining on the building face and are less than six inches apart.

(Ord. 920 §2, 9/2007)

17.07.060 Administration, permits, and appeals.

A. *Sign Permit Required.* A sign permit shall be required prior to the placing, erecting, moving or reconstructing of any sign in the City, unless the subject sign is expressly exempted from the permit requirement by this Chapter or other applicable law. Signs requiring a permit shall comply with the provisions of this Chapter and all other applicable laws and ordinances.

B. *Permit—Method of Application.* An application for a sign permit shall be made on forms as prescribed by the Director. Such an application shall be filed with the Planning Department. The application shall be accompanied by any fees or bonds as specified by City Council resolution.

C. *Permit Application—Contents.* A sign permit application shall contain the location by street and number of the proposed sign structure, as well as the name and address of the owner and the sign contractor or erector. Three copies of the plans, fully dimensioned, shall be filed with the application, including:

1. Plot plan, fully dimensioned, showing location of all buildings and improvements and the location of each proposed sign together with the location, size and height of all existing signs on the premises/site. The street frontage shall be clearly indicated on the plan.
2. Elevation plan, fully dimensioned, showing height and size of each proposed sign, colors, method of illumination and materials of construction, and if a wall sign, the exact location on the face of the building.
3. Structural details and circulations prepared and signed by an engineer or architect registered in the State. Such details shall be required when the area of the sign exceeds five square feet and the height of the sign exceeds six feet.
4. A statement by the owner of the proposed sign as to whether the sign is to display commercial or noncommercial messages, or both, and whether the display face will be permanent, changeable, or a permanent structure with changeable elements. If the proposed sign is to be used to display commercial messages, then the applicant shall also state whether the message is to be onsite or offsite.

D. *Purpose and Method of Review.* The purpose of a permit is to ensure compliance with the provisions of this Chapter. After receipt of a complete sign application, the Director shall render a decision to approve, approve with modifications or conditions, or deny the sign request within 15 working days. Unless the applicant waives time, failure of the Director to issue a written decision within 15 working days shall constitute denial of the application. Such a review shall ensure that any sign proposal is in conformance with this Chapter and is consistent with its intent and purpose. In the event that the application is approved with modifications or conditions, those requirements shall not be based upon the proposed message content, sign copy, or design of the visual display of the sign.

E. *Appeals.* All sign permit applications shall be initially reviewed by the Director. When the Director issues a decision on a sign permit application, or when the time for doing so has expired without a written decision, then the applicant or any concerned person may appeal first to the Planning Commission and then to the City Council. Appeal is effected by filing a written notice thereof with the City Clerk, and paying the applicable appeal fee as set by Resolution of the City Council. In each case, written notice of appeal must be filed with the City Clerk within ten days of when the decision was delivered or sent to applicant and all known concerned persons, or the last day on which a decision should have been timely rendered. In each case, the appellate body must conduct a hearing and consider evidence and render a written decision within 30 days. In the cases of appeal to the Planning Commission and the City Council, the hearing must follow normal procedures for agendizing and giving public notice. Unless time is waived by the applicant, any permit or approval on which the City does not render a definite decision within the required time shall be deemed

denied, and the time for appeal or filing judicial review shall commence on the last date on which the City could have issued a decision.

F. *Judicial Review.* Following final decision by the City Council, any concerned person may seek judicial review of the final decision on a sign permit application pursuant to California Code of Civil Procedure section 1094.8.

G. *Multiple Sign Applications.* When an application proposes two or more signs, the application may be granted either in whole or in part, with separate decisions as to each proposed sign. When an application is denied in whole or in part, the Director's written notice of determination shall specify the grounds for such denial.

H. *Revocation or Cancellation.* The Director shall revoke any approval upon refusal of the holder thereof to comply with the provisions of this Chapter and/or the terms or conditions of any permit, after written notice of noncompliance and at least 15 days opportunity to cure.

I. *Permits Issued in Error.* Any approval or permit issued in error may be summarily revoked at any time before substantial work in reliance upon the permit has been accomplished, by the City upon written notice to the holder of the reason for the revocation.

J. *Interpretation of Provisions.* Whenever the application of this Chapter is uncertain, the Director may refer the matter to the Planning Commission for determination. All interpretations are to be made in light of the Basic Policies section of this Chapter.

K. *Variances.* Applications for a variance from the terms of this Chapter shall be reviewed by the Planning Commission according to the variance procedures set forth in the Zoning Ordinance; however, variances shall be considered without reference to the proposed content, copy, or message of the proposed sign (other than the onsite/offsite distinction for commercial messages).

L. *Uniform Sign Program.* All applications for approval of signs in a shopping center, commercial, industrial or office complex, a group of three or more businesses on a parcel or project site or for commercial recreation uses shall be submitted in the form of Uniform Sign Program accompanied by sketches and drawings to scale and dimensions showing details of construction, including connections and electrical plans, if any, and shall delineate the typical size, shape, design, material, coloring, lettering, lighting and position of the signage in relationship to the building form or place where it will be displayed. Scaled sketches of existing signs on the premises shall accompany the application.

M. *Motorists' Line of Sight. All* sign locations shall be safe for traffic sight purposes. A sight distance study may be required with each monument or pylon sign being proposed in the Uniform Sign Program when located next to any right-of-way, sidewalk, driveway, or as designated by the Community Development Director.

N. *Program Approval.* All sign programs shall be filed and reviewed as provided in this Chapter. Such Uniform Sign Programs shall be developed in full compliance with the requirements of this Chapter. No sign shall be installed which does not conform to the approved Uniform Sign Program.

(Ord. 920 §2, 9/2007)

17.07.070 General provisions.

A. *Exempt Signs.* Subject to the qualifications and conditions stated in this section, the following signs are exempt from the application, permit and fee requirements of this Chapter. However, the exemption from the sign permit requirement does not exempt the proposed sign from safety code permitting, such as building, electrical, plumbing, grading permits, etc.

1. Permanent window signs not exceeding four square feet and limited to business identification, hours of operation, address and emergency information only;
2. Real estate signs not exceeding four square feet in area of five feet in height, maximum one sign per parcel or lot, provided it is unlit and is removed within 15 days after the close of escrow or the rental or lease has been accomplished;
3. Contractor or construction signs: One sign shall be permitted on a construction or remodeling site. The sign may not exceed 32 square feet unless a larger sign is required by another body of law, in which case the smallest sign conforming to the law shall be used. The construction sign may not exceed eight feet in overall height and shall be set back from the property line by at least ten feet. Construction signs must be removed at the earliest of issuance of certificate of occupancy, certificate of completion, or final inspection check off, or their functional equivalent.
4. Future tenant identification sign: Future tenant identification signs may be placed on vacant or developing property to advertise the future use of the property and where this information may be obtained. Such sign shall be limited to one per street frontage and to a maximum of 32 square feet in area and eight feet in overall height for parcels containing ten acres or less. For parcels greater than ten acres, one sign is permitted for every 600 feet of street frontage and is limited to 64 square feet in area per side and 15 feet in overall height. Such signs may also be placed along the freeway at 1,000-foot intervals, not to exceed 150 square feet in area per side and 20 feet in overall height. Further, such signs shall be placed no less than ten feet from any property line. Any such sign shall be removed upon completion of such project;
5. Real estate signs on industrial, commercial or agricultural property: One sign per street frontage not to exceed 32 square feet; no such sign shall exceed eight feet in overall height and shall be set back from the property line at least ten feet. Where a property has in excess of 600 linear feet of frontage, one additional sign is permitted for each 600 linear feet of street frontage.
6. Real estate signs on residential properties: one sign not exceeding eight square feet in area per display face, not more than two display faces, maximum height five feet, setback from the property line at least five feet.
7. Memorial tablets, plaques, or directional signs for community historical resources, installed by a recognized historical society or civic organization;
8. Directional signs not exceeding three square feet in area;
9. Residential building identification signs used to identify individual residences and not exceeding two square feet;

10. Official and legal notices issued by the court, public body, person or officer in performance of his public duty or in giving any legal notice;
11. Directional, warning, identification, or informational signs or structures required or authorized by law or by federal, State, County or City authority;
12. Flags. Flags on commercial, industrial, or agricultural properties:
    a. Maximum number of flags for property less than one acre: three; maximum height of flag poles: 30 feet; maximum area of each flag: 60 square feet (measured one side only).
    b. Maximum number of flags for property one acre or larger: six; maximum height of flag poles: 30 feet; maximum area of each flag: 60 square feet (measured one side only)
    c. Flags on residential properties less than ¾ acre: maximum number of flags: three; maximum number of flag poles: one; maximum height of flag poles: 20 feet; maximum area of each flag: 40 square feet (measured one side only). No flags displaying commercial messages, images or symbols may be displayed in residential zones.
    d. Flags on residential properties ¾ acre or larger: maximum number of flags: three; maximum number of flag poles: one; maximum height of flag poles: 30 feet; maximum area of each flag: 40 square feet (measured one side only). No flags displaying commercial messages, images or symbols may be displayed in residential zones.
13. Signs of public utility companies, indicating danger or which serve as an aid to public safety or which show location of underground facilities or public telephones;
14. Safety signs on construction sites;
15. *Political etc.* Signs displaying political or other noncommercial messages may be displayed on private property in any zone at any time under the message substitution policy of this Chapter.
    a. In residential zones and on legal residential uses, in addition to the flag allowance, temporary or permanent signs displaying political or other noncommercial messages may be displayed at any time subject to:
        1. Maximum number of signs: not limited
        2. Maximum size of any one side (measured one side only): ten square feet.
        3. Maximum area of all signs combined: 20 square feet.
        4. Maximum height: six feet.
        5. Placement shall be at least five feet from any sidewalk, property line or driveway and shall not obstruct any line of sight for traffic.

b. In Commercial or industrial zones and on legal commercial or industrial uses on land one-half acre or less, temporary or permanent signs displaying political or other noncommercial messages may be displayed at any time subject to:

1. Maximum number of signs: not limited
2. Maximum size of any one side (measured one side only): ten square feet.
3. Maximum area of all signs combined: 20 square feet.
4. Maximum height: six feet.
5. Placement shall be at least five feet from any sidewalk, property line or driveway and shall not obstruct any line of sight for traffic.

c. In Commercial or industrial zones and on legal commercial or industrial uses on land over one-half acre, temporary or permanent signs displaying political or other noncommercial messages may be displayed at any time subject to:

1. Maximum number of signs: not limited
2. Maximum size of any one side (measured one side only): 16 square feet.
3. Maximum area of all signs combined: 64 square feet.
4. Maximum height: eight feet.
5. Placement shall be at least five feet from any sidewalk, property line or driveway and shall not obstruct any line of sight for traffic.

d. These limits on size, number and total area (but not height or placement) may be doubled during the time period which commences 45 days before and ends ten days after any general or special election.

16. Temporary window signs for any establishment in a commercial zone, and for commercial uses in industrial or industrial/business park zones when approved as part of a Uniform Sign Program, are allowed without permit subject to:

a. Maximum window sign: 30 percent of the window area (on multi-story buildings, only the windows on the first floor may be counted), but in no event shall window signs exceed 150 square feet per street frontage.

b. The placement of the sign shall be located on the first floor only on multi-story buildings and shall not exceed 20 feet in height above finished grade on one-story buildings.

c. No temporary window sign shall be displayed continuously for more than 30 days.

17. Paper signs, which advertise "weekly specials", and similar signs which are rotated on a regular basis, shall have a fastening device for a more permanent look.

18. Residential garage or yard sale signs are allowed without permit subject to the following requirements:
    a. A permit for the garage and yard sale shall be obtained prior to the erection of any signs for such event.
    b. A maximum of three signs are permitted.
    c. Signs shall be limited to a maximum size of three-square feet each.
    d. Signs shall only be placed on private property, and not in the public right-of-way or on utility poles.
    e. Signs shall only be erected on the day of the event as permitted and shall be removed at sunset each day.

B. *Prohibited Signs.* The signs described in this subsection are prohibited, unless some other more specific provision in this Chapter or other applicable law makes them allowable, either by permit or exemption from the permit requirement.

1. Roof signs;
2. Flashing signs, except time and temperature signs;
3. Animated signs;
4. Revolving signs;
5. Portable signs;
6. Off-site commercial signs on permanent structures;
7. Signs blocking doors or fire escapes;
8. Light bulb strings and exposed tubing, except for temporary uses such as Christmas tree lots;
9. Banners, flags, pennants and balloons, except for special events as provided for in this Chapter;
10. Inflatable signs or signs designed to be air activated, floated or flown, including balloons used for commercial advertising purposes, kites or other serial signs that are made of any electrically conducive material;
11. Signs, posters, advertisements, etc., attached to utility poles, shall be prohibited;
12. Exposed raceways

C. *Roof Signs.* Roof signs may be used only in the event no other signing alternatives are available. Roof signs may be permitted if architecturally designed and built into the roof structure. Such design shall be compatible in design and materials with the building.

D. *Signs Related to Inoperative Establishments.* Signs promoting activities or establishments which are no longer in operation shall be removed from the premises or the sign copy shall be removed or obliterated within 60 days after the premises has been vacated. Any such sign

not removed within the specified time shall constitute a nuisance and shall be subject to removal under the provisions of this Chapter.

E. *Enforcement, Penalties and Abatement*.

1. Any violation of this Chapter shall be deemed to be a continuing violation until the violation has been corrected.
2. Violation of any of the provisions of this section shall constitute a nuisance and a Zoning ordinance violation.
3. Notwithstanding any other provision of this Chapter, the City Attorney, upon the direction of the City Council, may commence an action in a court of competent jurisdiction to obtain an injunction prohibiting the construction, erection, maintenance or display, or requiring the removal, of any sign that is in violation of any of the provisions of this section. In any such action, the City shall be entitled to recover its costs and its reasonable attorney's fees.
4. The owner or other person entitled to possession of a sign which is removed, stored and/or destroyed pursuant to any provision of this section shall be liable to the City for the cost of the removal, storage and/or destruction and the City may recover the same through an action commenced in a court of competent jurisdiction together with the City's court costs and reasonable attorney's fees.
5. Any illegal sign within the public right-of-way is found and declared to be a public nuisance, and such sign may be abated by the City as follows:
    a. If the address of the owner or other person entitled to possession of the sign is known, notice of the City's intention to remove and destroy the sign, stating the date after which sign will be removed and destroyed, shall be mailed to the owner or other person entitled to possession by certified mail, return receipt requested at least ten days before the date. If the address of the owner or other person entitled to possession is not known, the notice shall be affixed in a conspicuous place on said sign at least ten days before the date. The notice shall also set forth the provisions of this section.
    b. The owner or other person entitled to possession of the sign may, before the removal date stated in the notice, file a written request for hearing with the Planning Department. The request shall identify the sign and its location, state the name and address of the owner or other person entitled to possession and set forth in detail the contentions why the sign should not be removed and destroyed.
    c. If a request for hearing is filed, the Planning Commission shall hear the matter at a regularly scheduled meeting held not more than 30 days thereafter. After the hearing, the Planning Commission shall determine whether or not the sign is an illegal sign within the public right-of-way. The written decision of the Planning Commission shall be rendered within ten days after the hearing and a copy of the decision shall be mailed to the

owner or other person entitled to possession within seven days thereafter. Unless a notice of appeal is filed as provided for in this Chapter, the decision of the Planning Commission shall become final ten days after mailing.

d. The owner or other person entitled to possession may file a notice of appeal with the City Clerk within ten days after the date of mailing of the Planning Commission's decision. If a timely notice of appeal is filed, the matter shall be heard by the City Council at a regular meeting scheduled not more than 30 days thereafter. After hearing, the City Council shall determine whether or not the sign is an illegal sign within the public right-of-way. The written decision of the City Council shall be rendered within ten days after the hearing and a copy of the decision shall be mailed to the owner or other person entitled to possession within seven days thereafter. The decision of the City Council becomes final ten days after mailing.

e. Unless the owner or other person entitled to possession of the sign, on or before the removal date stated in the notice described in this section, files a written request for hearing with the Planning Department, the City may, at any time after said date, remove and destroy the sign. If a written request for hearing is filed then upon any final decision of the Planning Commission or the City Council determining that the sign is an illegal sign within the public right-of-way, the City may remove and destroy the sign.

f. Notwithstanding any provision of this Chapter to the contrary, any illegal sign within the public right-of-way which constitutes a hazard to pedestrian or vehicular traffic may be removed immediately and stored by the City, at the expense of the owner, or other person entitled to possession, pending completion of the notification and hearing procedures set forth in this section.

F. Construction and Maintenance of Signs.

1. Every sign and all parts, portions, and materials shall be manufactured, assembled and erected in compliance with all applicable State, federal, and City regulations, the Uniform Building Code and the National Electrical Code.

2. Every sign and all parts, portions and materials shall be maintained and kept in proper repair. The display surface of all signs shall be kept clean, neatly painted and free from rust and corrosion. Any cracked, broken surfaces, malfunctioning lights, missing sign copy or other unmentioned or damaged portion of a sign shall be repaired or replaced within 30 days following notification by the City. Noncompliance with such a request will constitute a zoning violation and will be enforced as such.

G. *Flags (real estate sales and leasing).* Commercial flags and banners are permitted in conjunction with an approved residential subdivision sales office or a commercial sales or leasing office, or an industrial sales or leasing office. Such flags shall conform to the following provisions:

1. A maximum of six may be used.

2. The flags or banners shall be no higher than 15 feet.
3. The flags or banners shall be displayed in the immediate vicinity of the sales/leasing office. In no case shall the flags be allowed within the public right-of-way.
4. In the case of a residential subdivision office, the flags may be maintained as long as a valid operating permit for the sales office remains in effect.
5. In the case of a commercial office or industrial sales or leasing office, the flags may be maintained until 75 percent of the spaces have been leased.
6. The maximum size of any one flag shall not exceed 15 square feet. All flags shall be maintained in good condition; torn or worn flags shall be replaced.

H. *Roof Signs.* Roof signs may be used only in the event no other signing alternatives are available. Roof signs may be permitted if architecturally designed and built into the roof structure. Such design shall be compatible in design and materials with the building.

I. *Inoperative establishments.* Signs pertaining to activities or businesses which are no longer in operation shall be removed from the premises or the sign copy shall be removed or obliterated within 60 days after the premises has been vacated. Any such sign not removed within the specified time shall constitute a nuisance and shall be subject to removal under the provisions of this chapter.

J. *Enforcement, penalties and abatement*.

1. Any violation of the provisions of this section shall be deemed to be a continuing violation until the violation has been corrected.
2. A violation of any of the provisions of this section shall constitute a nuisance and a zoning ordinance violation.
3. Notwithstanding any other provision of this section, the City Attorney, upon the order of the City Council, may commence an action in a court of competent jurisdiction to obtain an injunction prohibiting the construction, erection, maintenance or display, or requiring the removal, of any sign that is in violation of any of the provisions of this section. In any such action, the City shall be entitled to recover its costs and its reasonable attorney's fees.
4. The owner or other person entitled to possession of a sign which is removed, stored and/or destroyed pursuant to any provision of this section shall be liable to the City for the cost of the removal, storage and/or destruction and the City may recover the same through an action commenced in a court of competent jurisdiction together with the City's court costs and reasonable attorney's fees.
5. Any illegal sign within the public right-of-way is found and declared to be a public nuisance, and such sign may be abated by the City as follows:
    a. If the address of the owner or other person entitled to possession of the sign is known, notice of the City's intention to remove and destroy the sign, stating the date after which sign will be removed and destroyed, shall be mailed to the owner or other person entitled to possession by certified mail,

return receipt requested at least ten days before the date. If the address of the owner or other person entitled to possession is not known, the notice shall be affixed in a conspicuous place on said sign at least ten days before the date. The notice shall also set forth the provisions of this section.

b. The owner or other person entitled to possession of the sign may, before the removal date stated in the notice, file a written request for hearing with the planning department. The request shall identify the sign and its location, state the name and address of the owner or other person entitled to possession and set forth in detail the contentions why the sign should not be removed and destroyed.

c. If a request for hearing is filed, the planning commission shall hear the matter at a regularly scheduled meeting held not more than 30 days thereafter. After the hearing, the planning commission shall determine whether or not the sign is an illegal sign within the public right-of-way. The written decision of the planning commission shall be rendered within ten days after the hearing and a copy of the decision shall be mailed to the owner or other person entitled to possession within seven days thereafter. Unless a notice of appeal is filed as provided for in this chapter, the decision of the planning commission shall become final ten days after mailing.

d. The owner or other person entitled to possession may file a notice of appeal with the City Clerk within ten days after the date of mailing of the planning commission's decision. If a timely notice of appeal is filed, the matter shall be heard by the City Council at a regular meeting scheduled not more than 30 days thereafter. After hearing, the City Council shall determine whether or not the sign is an illegal sign within the public right-of-way. The written decision of the City Council shall be rendered within ten days after the hearing and a copy of the decision shall be mailed to the owner or other person entitled to possession within seven days thereafter. The decision of the City Council becomes final ten days after mailing.

e. Unless the owner or other person entitled to possession of the sign, on or before the removal date stated in the notice described in this section, files a written request for hearing with the planning department, the City may, at any time after said date, remove and destroy the sign. If a written request for hearing is filed then upon any final decision of the planning commission or the City Council determining that the sign is an illegal sign within the public right-of-way, the City may remove and destroy the sign.

f. Notwithstanding any provision of this chapter to the contrary, any illegal sign within the public right-of-way which constitutes a hazard to pedestrian or vehicular traffic may be removed immediately and stored by the City, at the expense of the owner, or other person entitled to possession, pending completion of the notification and hearing procedures set forth in this section.

K. *Construction and Maintenance of Signs*.

1. *Code compliance*. Every sign and all parts, portions, and materials shall be manufactured, assembled and erected in compliance with all applicable state, federal, and City regulations, the uniform building code and the national electrical code.

2. *Maintenance.* Every sign and all parts, portions and materials shall be maintained and kept in proper repair. The display surface of all signs shall be kept clean, neatly painted and free from rust and corrosion. Any cracked, broken surfaces, malfunctioning lights, missing sign copy or other unmentioned or damaged portion of a sign shall be repaired or replaced within 30 days following notification by the City. Noncompliance with such a request will constitute a zoning violation and will be enforced as such.

(Ord. 920 §2, 9/2007; Ord. No. 1071, §§ 4(Exh. A), 5(Exh. B), 5-17-2016)

17.07.080 Signs permitted in all zones.

A. *Permitted Signs.* Generally, Sign permits shall be issued for signs included under this section, provided the signs are in compliance with the qualifications stated in this section, and all other applicable laws and ordinances.

B. *Directional Signs*.

1. Private party directional signs shall be designed, constructed and mounted so as to be viewed from on-site or from an area adjacent to the site by pedestrians or motorists while parking their automobile.

2. Private party directional signs may not contain commercial advertising material.

3. Private party directional signs are not be allowed within the public right-of-way.

4. Private party directional signs shall not exceed four square feet in area, per side. In the case of a ground sign, the overall height shall not exceed four feet.

C. *Special Event Signs.* Special event signs shall be permitted when they comply with the provisions of this subsection. Such signs are permitted for a limited period of time in any zoning district in connection with a special temporary event, such as (by way of example and not limitation), grand openings, parades, marches, demonstrations, carnivals, festivals, charitable events, special holiday season displays, etc., when such events comply with all applicable laws. Applicants for a special event signs shall submit a letter to the director that describes the proposed event by location, area and time duration. The application shall be processed in the same manner, and subject to the same appellate procedures, as an application for a sign permit. Special event sign permits shall be limited to the following provisions:

1. No more than one special event sign shall be permitted per special event and may be in the form of a banner or pennant.

2. The special event sign shall be a maximum of 50 square feet in area (measured one side) and shall be no higher than ten feet in the case of a ground sign.
3. Special event signs shall be limited to cumulative total of 45 days per calendar year.

D. *Permitted Signs—On-site Subdivision Signs.* Onsite subdivisions may display signs which conform to the following:

1. One temporary on-site subdivision sign not to exceed 64 square feet total for two sides or 32 square feet for one side and a total overall height of 15 feet may be permitted on each primary street frontage of the property being subdivided, not to exceed two such signs for all phases of any subdivision (interior streets of the subdivision are not recognized as a main street frontage).
2. Such signs shall be removed within ten days from the date of the final sale of the land and/or residences.
3. Signs shall be maintained in good repair at all times.
4. A cash deposit of $500.00 per sign shall be deposited with the sign application to ensure compliance with this section and removal of such sign. The deposit shall be refunded to the applicant upon sign removal by the applicant. If the City is forced to remove any signs, then the cost of removal shall be deducted from the deposit.

E. *Permitted Signs—Temporary Subdivision Directional Signs.* The following signs may be permitted in any zoning district subject to the provisions listed:

1. A maximum of six signs may be used to lead customers to the site.
2. Signs shall be no larger than 600 square inches and shall be grouped on a two-sided sign structure as shown in exhibit A. the City may, from time to time, develop or amend the design details for this sign structure.
3. A sign structure shall be located not less than 600 feet from an existing or previously approved sign site. Further, each sign may only contain the name of the subdivision, and a directional arrow as shown on exhibit B.
4. The placement of each sign structure shall be reviewed and approved by the Planning Director, who shall base the decision on non-communicative aspects of the sign.
5. Signs placed on private property shall require the written consent of the property owner, to be filed with the Community Development Director prior to issuance of a permit. Signs in the public right-of-way shall be reviewed and approved by the public works director prior to issuance of the sign permit and shall require approval of an encroachment permit.
6. A sign location plan shall be prepared showing the site of each directional sign and shall be submitted to the planning department prior to the issuance of a sign permit.
7. Any such sign approved for a particular subdivision within the City shall not be changed to advertise another subdivision.

8. There shall be no additions, tag signs, streamers, devices, display boards, or appurtenance added to the sign as originally approved. Further, no other directional signing may be used, such as posters or trailer signs.
9. All nonconforming subdivision signs associated with the subdivision in question must be removed prior to the issuance of a new sign permit.
10. A $500.00 cash deposit shall be placed with the City to ensure compliance with this subsection. Any sign placed contrary to the provisions of this section may be removed by the City and the cost of removal shall be deducted from the deposit. Additional costs incurred by the City resulting from the removal of illegal signs shall be charged to the developer.
11. The sign(s) may remain on display only until the subdivision is sold out.

F. *Signs on the Public Right-of-Way.* Signs on the public right-of-way, except where required by a governmental agency, shall require an encroachment permit and are limited to political or other noncommercial messages. The encroachment permit shall be on a form as provided by the City with information as deemed fit by the City Manager or designee to review compliance with section. A maximum of six encroachments per calendar year are permitted per applicant, organization, or candidate. The maximum time limit for signs to be on display is 30 days.

1. Signs that are 24" × 18" or 432 square inches and under have the following requirements:
    a. Maximum number of signs: 50.
    b. Maximum size: 24" × 18" or 432 square inches.
    c. Placement requirements: Signs shall be placed a minimum of one foot from edge of sidewalk and shall not obstruct pedestrian traffic and a minimum of five feet from edge of curb or street pavement if no curb exists; No signs shall be placed in lawn areas, parks, medians, civic center, CRC, or other government buildings; signs shall not be attached to fences, traffic control posts, utility poles, or bus shelters; Signs shall be limited to one sign per block of street in each direction of travel in developed areas and limited to one sign per one-quarter mile spacing in each direction of travel for undeveloped areas.
2. Signs that are over 24" × 18" or 432 square inches have the following requirements:
    a. Maximum number of signs: 8.
    b. Maximum size: 48" × 48".
    c. Placement requirements: Signs shall be placed a minimum of one foot from edge of sidewalk and shall not obstruct pedestrian traffic and a minimum of five feet from edge of curb or street pavement if no curb exists; No signs shall be placed in lawn areas, parks, medians, civic center, CRC, or other government buildings; signs shall not be attached to fences, traffic control

posts, utility poles, or bus shelters; Signs shall be limited to one sign per block of street in each direction of travel.

d. Applicant shall submit insurance naming the City as additionally insured in an amount as required by the City Manager.

(Ord. 984, 12-7-2010; Ord. No. 1071, § 6(Exh. C), 5-17-2016)

17.07.090 Signs in recreation, open space, residential and agricultural zones.

A. *R-C (Recreation-Conservation) Zone*. Signs in the R-C Zone shall be limited to "for sale" signs in accordance with Section 17.07.070 of this Chapter and the following signs for commercial recreation uses, subject to approval of a Uniform Sign Program as described in Section 17.07.060.

1. One monument sign for each street frontage, limited to five feet in height and 32 square feet in size.
2. Building mounted signage not exceeding ten percent for any building wall.

B. *Residential Zones.* The following signs shall be permitted in residential zoning districts:

1. *Single-Family Residential Zone (R-SF).* Real estate for sale signs, and identification signs in accordance with Section 17.07.070.A(2) of this Chapter, and noncommercial signs per Section 17.07.070.A(15).
2. *Multi-Family Residential Zone (R-MF)*.

a. Real estate for sale signs in accordance with Section 17.07.070.A(2) of this Chapter.

b. A maximum of two signs indicating the name of the multiple-family dwelling, apartment or dwelling group shall be permitted. Such signs may include monument signs not exceeding six feet in height and/or wall-mounted signs. The total area of each sign shall not exceed four square feet for less than 12 units, or 12 square feet for 12 or more units. Signs attached to the wall of the building shall not extend above the roof or eave line. Such sign may project 12 inches maximum from the building face. Identification signs may be illuminated, either internally or externally; provided, that all lights are directed away from public rights-of-way and adjacent properties.

c. An illuminated directory sign shall be provided at each entrance of all multi-family complexes with more than 12 dwelling units. Directory signs shall provide a diagrammatic representation of the complex in accordance with the requirements of the Fire Department

d. Noncommercial signs per Section 17.07.070.A(15) of this Chapter.

C. *Rural Residential (R-R) Zone*.

1. Real estate for sales signs and identification signs in accordance with Section 17.07.070.A(2) of this Chapter.

2. Signs for produce sales, subject to approval of a Uniform Sign Program in accordance with Section 17.07.060.L of this Chapter.
3. Noncommercial signs per Section 17.07.070.A(2) of this Chapter.

D. *Traditional Neighborhood Residential (R-TN) Zone.* The R-SF Zone sign standards shall apply to single-family dwellings, and the R-MF Zone sign standards shall apply to multiple-family dwellings.

(Ord. 920 §2, 9/2007)

17.07.095 Signs in urban village zone.

A. *Urban Village Zone*. The R-MF Zone sign standards shall apply to multiple-family dwellings, and commercial zone sign standards (17.07.110) shall apply to commercial uses.

17.07.100 Signs in manufacturing zones.

A. *M (Manufacturing) Zone*.

1. *Permitted Signs.* The following signs are specifically permitted for industrial complexes, subject to the approval of a Uniformed Sign Program in accordance with Section 17.07.060 B. of this Chapter:

   a. *Wall Signs.* One wall sign is permitted for each wall face of the establishment, up to a maximum of four wall signs. If said signs display commercial images or messages, they shall qualify as "onsite" commercial messages. In no case shall the total sign area of any unit or building exceed one square foot of sign area for each linear foot of the unit's or buildings primary frontage. In no event shall the area of any one wall sign exceed 100 square feet. Wall signs shall not occupy more than 70 percent of the storefront or unit width. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted.

   b. *Monument Signs.* One monument sign not to exceed 30 square feet in sign area may be permitted to identify separate businesses or uses in the industrial complex. The monument sign structure shall not exceed six feet in height. Additional monument signs may be permitted on parcels having more than one frontage if the signs are located at least 300 feet apart. Monument signs shall be placed in a landscaped area or planter of not less than 250 square feet and shall be located a minimum of five feet from any right-of-way, sidewalk or driveway.

   c. *Pylon Sign.* One pylon sign not to exceed 100 square feet in sign area will be permitted to identify separate business or uses in the industrial complex. The pylon sign structure shall not exceed 20 feet in height. Pylon signs shall be placed in a landscaped area or planter of not less than 250 square feet.

Pylon signs shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

d. *Directional Signs.* A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

2. *Signs Permitted for Uses Not in an Industrial Complex*.

a. *Wall Signs*: One wall sign is permit for each wall face of the establishment, provided: There are not more than four wall signs for any one establishment; if the display is used for a commercial message, then it must be onsite commercial; in no case shall the total sign area of any unit or building exceed one square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 100 square feet per sign. A wall sign shall not occupy more than 70 percent of the storefront or unit width. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted.

b. *Monument Signs*: One monument sign not to exceed 30 square feet in sign area which may be permitted to identify a business. The monument sign structure shall not exceed six feet in height. Monument signs shall be placed in a landscaped area or planter of not less than 250 square feet and shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

c. *Pylon Signs*: One pylon sign not to exceed 75 square feet in sign area will be permitted. The pylon sign structure shall not exceed 20 feet in height. Pylon signs for individual establishments which are not located within an industrial complex shall be subject to the approval of a sign permit by the Planning Commission, and shall require the applicant to demonstrate that the specific land use necessitates a pylon sign for visibility; in considering such an application, the Planning Commission shall consider only the non-communicative aspects of the sign. Pylon signs shall be placed in a landscaped area or planter of not less than 250 square feet and shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

d. *Directional Signs*: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

B. *Special Signage Requires for Business Parks*.

1. *Permitted Signs*: The following signs are permitted for industrial complexes, subject to the approval of a Uniform Sign Program in accordance with this Chapter:

a. *Wall Signs*: One wall sign is permitted for each wall face of the establishment provided there are not more than four wall signs for any one establishment. All commercial messages on such signs must qualify as onsite. In no case shall the total sign area of any unit or building exceed one square foot of sign

area for each linear foot of the unit's or building's primary frontage and shall not exceed 100 square feet per sign. Wall signs shall not occupy more than 70 percent of the storefront or unit width. Sign copy for all wall signs shall be individual channel letters of a maximum of 24 inches in height. If the sign contains a logo, said logo shall be a maximum of 36 inches in height. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted.

b. *Monument Signs*: One monument sign not to exceed 30 square feet in sign area is permitted to identify separate establishments or uses in the industrial complex, or to display noncommercial messages. The monument sign structure shall not exceed six feet in height. Additional monument signs may be permitted on parcels having more than one frontage and if the signs are located at least 300 feet apart. Monument signs shall be placed in a landscaped area or planter of not less than 250 square feet and shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

c. *Pylon Signs*: One pylon sign not to exceed 100 square feet in sign area which may be permitted to identify a separate business or uses in the industrial complex. The pylon sign structure shall not exceed 20 feet in height. Pylon Signs shall be placed in a landscaped are or planter of not less than 250 square feet and shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

d. *Under Canopy Signs*: For each use occupancy, one under canopy sign not exceeding four square foot shall be permitted.

e. *Directional Signs*: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

2. *Signs Specifically Permitted for Uses Not in an Industrial Complex*:

a. *Wall Signs*: One wall sign is permitted for each wall face of the establishment provided there are not more than four wail signs for any one business. Any commercial messages on such signs must qualify as onsite. In no case shall the total sign area of any unit or building exceed one square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 100 square feet per sign. Wall signs shall not occupy more than 70 percent of the storefront or unit width. Sign copy for all wall signs shall be individual channel letters of a maximum of 24 inches in height. If the sign contains a logo, said logo shall be a maximum of 36 inches in height. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted.

b. *Monument Signs*: One monument sign not to exceed 30 square feet in sign area. The monument sign structural shall not exceed six feet in height. Monument signs shall be placed in a landscaped area or planter of not less

than 250 square feet and shall be a minimum of five feet from any right-of-way, sidewalk or driveway. If such sign displays a commercial message, it must qualify as onsite.

c. *Pylon Signs*: One pylon sign not to exceed 75 square feet in sign area. The pylon sign structure shall not exceed 20 feet in height. Pylon signs for individual establishments which are not located within an industrial complex shall be subject to the approval of a sign permit by the Planning Commission, and shall require the applicant to demonstrate that the specific land use necessitates a pylon sign for visibility; in considering such an application, the Planning Commission shall consider only the non-communicative aspects of the proposed sign. Pylon signs shall be placed in a landscaped area or planter of not less than 250 square feet and shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

d. *Directional Signs*: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

(Ord. 920 §2, 9/2007)

17.07.110 Signs in commercial zones.

The standards and provisions contained in this section shall be applicable to the Commercial Neighborhood (C-N) and Community Commercial (C-C) zones, but not including properties with these zoning designations, which are located in the "Special Commercial Areas" as set forth in Section 17.07.120 of this Chapter.

A. Permitted signs in the C-N and C-C Zones within a commercial complex shall include:

1. *Wall Signs*: One wall sign is permitted for each wall face of the establishment provided there are not more than four wall signs for any one establishment. If used to display a commercial message, the sign must qualify as onsite. In no case shall the total sign area of any unit or building exceed one square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 100 square feet per sign. Wall signs shall not occupy more than 70 percent of the storefront or unit width. If the sign contains a logo, said logo shall be a maximum of 36 inches in height a wall sign may not project any of its height above the roof eave line or parapet of the wall upon which is mounted.

2. *Monument Signs*: One monument sign not to exceed 30 square feet in sign area which may be permitted to identify separate establishments or uses in the commercial complex. The monument sign structure shall not exceed six feet in height. Additional monument signs may be permitted on parcels having more than one frontage and the signs are located at least 300 feet apart. Monument signs shall be placed in a landscaped area or planter of not less than 250 square feet. Monument signs shall be located a minimum of five feet from any right-of-way, sidewalk or driveway.

3. *Pylon Signs*: One pylon sign not to exceed 100 square feet in sign area will be permitted to identify a separate business or uses in the commercial complex. The pylon sign structure shall not exceed 20 feet in height. For each secondary street frontage with at least 300 feet of length, one additional pylon sign may be permitted not to exceed 100 square feet in sign area and shall not exceed 20 feet in height. When such a sign is used to display a commercial message, it must qualify as onsite.
    a. Where pylon signs are placed on both major and secondary street frontages, each such sign shall be placed as near to the middle of the street frontage as practical or at a major driveway entrance to the commercial complex from the street frontage.
    b. Pylon signs shall be placed in a landscaped area or planter of not less than 250 square feet. Pylon signs shall be a minimum of five feet from any right-of-way, sidewalk or driveway.
    c. A maximum of three signs may be used to identify any one establishment pursuant to the criteria outlined in this section.
4. *Service and Delivery Signs*: One unlighted sign per occupancy not to exceed two square feet may be placed on the rear of the building for service and delivery purposes.
5. *Directional Signs*: A maximum of two on-site directional signs per drive approach, each not to exceed a total of ten square feet in area and four feet in height.
6. *Window Signs*: Window signs conforming to the provisions of Section 17.07.070.A(1), (16).
7. *Under Canopy Signs:* For each use or occupancy, one maximum four foot under canopy sign per frontage.

B. Permitted signs in the C-N and C-C Zones for uses not part of a commercial complex shall include:
    1. Wall Signs: One wall sign is permitted for each wall face of the establishment provided there are not more than four wall signs for any one establishment. If such sign is used for a commercial message, it must qualify as onsite. In no case shall the total sign area of any unit or building exceed one square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 100 square feet per sign. Wall signs shall not occupy more than 70 percent of the storefront or unit width. A wall sign may not project any of its height above the roof eave line or parapet of the wall upon which is mounted.
    2. Service and Delivery Signs: One unlighted sign per occupancy not to exceed two square feet may be placed on the rear of the building for service and delivery purposes.
    3. Directional Signs: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

4. Window Signs: Window signs conforming to the provisions of Section 17.07.070.A(1), (16)
5. Under Canopy Signs: For each use or occupancy, one maximum four foot under canopy sign per frontage.
6. Exceptions: Certain exceptions to the sign standards applicable to commercial uses not located within a commercial complex may be approved by the Planning Commission including the election of freestanding sign(s) when the following findings can be made by the Planning Commission, without consideration of proposed message content (other than the onsite/offsite distinction in the case of commercial messages):
    a. The site is subject to limited visibility and additional signing is necessary for a reasonable level of advertising exposure;
    b. The type of establishment or the configuration of the site necessitates additional signage.
    c. Exceptions shall be processed through the sign permit and minor variance process provided for in the Zoning Ordinance.

C. Freeway-Facing Signs. Permitted in the C-N and C-C Zones subject to the following requirements:

1. The maximum allowable sign face area of any freeway-facing sign for a shopping center or commercial complex which totals more than 250,000 square feet of gross floor area shall be 300 square feet and shall not exceed 60 feet in height. When such display area is used for commercial speech, the copy must qualify as onsite as to the shopping center or commercial complex.
2. The maximum allowable sign face area of any freeway-facing sign for a shopping center or commercial complex which totals less than 250,000 square feet of gross floor area shall be 150 square feet and shall not exceed 60 feet in height.
3. Freeway-facing signs, including freeway-facing electronic message signs, may only be permitted subject to the approval of a sign permit by the Planning Commission. Freeway-facing signs will be permitted when they satisfy all of these criteria:
    a. The proposed sign is located upon the property upon which the use identified is located;
    b. The proposed sign is located in the vicinity of a freeway interchange and within 300 feet of the freeway right-of-way and 600 feet of the intersecting street right-of-way;
    c. The following findings must be made, without consideration of message content of the proposed sign:
        i. The elevation of the freeway in relation to the elevation of the abutting properties justifies the height requested and is the minimum necessary.

ii. The number and spacing of freeway signs will not cause unnecessary confusion, clutter or other unsightliness in the general location.

iii. The use identified, as well as its type, size and intensity, justifies the size, design and location of the sign requested.

iv. The needs of the traveling public for identification and directional information justifies the sign requested.

D. Automobile Service Station Signs. Automobile service station signs shall be permitted subject to the following requirements:

1. *Identification/Price Monument Sign*: For each service station, one monument, combination price and identification sign, maximum 30 square feet in size and maximum six feet in overall height shall be permitted and must include all price advertising as required by State law. Elevated signs may be used subject to approval of the Planning Commission (without consideration of message content) where vision impairments exist, however elevated signs shall be designed with appropriate vision spaces. Such signs shall not exceed 15 feet in overall height.

2. *Identification Pylon Sign*: For service stations located contiguous to a freeway, where a freeway exit serves the street from which the service station takes direct access, in addition to the identification/price monument sign allowed by paragraph (1) above, one pylon sign, maximum 100 square feet in size and 40 feet in overall height, situated so as to be directed toward and permanently viewable from the freeway, shall be permitted.

3. *Special Service Signs*: Each service station may display two special service signs per pump island. Special service signs shall be limited to such items as self-serve, full serve, air, water, cashier, and shall be non-illuminated. Such signs must be permanently affixed to the pump island they identify. Each sign may not exceed four square feet in overall size.

4. *Wall Signs*: Wall signs for automobile service stations shall be permitted subject to the provisions set forth in Section 17.07.110.A(1) and (16).

5. *Directional Signs*: Maximum of two on-site directional signs per drive approach, each not to exceed a total of ten square feet in area and four feet in height.

6. *Window Signs*: Window signs conforming to the provisions of Section 17.61.025.A(1) and (16).

E. Theater Marquee Signs. Theater marquee signs shall be permitted subject to the following requirements:

1. The size of a theater marquee sign shall be determined by the number of screens. Each screen shall be permitted a maximum of ten square feet for each sign face area. A theater marquee sign may not total more than 100 square feet of sign face area.

2. A maximum of one theater marquee sign, not to exceed 25 feet in height, is permitted per street frontage exclusive of freeway; provided, however, that the theater is part of an integrated shopping center.
3. A maximum of one theater marquee sign, not to exceed 25 feet in height, shall be permitted for theaters not considered to be part of an integrated shopping center.
4. A maximum of one wall-mounted theater marquee sign shall be permitted at the main entrance to the theater.

F. Electronic Message Signs. Electronic message signs shall be permitted subject to the following requirements:

1. One electronic message sign may be permitted in a commercial complex with a minimum of 25,000 square feet of floor area. No electronic message sign shall be located closer than 2,500 feet to another electronic message sign. A conditional use permit shall be required whereby the Planning Commission will determine the size and height of the sign.
2. Each display shall appear for a period of at least eight seconds. Displays shall not be animated, appear in incremental stages or move across the changeable copy sign face. The sign shall remain blank (no message or display) for at least one second between separate images.
3. The sign may display only noncommercial messages or onsite commercial messages, related to those establishments that are part of the complex or the merchandise or activities available on the parcels which are part of the commercial complex. The sign shall not be used as a billboard.
4. The sign shall be reviewed for traffic safety purposes by the City's Public Works Director and shall comply with any and all safety standards as prescribed by the State of California. Such reviews shall not consider message content.

(Ord. 920 §2, 9/2007)

17.07.120 Signs in special commercial areas.

Certain commercial areas within Beaumont are of a unique character due to historic, land use, parcelization and circulation considerations. These areas, which contain C-N (Commercial Neighborhood) and C-C (Community Commercial) Zoning Districts, shall be subject to differing criteria as compared to other commercial areas in the City, as set forth within this section.

A. *Antique Village District Area.* This area consists of properties fronting on the north side of Sixth Street between Magnolia Avenue and Veile Avenue, on the south side of Sixth Street Between Euclid Avenue and Veile Avenue, and on the east and west sides of Beaumont Avenue between Sixth Street and Seventh Street.

1. Within this special district, signs are permitted for commercial complexes as follows:

a. Wall Signs: One wall sign is permitted for each wall face of the establishment provided there are not more than four wall signs for any one establishment.

If used for commercial messages, the message must qualify as onsite. In no case shall the total sign area of any unit or building exceed three-quarters square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 75 square feet per sign. Wall signs shall not occupy more than 60 percent of the storefront or unit width. Painted wall signs are permitted when determined to be compatible with the architectural character of the building and area. If the sign contains a logo, said logo shall be a maximum of 36 inches in height. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted.

b. Monument Signs: One monument sign not to exceed 30 square feet in sign area which may be permitted to identify separate establishments or uses in the commercial complex, or for noncommercial messages. The monument sign structure shall not exceed six feet in height. One additional monument sign may be permitted on parcels having more than one frontage and the signs are located at least 200 feet apart.

c. Pylon Signs: Pylon signs not to exceed 75 square feet in sign area which may be permitted to identify separate establishments or uses in the commercial complex, subject to approval of a sign permit by the Planning Commission. In consideration of pylon signs in this area the Planning Commission shall consider the need for compatibility and appropriateness of such signage at the proposed location but shall not consider the message content of the proposed sign, other than the onsite/offsite distinction for commercial messages.

d. Monument and pylon signs shall be placed in a landscaped area or planter of not less than 250 square feet. Monument and pylon signs shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

e. Service and delivery signs, limited to one unlighted sign per occupancy not to exceed two square feet, may be placed on the rear of the building for service and delivery purposes.

f. Directional signs: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

g. Window signs: Window signs conforming to the provisions of Section 17.07.070.A(1) and (16).

h. Under canopy signs: For each use or occupancy, one maximum four square foot identification under canopy sign per frontage.

i. Internally or back-lit fluorescent signs shall not be permitted in the Antique Village District Area.

2. Permitted signs for uses not part of a commercial complex shall include:

a. Wall signs: One wall sign is permitted for each wall face of the establishment provided there are not more than four wall signs for any one establishment. Any such sign used for commercial messages must qualify as onsite. In no case shall the total sign area of any unit or building exceed three-quarters square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 75 square feet per sign. Wall signs shall not occupy more than 60 percent of the storefront or unit width. Painted wall signs are permitted when determined by the Director, without consideration of message content, to be compatible with the architectural character of the building and area. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted.

b. Service and delivery signs: One unlighted sign per occupancy not to exceed two square feet may be placed on the rear of the building for service and delivery purposes.

c. Directional signs: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

d. Window signs conforming to the provisions of Section 17.07.070.A(1) and (16).

e. Under canopy signs: For each use or occupancy, one maximum four-foot identification under canopy sign per frontage.

3. Automobile service stations signs shall be permitted subject to the following requirements:

a. Identification/price monument sign: For each service station, one monument, combination price and identification sign, maximum 30 square feet in size and maximum six feet in overall height shall be permitted and must include all price advertising as required by State law.

b. Special service signs: Each service station may display two special service signs per pump island. Special service signs shall be limited to such items as self-serve, full serve, air, water, cashier, and shall be non- illuminated. Such signs must be permanently affixed to the pump island they identify. Each sign may not exceed four square feet in overall size.

c. Wall signs for automobile service stations shall be permitted subject to the provisions set forth in Section 17.07.110.A.(1) and (16).

d. Directional Signs: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

e. Window Signs: Window signs conforming to the provisions of Section 17.07.070.A.(1) and (16).

B. *Beaumont Avenue Corridor.* Properties fronting on both sides of Beaumont Avenue between Seventh Street and Fourteenth Street are allowed signs as follows:

1. Permitted signs for commercial complexes shall include:

    a. Wall Signs: One wall sign is permitted for each wall face of the establishment provided there are not more than four wall signs for any one business. If used to display a commercial message, the sign must qualify as onsite. In no case shall the total sign area of any unit or building exceed three-quarters square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 75 square feet per sign. Wall signs shall not occupy more than 60 percent of the storefront or unit width. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted

    b. Monument Signs: One monument sign not to exceed 30 square feet in sign area which may be permitted to identify separate businesses or uses in the commercial complex. The monument sign structure shall not exceed six feet in height. Additional monument signs may be permitted on parcels having more than one frontage and the signs are located at least 200 feet apart. Monument signs shall be located in a landscaped planter of not less than 250 square feet and shall be a minimum of five feet from any right-of-way, sidewalk or driveway.

    c. Service and Delivery Signs: One unlighted sign per occupancy not to exceed two square feet may be placed on the rear of the building for service and delivery purposes.

    d. Directional Signs: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

    e. Window Signs conforming to the provisions of Section 17.07.070.A.

    f. Under Canopy Signs: For each use or occupancy, one maximum four square foot under canopy sign per frontage.

2. Permitted signs for uses not part of a commercial complex shall include:

    a. Wall Signs: One wall sign is permitted for each wall face of the establishment provided there are not more than four wall signs for any one business. If used to display a commercial message, the sign must qualify as onsite. In no case shall the total sign area of any unit or building exceed three-quarters of one square foot of sign area for each linear foot of the unit's or building's primary frontage and shall not exceed 75 square feet per sign. Wall signs shall not occupy more than 60 percent of the storefront or unit width. A wall sign may not project any of its height above the roof, eave line or parapet of the wall upon which it is mounted.

b. Monument Sign: One monument sign not to exceed 30 square feet in sign area that may be permitted to identify an establishment. The monument sign structure shall not exceed six feet in height. Additional monument signs shall be located in a landscaped area or planter of not less than 250 feet and shall be located a minimum of five feet from any right-of-way, sidewalk or driveway.

c. Service and Delivery Signs: One unlighted sign per occupancy not to exceed two square feet may be placed on the rear of the building for service and delivery purposes.

d. Directional Signs: A maximum of two on-site directional signs per drive approach each not to exceed a total of ten square feet in area and four feet in height.

e. Window Signs conforming to the provisions of Section 17.07.070.A.(1) and (16).

f. Under Canopy Signs: For each use or occupancy, one maximum four square foot identification under canopy sign per frontage.

(Ord. 920 §2, 9/2007)

17.07.130 Sign regulations for specific plan area zone.

A. *Permitted Signs in the Specific Plan Area (SPA) Zone—Exempt Signs.* The SPA Zone permits a variety of residential and supporting commercial and other supporting land uses. Signs, which may be erected without permits as provided for in Section 17.07.070 of this Chapter are permitted in the SPA Zone consistent with the respective land use.

B. *Signs Subject to Permits.* Provisions and standards for signs shall be established within a specific plan for land uses contained therein. The specific plan shall establish a project-wide sign program and shall make provisions for the development and review of Uniform Sign Programs consistent with Section 17.07.060.L of this Chapter for each non-residential land use component of the specific plan.

(Ord. 920 §2, 9/2007)

17.07.140 Sign design standards.

The design standards set forth in this section apply to all signs in the City of Beaumont.

A. *Relationship to Other Signs.* Where there is more than one monument sign located upon a lot, all such signs shall have designs which are well related to each other by the similar treatment or incorporated of not less than four of the following six design elements:

1. Type of construction materials as used in the several sign components (such as cabinet, sign copy, supports);
2. Letter style of sign copy;
3. Illumination;
4. Type or method used for supports, uprights or structure on which sign is supported;
5. Sign cabinet or other configuration of sign area;
6. Shape of entire sign and its several components.

B. *Landscaping.* Each monument sign shall be located in a planted landscaped area which is of a shape, design and size (equal to at least the sign area) that will provide a compatible setting and ground definition to the sign. The planted landscaped area shall be maintained on a reasonable and regular basis.

C. *Illumination and Motion.* Monument signs shall be non-moving stationary structures (in all components) and illumination, if any, shall be maintained by artificial light which is stationary and constant in intensity and color at all times (non-flashing).

D. *Sign Color.* Sign colors should be compatible with the building architecture. Within shopping centers, sign color should complement the color scheme for the center. This provision does not apply to noncommercial messages displayed on signs.

E. *Special Commercial Areas.* Signs proposed within the special commercial areas identified in this Chapter shall be subject to detailed design review by the Community Development Director and/or Planning Commission for the purpose of ensuring consistency and compatibility with the respective area. Such review shall be performed in conjunction with the processing of permit applications as set forth in this Chapter. However, such analysis shall not consider the message content of the proposed sign.

(Ord. 920 §2, 9/2007)

Chapter 17.08 NONCONFORMING USES

17.08.010 Purpose and authority.

This chapter establishes uniform provisions for the regulation of nonconforming structures, land uses and lots. Within the zoning districts established by title, there exist structures, land uses and lots that were lawful prior to the adoption, or amendment of this development code, but which would be prohibited, or regulated or restricted differently under the terms of this development code or future amendments. It is the intent of this development code to discourage the long-term continuance of these nonconformities, but to permit them to exist under limited conditions.

(Ord. 920 §2, 9/2007)

17.08.020 Applicability.

This Chapter applies to all zone districts and to any parcels or structures in the City Beaumont that are nonconforming.

(Ord. 920 §2, 9/2007)

17.08.030 Restrictions regarding nonconforming structures and uses.

Nonconformities may be continued subject to the following provisions, except as otherwise provided by this Section 17.08.

A. *Nonconforming Uses of Land.* A nonconforming use of land or within a structure may be continued, transferred or sold, provided that the use shall not be:

   1. Enlarged or increased;
   2. Be extended to occupy a greater area than it lawfully occupied before becoming a nonconforming use; and
   3. No additional uses shall be established on the site unless the nonconforming use is first discontinued, and any replacement use shall comply with all applicable provisions of this development code.

B. *Nonconforming Structures.* A nonconforming structure may continue to be used as follows:

   1. *Additions to Structures that are 25 percent or Less of the Total Floor Area Excluding Garages*. An enlargement, extension, reconstruction or structural alteration of a structure that is nonconforming and does not exceed 25 percent of the existing total floor area, excluding garages, may be allowed if the additions or improvements conform to all other applicable provisions of the development code, and the exterior limits of the new construction do not exceed the applicable height limit or encroach any further into the setbacks than the comparable portions of the existing building. If the nonconforming structure is in a residential zone, the applicant shall provide a certified notification letter to any applicable homeowner association and all adjacent property owners 14 days in advance of approval of a zoning clearance. This provision

can only be used once every five years. Any additional changes to structure which exceeds a total of 25 percent within five years from the issuance of a building permit may be allowed with conditional use permit approval.

2. *Additions to Structures that are Greater Than 25 Percent of Total Floor Area Excluding Garages*. The enlargement, extension, reconstruction or structural alteration of a structure that is nonconforming and which exceeds 25 percent of the existing total floor area, excluding garages, may be allowed with conditional use permit approval if the additions or improvements conform to all other applicable provisions of the development code and the exterior limits of the new construction do not exceed the applicable height limit or encroach any further into the setbacks than the comparable portions of the existing building. The applicant must provide a certified notification letter to any applicable homeowner association prior to scheduling a public hearing.

3. *Maintenance and Repair.* A nonconforming structure may undergo normal maintenance and repairs, provided no structural alterations are made (exception: see subsection 4, following), and the work does not exceed 15 percent of the appraised value of the structure as shown in the Riverside County assessor's records in any one year period, unless the commission allows more extensive work through conditional use permit approval after finding that the additional work will not prolong the duration of the nonconforming use; and

4. *Seismic Retrofitting.* Reconstruction required to reinforce un-reinforced masonry structures shall be permitted without cost limitations, provided the retrofitting is limited exclusively to compliance with earthquake safety standards.

C. *Nonconforming Use of a Conforming Structure.* The nonconforming use of a building that otherwise conforms with all applicable provisions of this chapter may be continued, transferred and sold, as follows:

1. *Expansion of Use.* The nonconforming use of a portion of a structure may be extended throughout the building with conditional use permit approval.

2. *Substitution of Use.* The nonconforming use of a structure may be changed to a use of the same or more restricted nature, with conditional use permit approval.

D. *Destroyed Structure.* The reconstruction of a structure damaged by fire or calamity, which at the time was devoted to a nonconforming use may be authorized by the conditional use permit approval, provided that reconstruction shall occur within 12 months after the date of the damage, and the reconstructed building shall have no greater floor area than the one destroyed.

(Ord. 920 §2, 9/2007)

17.08.040 Loss of nonconforming status.

If a nonconforming use of land or a nonconforming use of a conforming structure is discontinued for a continuous period of one year, it shall be presumed that the use has been abandoned. Without

further action by the City, further use of the site or structure shall comply with all the regulations of the applicable zoning district and all other applicable provisions of this Zoning Code.

(Ord. 920 §2, 9/2007)

17.08.050 Nonconforming lots.

A nonconforming lot of record that does not comply with the access, area or width requirements of this development code for the Zone District in which it is located, shall be considered to be a legal building site if it meets one of the criteria specified by this section. It shall be the responsibility of the applicant to produce sufficient evidence to establish the applicability of one or more of the following.

A. Approved Subdivision. The lot was created through a subdivision approved by the County of Riverside or the City of Beaumont.

B. Individual Lot Legally Created by Deed. The lot is under one ownership and of record and was legally created by a recorded deed prior to the effective date of the zoning amendment that made the parcel nonconforming.

C. Variance or Lot Line Adjustment. The lot was approved through the variance procedure or resulted from a lot line adjustment.

D. Partial Government Acquisition. The lot was created in conformity with the provisions of this development code, but was made nonconforming when a portion of the lot was acquired by a governmental entity so that the lot size is decreased not more than 20 percent and the yard facing any road was decreased not more than 50 percent.

E. Where structures have been erected on a nonconforming lot, the area where structures are located shall not be later divided so as to reduce the building site area and/or frontage below the requirements of the applicable zoning district or other applicable provisions of this Zoning Ordinance, or in any way that makes the use of the parcel more nonconforming.

(Ord. 920 §2, 9/2007)

17.08.060 Reserved.

Chapter 17.09 ANIMAL KEEPING

17.09.010 Purpose and authority.

This Chapter establishes provisions for the regulation of animal keeping within the City of Beaumont. It is the intent of this Chapter to accomplish the following:

A. To ensure that animal keeping within the City of Beaumont does not result in an adverse impact related to a health and safety violation;

B. To eliminate conditions that contribute to environmental degradation and pollution; and,

C. To ensure that the keeping of animals does not create a nuisance.

(Ord. 961 §1, 11/2009)

17.09.020 Applicability.

This Chapter is applicable to all Zone Districts in the City of Beaumont.

(Ord. 961 §1, 11/2009)

17.09.030 Domestic animal keeping.

Domestic and non-dangerous wild animals may be kept or maintained as pets or for the non-commercial use of members of the family residing on the premises subject to the following restrictions and in conformance with Title 6, and all other local, state and federal laws.

A. *Large Animals.* Lots or parcels of land within the Rural Residential (R-R) zone district having a minimum area of 20,000 square feet per dwelling unit may keep or maintain the large animals listed in Table 17.09-1 in the numbers specified, not to exceed one animal per 20,000 square feet. Other large animals that, in the opinion of the Community Development Director are neither obnoxious nor detrimental to the public welfare than the animals enumerated in this subsection are permitted with the same numerical limitations. Such animals shall be kept or maintained in full compliance with applicable Riverside County Health Department regulations.

Table 17.09-1
Requirements for Large Animals

Type of Animal	Number of Animals Permitted
Horses, donkeys, mules, pigs, and other equine cattle and cows	One over nine months of age for each 20,000 square feet of lot area
Sheep and goats	One over six months of age for each 20,000 square feet of lot area

B. *Small Animals.* Small animals permitted in all residential zones shall include birds, chickens, peafowl, duck and other fowl, monkeys, rabbits and similar species which do not constitute a

public nuisance. Other similar small animals that in the opinion of the Community Development Director are neither more obnoxious nor detrimental to the public welfare than the animals enumerated in this subsection are permitted. Such animals shall be kept or maintained at a place where the keeping of domestic animals is permitted and shall be maintained in full compliance with Riverside County Health Department regulations. The number of small animals is limited to no more than ten per household. No more than four birds, chickens, or other fowl shall be permitted per Section 6.02.160.

C. *Dogs and Cats.* Domesticated dogs and cats are limited to a maximum for four dogs and four cats over the age of four months for each developed residential lot consistent with Title 6.

D. *Other.* Other animals as provided for by Title 6.

(Ord. 961 §1, 11/2009; Ord. No. 1020, 6-5-2012; Ord. No. 1028, 12-18-2012)

17.09.040 Performance standards for pens, stables, and other animal keeping uses.

Accessory structures and other improvements related to the keeping of animals must conform to the following performance standards and in conformance with Title 6.

A. *Fencing.* All persons owning or having care, custody, or control of any animal, fowl, domestic or otherwise, shall maintain adequate fencing to hold the animal, fowl, domestic, or otherwise, from wandering or flying upon the property of another.

B. *Use of Animal Keeping Improvements.* The use of animal keeping improvements and accessory structures will not be permitted to create a nuisance for neighboring properties. Such nuisances may include, but not be limited to, noise, light and glare, odors, or fugitive dust.

C. *Housekeeping.* Animal keeping facilities and accessory uses must be maintained at all times and kept free of debris, trash, and animal waste, and must comply with other provisions outlined in Sections 17.09.70.

D. *Restrictions.* The use of animal keeping improvements and accessory structures shall not be permitted to unduly interfere with the free and unencumbered enjoyment and use of adjoining or nearby residential lots or otherwise be detrimental to the public health, safety or welfare.

E. *Portable Facilities.* The construction, placement, and use of portable facilities, including but not limited to fences, structures used for the storage of animal feed, and animal shelters, must be in conformance with all of the provisions outlined in this Section 17.09.060.

F. *Shelter (Dogs).* Any person owning or keeping a dog confined outside must provide the dog with access to clean water, food and an appropriate dog shelter. The shelter must be sanitary, of sound construction, and provide adequate protection from the elements (wind, rain & sun). It must have at least 3 sides, a weather-proof roof, a solid sanitary floor and be adequately ventilated. The shelter must be large enough for the dog to stand, lie down and turn around. Suitable drainage must be provided so that water is not standing in or around the shelter".

G. *Tethering.* No person shall tether, fasten, chain, tie or restrain a dog, or cause a dog to be tethered, fastened, chained, tied or restrained, to a doghouse, tree, fence or any other stationary object".

H. Notwithstanding subdivision (G), a person may do the following:

i. Tether, fasten, chain or tie a dog no longer than is necessary for the person to complete a temporary task that requires a dog to be restrained for a reasonable period of three hours in a 24-hour period.

ii. Attach a dog to a running line, pulley or trolley system.

a. Only one dog may be tethered to each running line, pulley or trolley system.

b. The tether must be attached to a properly fitting collar or harness worn by the dog with enough room between the collar and the dog's throat through which two adult fingers may fit. Choke collars, pinch collars and chain collars are prohibited for the purpose of tethering a dog to a running line, pulley or trolley system.

c. There must be a swivel on each end of the tether to minimize tangling of the tether. The tether and the running line, pulley or trolley system must be at least ten feet in length and must allow continuous access to clean water, food and shelter.

d. The running line, pulley or trolley system and tether must be of appropriate configuration to confine the dog to the owner's or keeper's property to prevent the tether from extending over an object that could result in injury or strangulation and to prevent the tether from becoming tangled with other objects or animals.

iii. No dog shall be kept on a residential property by running line, pulley or trolley system or fenced yard where the dog's owner or keeper does not reside.

(Ord. 961 §1, 11/2009; Ord. 1048, 7-15-14)

17.09.050 Development standards for pens, stables, and other animal keeping uses.

Accessory structures and other improvements related to the keeping of animals must conform to the following development standards.

A. *Horse Stables.* Horse stables are permitted only on lots containing a residential unit that has a minimum area of 20,000 square feet. The stable shall be located at least 50 feet from any street and not less than 50 feet from any lot line.

B. *Riding Ring and Dressage Ring.* Other equestrian improvements are restricted to those lots that have a total land area of more than one acre. Such uses shall be located at least 150 feet from any street and not less than 50 feet from any lot line unless a standards modification is approved.

C. *Pens and Enclosures for Other Animals.* Pens and enclosures for other large animals identified under Section 17.09.030.A are permitted only on lots containing a residential unit that has a minimum area of 20,000 square feet. The pen or enclosure shall be located at least 50 feet from any street and not less than 50 feet from any lot line unless a standards modification is approved.

D. *Pig Pens.* Pig(s) shall be confined in a pen or other enclosure. If the pig(s) are kept year-round and all or a portion of the pen or enclosure is uncovered, the uncovered portion of the enclosure shall have an impervious floor. Pens and enclosures for pigs are permitted only on lots containing a residential unit that has a minimum area of 20,000 square feet. The pig pen shall be located at least 50 feet from any street and not less than 50 feet from any lot line unless a standards modification is approved.

Table 17.09-2
Development Standards for Stables, Pens, and Enclosures for Large Animals

Type	Setback from Street	Setback from Adjacent Property	Minimum Lot Size
Equestrian Stables	50 feet	50 feet	20,000 square feet
Equestrian Rings	50 feet	150 feet	One acre
Sheep and Goat Pens	50 feet	50 feet	20,000 square feet
Pig Pens	50 feet	50 feet	20,000 square feet
Cattle	50 feet	50 feet	15,000 square feet

E. *Enclosures for Small Animals.* Any pen, coop, or enclosure for the keeping of domestic animals identified under Section 17.09.030.B shall be located at least 100 feet from any street and not less than 50 feet from any lot line.

F. *Modifications.* Requests for modifications from the setback requirements of this Section shall be submitted to the Community Development Director for consideration.

17.09.060 Environmental management.

This section outlines the requirements governing the maintenance and upkeep of animal keeping facilities that includes, but may not be limited to, stables, pens, corrals, equestrian rings, and other structures used for the housing of animals.

A. *Water Runoff.* All animal-keeping facilities must be designed in a manner so that water runoff is contained and disposed of in such a manner so that the runoff does not contribute to the pollution of local groundwater or the flooding of adjacent properties.

B. *Open Water Containers or Standing Water.* Open watering containers must be designed so that they do not become attractants for mosquito larvae. Standing water is not permitted.

C. *Waste and Debris Containers.* Animal keeping facilities and accessory uses must be maintained at all times and kept free of debris, trash, and animal waste. Storage containers for such debris, trash, and animal waste must be kept closed at all times.

D. *Odors.* Animal keeping facilities and accessory uses must be designed and maintained to prevent odors from affecting adjacent properties.

E. *Feed Storage.* Buildings, containers, or any other improvement used for the storage of feed must be constructed of materials to ensure that such feed is not an attractant to insects, rodents, and other vectors and to control odors.

F. *Pest Control.* All animal-keeping facilities must be kept free of vectors through periodic pest control inspections.

G. *Chemicals.* The storage, handling, and disposal of any potentially hazardous chemicals or commercial products used in the routine maintenance of animal control facilities or in the care of the animals, must adhere to all pertinent Federal, State, or Riverside County Health Department regulations.

H. *Fugitive Dust and Particulates.* All animal keeping facilities and accessory uses must be designed and maintained to prevent fugitive dust and particulates from affecting off-site locations.

I. *Noise.* All keeping of animals permitted herein shall be conducted in a manner which does not result in nuisance noise detrimental to residential living. Animals shall be kept and maintained in manner which contains animal sounds and noise consistent with applicable laws and regulations.

J. *Manure.* Refuse excrement and manure from animals, poultry, fowl or any livestock shall not be permitted to accumulate on any premises in the City for a period in excess of 14 days and shall be removed from such premises at not less than 14-day intervals unless spread upon and buried in the earth. Pending its removal from the premises, refuse excrement or manure shall be piled in a well-drained area on a base at least four inches above the surrounding levels, to the end that storm or surface waters will flow away from, rather than into the pile.

K. *Dead Animals.* Dead animals, fowl or poultry, and offal, pending removal from the premises must be in fly tight containers.

L. *Flies.* Upon inspection, should the animals services officer discover flies in unreasonably excessive numbers, he shall require further controls through the use of insecticides, chemicals or other means.

(Ord. 961 §1, 11/2009)

Chapter 17.10 AFFORDABLE HOUSING INCENTIVES/DENSITY BONUS PROVISIONS

17.10.010 Purpose.

The purpose of this Chapter is to provide incentives for the production of housing for very low income, lower income, moderate income, and senior households in accordance with Government Code Sections 65915—65918. In enacting this Chapter, it is the intent of the City to facilitate the development of affordable housing and to implement the goals, objectives and policies of the Housing Element of the City's General Plan.

(Ord. 982, 12-7-2010)

17.10.020 Definitions.

Whenever the following terms are used in this chapter, they shall have the meanings established by this section:

A. *Additional Incentive.* A regulatory concession as described in Government Code Section 65915 that may include, but not be limited to, the reduction of site development standards or zoning code requirements, approval of mixed-use zoning in conjunction with the housing development or any other regulatory incentive, which would result in identifiable cost avoidance or reductions, that are offered in addition to a density bonus.

B. *Affordable Rent.* Monthly housing expenses, including a reasonable allowance for utilities, for rental target units reserved for very low, lower- or moderate-income households, not exceeding the following calculations:

   1. Very-Low Income. Unless otherwise provided by law, households at 50 percent of the area median income, adjusted for household size, multiplied by 30 percent and divided by 12;

   2. Lower Income. Unless otherwise provided by law, households at 80 percent of the area median income, adjusted for household size, multiplied by 30 percent and divided by 12.

   3. Moderate Income. Unless otherwise provided by law, households at 120 percent of the area median income, adjusted for household size, multiplied by 30 percent and divided by 12.

C. *Affordable Sales Price.* A sales price at which lower or very low-income households can qualify for the purchase of target units, calculated on the basis of underwriting standards of mortgage financing available for the housing development.

D. *Density Bonus.* A density increase of up to those percentages above the otherwise maximum residential density, specified in this Chapter.

E. *Density Bonus Housing Agreement.* A legally binding agreement between a developer of a housing development and the City, which ensures that the requirements of this Chapter and

State density bonus law are satisfied. The agreement shall establish, among other things, the number of target units, their size, location, terms and conditions of affordability and production schedule.

F. *Density Bonus Units.* Those residential units granted pursuant to the provisions of this Chapter, that exceed the maximum residential density for the development site.

G. *Housing Cost.* The sum of actual or projected monthly payments for all of the following associated with for-sale target units: principal and interest on a mortgage loan, including any loan insurance fees, property taxes and assessments, fire and casualty insurance, property maintenance and repairs, homeowner association fees and a reasonable allowance for utilities.

H. *Housing Development*. Construction projects consisting of five or more residential units or lots, including single-family and multifamily, that are proposed to be constructed pursuant to this chapter.

I. *Lower Income Household*. Household whose income does not exceed the lower income limits applicable to Riverside County, as published and periodically updated by the State Department of Housing and Community Development pursuant to Health and Safety Code Section 50079.5.

J. *Maximum Residential Density.* The maximum number of residential units permitted by the City's General Plan Land Use Element and Development Code, applicable to the subject property at the time an application for the construction of a housing development is deemed complete by the City, excluding the additional units permitted by this Chapter.

K. *Moderate Income Household.* Household whose income does not exceed the moderate-income limits applicable to Riverside County, as published and periodically updated by the State Department of Housing and Community Development pursuant to Health and Safety Code Section 50093.

L. *Non-Restricted Units.* All units within a housing development excluding the target units.

M. *Senior Citizen Housing.* A housing development consistent with the California Fair Employment and Housing Act, that has been 'designed to meet the physical and social needs of senior citizens,' and which otherwise qualifies as 'housing for older persons', as that phrase is used in the Federal Fair Housing Amendments Act of 1988 and its implementing regulations, and as that phrase is used in Civil Code Section 51.3.

N. *Target Unit.* A dwelling unit within a housing development, which will be reserved for sale or rent to, and affordable to, very low-, lower- or moderate- income households.

O. *Very Low-Income Household.* Household whose income does not exceed the very low-income limits applicable to Riverside County, as published and periodically updated by the State Department of Housing and Community Development pursuant to Health and Safety Code Section 50105.

(Ord. 982, 12-7-2010)

17.10.030 Implementation.

A. The City shall grant a density bonus and additional incentives to an applicant who agrees to provide the following target units:

1. Lower Income Units. Designate at least ten percent of the total units of a housing development, or such other percentage provided by law, as target units affordable to lower income households; or
2. Very Low-Income Units. Designate at least five percent of the total units of a housing development, or such other percentage provided by law, as target units affordable to very low-income households.
3. Moderate Income Condominium or Planned Development Units. Designate at least ten percent of the total units of a condominium project, as defined in Civil Code Section 1351(f), or planned development as defined in Civil Code Section 1351(k), or such other percentage provided by law, as target units affordable to moderate income households.
4. Any senior housing development.
5. Donation of land pursuant to Government Code Section 65915(h).

B. In determining the number of density bonus units to be granted pursuant to this Section, the maximum allowable residential density for the site shall be computed as follows:

1. *Lower Income Household.* The maximum allowable residential density for the site shall be increased by 20 percent provided, however, that for each one percent increase above ten percent in the percentage of units affordable to lower income households, the density bonus shall be increased by 1.5 percent up to a maximum of 35 percent.
2. *Very Low-Income Household.* The maximum allowable residential density for the site shall be increased by 20 percent provided, however, that for each one percent increase above five percent in the percentage of units affordable to very low income households, the density bonus shall be increased by 2.5 percent up to a maximum of 35 percent.
3. *Moderate Income Condominium or Planned Development.* The maximum allowable residential density for the site shall be increased by five percent provided, however, that for each one percent increase above ten percent of the percentage of units affordable to moderate income households, the density bonus shall be increased by one percent up to a maximum of 35 percent.
4. *Senior Housing Development.* The maximum allowable residential density for the site shall be increased by 20 percent.
5. *Certain Donations of Land.* When an applicant for a tentative subdivision map, parcel map, or other residential development approval donates land to the City that satisfies the requirements of Government Code Section 65915(h), and complies with all procedural requirements of that subsection, including recordation of a deed restriction, then the maximum allowable residential density for the site shall be

increased by 15 percent provided, however, that for each one percent increase above the minimum percentage of land required to be donated pursuant to Government Code Section 65915(h), the density bonus shall be increased by one percent up to a maximum of 35 percent. This increase shall be in addition to any increase required by Section 17.10.030A of this Chapter, up to a maximum combined density increase of 35 percent if an applicant seeks both the increase required by this subsection and by Section 17.10.030A.

All density calculations resulting in fractional units shall be rounded up to the next whole number. The density bonus shall not be included when determining the percentage of target units. When calculating the required number of target units, any resulting fraction of units shall be deleted.

C. Number of Incentives.

1. One density bonus and one incentive shall be provided to a developer who agrees to construct at least ten percent of the total units for lower income households, five percent of the total units for very low-income households, or ten percent of units in a condominium or planned development for moderate income households. A density bonus and two incentives shall be provided to a developer who agrees to construct at least 20 percent of the total units for lower income households, ten percent of the total units for very low-income households, or 20 percent of units in a condominium or planned development for moderate income households. A density bonus and three incentives shall be provided to a developer who agrees to construct at least 30 percent of the total units for lower income households, 15 percent of the total units for very low-income households, or 30 percent of units in a condominium or planned development for moderate income households. In cases where a density increase of more than the amount specified in Section 17.10.030.B is requested, the density increase, if granted, shall be considered an additional incentive.

2. In cases where the developer agrees to construct a housing development that qualifies for a density bonus pursuant to Section 17.10.030A of this Chapter, that includes a childcare facility as defined in Government Code Section 65915(i)(4), the developer shall be entitled to an additional density bonus that is an amount of square feet of residential space equal to or greater than the amount of square feet in the childcare facility; or an additional incentive described in Section 17.10.040 of this Chapter, that contributes significantly to the economic feasibility of the construction of the childcare facility. Any such childcare facility shall comply with the following:

    a. The childcare facility shall remain in operation for a period of time that is as long or longer than the period of time during which the density bonus units are required to remain affordable;

    b. Of the children who attend the childcare facility, the children of very low income households, lower income households, or families of moderate income shall equal a percentage that is equal to or greater than the percentage of dwelling units that are required for very low income

households, lower income households, or families of moderate income, pursuant to this Chapter.

c. Notwithstanding the foregoing, the City shall not be required to provide a density bonus or incentive for a childcare facility when it is found, based upon substantial evidence, that the City has adequate childcare facilities.

(Ord. 982, 12-7-2010)

17.10.040 Types of bonuses and incentives allowed.

A. *Density Bonus.* The density bonus allowed by this Chapter shall consist of those density increases specified in Section 17.10.030, above the maximum residential density applicable to the site as of the date of the project land use permit application. A single development project shall not be granted more than one density bonus in compliance with this Chapter.

1. The City shall provide a density bonus and an additional incentive for qualified developments, upon the written request of a developer unless the City makes the written findings set forth in Government Code Section 65915(d)(1).

2. The development incentive granted shall contribute significantly to the economic feasibility of providing the target units. Any applicant seeking a waiver or modification of development or zoning standards shall show that such waiver or modification is necessary to make the housing development economically feasible. This requirement may be satisfied by reference to applicable sections of the housing element of the City's General Plan.

B. *Other Incentives.* If requested by the applicant, a qualifying project shall be entitled to at least one of the following incentives, unless the City makes the findings required by Government Code Section 65915(d)(1):

1. *Types of Incentives.* The allocation of an additional incentive shall be determined on a case-by-case basis. The additional incentive may include, but is not limited to any of the following:

a. A reduction in site development standards or a modification of the requirements of this Development Code, which exceed the minimum building standards provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code. These may include, but are not limited to, one or more of the following:

i. Reduced minimum lot sizes and/or dimensions.

ii. Reduced minimum lot setbacks.

iii. Reduced minimum outdoor and/or private outdoor open space.

iv. Increased maximum lot coverage.

v. Increased maximum building height.

vi. Reduced on-site parking standards.

vii. Reduced minimum building separation requirements.

viii. Other site or construction conditions applicable to a residential development.

b. Mixed use zoning to allow the housing development to include nonresidential uses and/or allow the housing development within a nonresidential zone. Approval of mixed-use activities in conjunction with the housing development if other land uses will reduce the cost of the housing development, and the other land uses are compatible with the housing development and the existing or planned development in the area, and is consistent with the General Plan.

c. Another regulatory incentive or concession proposed by the applicant and agreed to by the City, that results in identifiable, financially sufficient, and actual cost reductions. Permissible incentives include direct financial aid (e.g., redevelopment set-aside, Community Development Block Grant (CDBG) funding) in the form of a loan or a grant to subsidize or provide low interest financing for on or off-site improvements, land, or construction costs.

d. A density bonus of more than 35 percent.

e. Waived, reduced or deferred plan check, construction permit and/or development impact fees (e.g., capital facilities, park, traffic, etc.).

2. *Requirements*.

a. *Economic feasibility.* Any development incentive granted shall contribute to the economic feasibility of providing the target units.

b. *Waivers or modifications*. An applicant seeking a waiver or modification of development or zoning standards shall show that the waiver or modification is necessary to make the housing development economically feasible assuming a reasonable rate of return (e.g., at a minimum, an application shall include itemized accounting of projected costs and revenues of the development).

c. *Revenue*. Project revenues shall include moneys from the sale or rental of all units, including the density bonus units.

d. *Costs*. Projected costs:

i. Shall not include the 'lost opportunity' cost of the target units (e.g., the amount that would have been generated had the target units been rented or sold at market rate).

ii. May include items that are required solely because of the inclusion of the density bonus units and would not have been required without the units.

(Ord. 982, 12-7-2010)

17.10.050 Requirements for density bonus projects.

A. The entry into and execution of the density bonus housing agreement shall be a condition of any application for a discretionary planning permit (e.g., tract maps, parcel maps, site plans, planned development, or conditional use permits) for a housing development proposed pursuant to this Chapter. The agreement shall be recorded at the applicant's cost as a restriction running with the land on the parcel or parcels on which the target units will be constructed. The owner's obligation to maintain units as affordable housing shall be evidenced in the density bonus housing agreement. The agreement shall indicate the household type, number, location, size, and construction scheduling of all affordable units and any other information required by the City to determine the applicant's compliance with this chapter.

B. Target units shall remain restricted and affordable to the designated group for a period of 30 years (or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program), or otherwise as provided by law.

C. In determining the maximum affordable rent or affordable sales price of target units the following household and unit size assumptions shall be used, unless the housing development is subject to different assumptions imposed by other governmental regulations:

SRO (residential Hotel) unit	75% of 1 person
Studio	1 person
1 bedroom	2 persons
2 bedrooms	3 persons
3 bedrooms	4 persons
4 bedrooms	6 persons

D. Those units targeted for lower income households shall be affordable at a rent that does not exceed current Housing and Urban Development (HUD) income limits for lower income households for the county, adjusted for household size.

E. Those units targeted for very low-income households shall be affordable at a rent that does not exceed current HUD income limits for very low-income households for the county, adjusted for household size.

F. An applicant shall agree that the initial occupants of the moderate-income units in the condominium project or in the planned development are persons and families of moderate income, as defined in Health and Safety Code Section 50093. Upon resale, the seller of the unit shall retain the value of any improvements, the down payment, and the seller's proportionate share of appreciation. The City shall recapture its proportionate share of appreciation, which shall then be used within three years for any of the purposes described

in Health and Safety Code Section 33334.2(e), that promote homeownership. For purposes of this subsection, the City's proportionate share of appreciation shall be equal to the percentage by which the initial sale price to the moderate-income household was less than the fair market value of the home at the time of initial sale.

G. The owner shall submit annually, and within 30 days of occupancy of a target rental unit, a certificate of compliance, which shall include the name, address, and income of each tenant occupying the target unit.

H. The owner shall maintain and keep on file annual sworn and notarized income statements and current tax returns for all tenants occupying the target rental units.

I. The owner shall provide to the City any additional information required by the City to insure the long-term affordability of the target units by eligible households.

J. The City shall have the right to inspect the owner's project-related records at any reasonable time and shall be entitled to audit the owner's records once a year.

K. The City may establish fees associated with the setting up and monitoring of target units.

L. All for-sale target units shall be occupied by their purchasers; no renting or subleasing shall be permitted.

(Ord. 982, 12-7-2010)

17.10.060 Development standards.

A. Target units shall be constructed concurrently with non-restricted units unless both the City and the applicant agree within the density bonus housing agreement to an alternative schedule for development.

B. Target units shall be built on-site wherever possible and when practical, be dispersed within the housing development. Where feasible, the number of bedrooms of the target units shall be equivalent to the bedroom mix of the non-target units of the housing development, except that the developer may include a higher proportion of target units with more bedrooms. The design and appearance of the target units shall be compatible with the design of the total housing development. All housing developments shall comply with all applicable development standards, except those standards, which may be modified as provided by this chapter. Deviations from these provisions may only be permitted as part of an approved density bonus housing agreement.

C. Circumstances may arise in which the public interest would be served by allowing some or all of the target units associated with one housing development to be produced and operated at an alternative development site. Where the applicant and the City form an agreement, the resulting linked developments shall be considered a single housing development for purposes of this chapter. Under these circumstances, the applicant shall be subject to the same requirements of this chapter for the target units to be provided on the alternative site.

D. Special parking requirements. Upon request of the developer of a housing development qualifying for a density bonus pursuant to this Chapter, the City shall permit vehicular parking ratios, inclusive of handicapped and guest parking, in accordance with the following standards:

1. 0—1 bedroom: One on-site parking space.
2. 2—3 bedrooms: Two on-site parking spaces.
3. 4 or more bedrooms: Two and one-half parking spaces.

If the total number of parking spaces required for a housing development is other than a whole number, the number shall be rounded up to the next whole number. For purposes of this subsection, a housing development may provide 'on-site parking' through tandem parking or uncovered parking, but not through on-street parking.

(Ord. 982, 12-7-2010)

17.10.070 Processing of density bonus requests.

An application for a density bonus housing agreement pursuant to this Chapter shall be processed as part of the application for a housing development. An application for a housing development shall not be determined 'complete' for purposes of Government Code Section 65920, et seq., unless and until the City Council has given preliminary approval of the form and content of a density bonus housing agreement, which complies with the provisions of this chapter. The process for obtaining preliminary approval of the density bonus housing agreement, shall be as follows:

A. *Filing.* An applicant proposing a housing development pursuant to this chapter shall submit an application for a density bonus housing agreement as part of the submittal of any formal request for approval of a housing development. The application, whether a pre-application or a formal application, shall include:

1. A brief description of the proposed housing development, including the total number of units, target units, and density bonus units proposed;
2. The zoning and general plan designations and assessor's parcel number(s) of the project site;
3. A vicinity map and preliminary site plan, drawn to scale, including building footprints, driveways, and parking layout; and
4. If an additional incentive is requested, a description of why the additional incentive is necessary to provide the target units.

B. *Review of Density Bonus Request*.

1. Within 90 days of receipt of the application for a density bonus housing agreement and a housing development, the City shall provide to an applicant a letter, which identifies project issues of concern, and the procedures for compliance with this Chapter.

2. If additional incentives are requested, the Community Development Director shall inform the applicant that the requested additional incentives shall or shall not be recommended for consideration with the proposed housing development, or that alternative or modified additional incentives shall be recommended for consideration in lieu of the requested additional incentives. If the Community Development Director recommends alternative or modified incentives, the recommendation shall establish how the alternative or modified incentives can be expected to have an equivalent affordability effect as the requested incentives.

(Ord. 982, 12-7-2010)

17.10.080 Density bonus housing agreement.

A. The terms of the draft density bonus housing agreement (the "agreement") shall be reviewed and revised as appropriate by the Community Development Director and the City Attorney who shall formulate a recommendation to the Planning Commission for review and the City Council for final approval.

B. Following execution of the agreement by the applicant and the City, the completed agreement, or memorandum thereof, shall be recorded. The conditions contained in the agreement shall be filed and recorded on the parcel or parcels designated for the construction of target units as a condition of final map approval, or, where a map is not being processed, prior to issuance of building permits for such parcels or units. The agreement shall be binding upon all future owners and successors in interest for this property, which is the subject of the housing development application.

C. At a minimum, the agreement shall include the following:

1. The total number of units proposed within the housing development, including the number of target units;
2. A description of the household income group to be accommodated by the housing development, and the standards for determining the corresponding affordable rent or affordable sales price and housing cost;
3. The location, unit sizes (square feet), and number of bedrooms of target units;
4. Tenure of use restrictions for target units of at least 30 years;
5. A schedule for completion and occupancy of target units;
6. A description of any additional incentive being provided by the City;
7. A description of remedies for breach of the agreement by either party (the City may identify tenants or qualified purchasers as third-party beneficiaries under the agreement); and
8. Other provisions to ensure implementation and compliance with this chapter.

D. In the case of for-sale housing developments, the agreement shall provide for the following conditions governing the initial sale and use of target units during the applicable use restriction period:

1. Target units shall, upon initial sale, be sold to and occupied by eligible very low, lower income, or, in the case of a condominium or planned development, moderate income households at an affordable sales price and housing cost, or to qualified senior citizen residents (i.e., maintained as senior citizen housing).

2. The initial purchaser of each target unit shall execute an instrument or agreement, approved by the City Attorney, restricting the sale of the target unit in accordance with this chapter during the applicable use restriction period. Such instrument or agreement shall be recorded against the parcel containing the target unit and shall contain provisions as the City may require to ensure continued compliance with this Chapter and the State density bonus law.

E. In the case of rental housing developments, the agreement shall provide for the following conditions governing the use of target units during the use restriction period:

1. The rules and procedures for qualifying tenants, establishing affordable rent, filling vacancies and the proper management and maintenance of target units for qualified tenants;

2. Provisions requiring owners to verify tenant incomes and maintain books and records to demonstrate compliance with this chapter; and

3. Provisions requiring owners to submit an annual report to the City, which includes the name, address and income of each person occupying target units, and which identifies the bedroom size and monthly rent or cost of each target unit.

(Ord. 982, 12-7-2010)

17.10.090 Changes in State density bonus laws.

It is the intent of the City Council that the provisions of this Chapter shall be interpreted so as to fulfill the requirements of Government Code Section 65915 et seq., notwithstanding changes in State laws revising percentages, numerical thresholds and/or other standards applicable to the granting of density bonuses or related incentives that may occur after the effective date of this chapter. Accordingly, it is the further intent of the City Council that any such changed percentages, numerical thresholds or other standards shall be deemed to supersede and govern any conflicting percentages, numerical thresholds or other standards contained in this chapter, to the maximum extent permitted by law.

(Ord. 982, 12-7-2010)

Chapter 17.11 GENERAL DEVELOPMENT STANDARDS

17.11.010 Purpose and authority.

This Chapter establishes general development standards for all land uses and development in the City.

(Ord. 920 §2, 9/2007)

17.11.020 Applicability.

The regulations contained in this Chapter are applicable to all site development in the City of Beaumont.

(Ord. 920 §2, 9/2007)

17.11.030 Lots and divisions of land.

Whenever a division of land is proposed, the total number of lots or density permitted shall be determined pursuant to the City of Beaumont General Plan, any applicable adopted specific plan and the Government Code. In any event, no parcel shall be created that is below the minimum size allowed by the zoning classification that has been applied to the parcel of land unless a variance has been granted that allows smaller parcel sizes, a conditional use permit has been granted for a planned residential development that allows smaller lot sizes as a part of an overall development, or a conditional use permit has been granted pursuant to Section 17.11.030.D. Other requirements that are applicable are indicated in this Section.

A. *Recorded Lots.* Any lot shown upon an official subdivision map or record of survey map duly approved and recorded or any lot for which a bonafide deed has been recorded prior to the effective date of Ordinance No. 324 may be used as a building site, provided the required yard setbacks are maintained.

B. *Sale of a Portion of a Lot.* Where a lot is divided into separate ownerships and the area of either portion is such that the number and location of the buildings on the lot are not located within a particular zone, then, in determining the permissible number and location of any buildings on either portion of the lot, both parts shall be considered as one parcel only.

C. *Gated Communities.* The City will review requests for gated communities during the tentative map process and may approve gated communities if the following findings are made:

    1. Gated communities shall include pedestrian and bicycle access, connections, and improvements with access points located no more than 600 feet apart; and

    2. There is a demonstrated need for public safety or security that will be satisfied by the gate; or

    3. There is a demonstrated benefit for private maintenance of infrastructure and facilities located within the gated community.

D. *Small Lot Development.* Residential development located on lots less than the minimum lot size established in the R-TN or R-MF zones may be approved with a conditional use permit subject to the following standards:

1. Maximum and minimum density shall be consistent with the zone, and as may be modified through a density bonus (Chapter 17.10).
2. The minimum lot size shall be 2,000 square feet.
3. The minimum lot width shall be 25 feet.
4. The minimum lot depth shall be 50 feet.
5. The maximum area of the lot occupied by structures shall be 75 percent.
6. *Setbacks*.
   a. *Side Yard Setbacks*. The side yard setback shall be a minimum of three feet. For attached units, a minimum side yard setback of five feet shall be provided at the end of the row of attached units.
   b. *Rear Yard Setbacks*. Rear yard setbacks shall be a minimum of 10 feet. A minimum rear yard setback of five feet is required for those parcels that have a garage abutting an alley.
   c. *Other Setbacks*. Other setbacks shall be consistent with the zone, and as may be modified through a density bonus (Chapter 17.10).

(Ord. 920 §2, 9/2007)

17.11.040 Site preparation.

This Section indicates the requirements are applicable to the preparation of a site for development.

A. *Property Lines.* Boundary stakes shall be placed on the property by a licensed land surveyor prior to beginning construction for the purpose of delineating property lines.

B. *Site Grading Requirements.* Site grading shall conform to the following:

1. All grading shall conform to the Uniform Building Code, Chapter 70, as may be amended by City Ordinance.
2. The minimum building pad and drainage swale slope shall equal one percent if cut or fill is less than ten feet. The minimum building pad and drainage swale slope shall equal two percent if the cut or fill is greater than ten feet. Drainage swales shall be a minimum of 0.3 feet deep and be constructed a minimum of two feet from the top of cut or fill slopes.
3. The maximum cut and fill slopes are two to one (2:1).
4. A five-foot-wide by one-foot high berm must be provided, or its equivalent along the top of all fill slopes over five feet high.

5. All grading shall be done under the supervision of a competent soils engineer who shall certify that all fill has been properly placed and who shall submit a final compaction report for all fills over one feet deep.
6. A Registered Civil Engineer shall submit to the Building and Safety Department, written certification of completion of rough grading in accordance with the approved grading plan prior to issuance of the building permit. This certification shall apply to line; grade, elevation and the location of cut fill slopes.
7. A final compaction report will be required for all fills greater than one foot.
8. All grading shall be done in conformance with recommendations of a preliminary soils investigation.
9. Two sets of the final compaction report shall be submitted to the Building and Safety Department which shall include foundation design recommendations and certification that grading has been done in conformance with the recommendation of the preliminary soils report.
10. The contractor shall notify the Building and Safety Department, at least 24 hours in advance requesting finish lot grade and drainage inspection. This inspection must be approved prior to building permit final inspection for each lot.
11. During rough grading operations and prior to the construction of permanent drainage structures, temporary drainage control shall be provided to prevent the ponding of water of water and the flooding of adjacent properties.
12. No fill shall be placed on existing ground until the ground has been cleared of weeds debris, topsoil, and other deleterious material.
13. If steep sloping terrain occurs upon which fill is to be placed, it must be cleared, keyed, and benched into firm natural soil for full support. Preparation shall be approved by a registered Soils Engineer prior to the placement of fill material.
14. Cut slopes or fill slopes equal to or greater than three in vertical height shall be planted with grass or ground cover to protect the slope from erosion and instability in accordance with policies of the City Engineer prior to the approval of final inspection.
15. Dust shall be controlled by watering or other approved methods.
16. All existing drainage courses on the project site must continue to function, especially during storm conditions. Protective measures and temporary drainage provisions must be used to protect adjoining properties during grading operations.
17. Stability calculations with a factor of at least one and five-tenth shall be submitted by a soils engineer to the Building and Safety Department for cut and cut and fill slopes over 30 feet in vertical height.
18. A Registered Civil Engineer or licensed land surveyor shall submit certification of building pad elevation. Where specific elevations are required; the elevation (with respect to mean sea level) shall be given. If an elevation with respect to adjacent

ground surface is required, the actual distance above the adjacent ground shall be given.

19. The design engineer shall provide a minimum of one blue top finished pad, prior to rough grade approval.

(Ord. 920 §2, 9/2007)

17.11.050 Off-site improvements.

This section indicates the specific requirements with respect to off-site improvements. Notwithstanding any provision to the contrary in this ordinance, this Section shall not be subject to Section 17.02.100 of this ordinance related to the following of variances.

A. *Requirements for Certain Improvements*. Prior to the issuance of a Building Permit for erecting a new structure, an enlargement or addition in excess of 300 square feet or of more than 25 percent of the original area of an existing residential structure, or movement of structure on any lot abutting a public street, the applicant for such building permit for the owner of such property shall comply with the off-site improvement requirements, where applicable, which include lot surveying, and installation of curbs and gutters and other improvements as outlined in the ordinance.

B. *Provisions Made for Completing Improvements*. No building or structure shall be erected, constructed, enlarged or altered on a lot which abuts a street unless provision is made or has previously been made, for the dedication of the necessary right-of-way for street and highway purposes, and for the improvement of that portion of the street and/or right-of-way upon which the lot fronts and adjoins. The improvement shall include the installation of curb, gutter and pavement and such sidewalk as is required on that side of the centerline of the street and/or right-of-way adjoining said lot. A Certificate of Occupancy shall not be issued for any building or structure subject to the provisions of this ordinance without all improvements and dedications required hereunder being made and completed or the appropriate security filed with the Director of Public Works/City Engineer as required.

C. *Plans and Standards for Improvements.* The owner, developer or applicant for the building permit shall submit plans prepared by a Registered Engineer for said dedication and improvement to the City Engineer for his review and approval. The following requirements also apply:

    1. All street improvements required by this Subsection shall be designed in accordance with the standards for such streets as set forth in the official standards as approved by the City Council.

    2. All plans to be based on City Benchmark Systems.

D. *Street Dedication and Improvements Required*. This Subsection indicates specific requirements with respect to street dedications and any required improvements.

    1. No building shall be erected, enlarged by more than 25 percent or moved to any lot or parcel of lots, which abuts or adjoining a street unless the one-half portion of such street adjoining or abutting the developed area has been dedicated and improved in

accordance with the current standards and specifications on file in the Office of the City Engineer.

2. Curb and gutter in front of the lot upon which the building or structure is to be erected shall be provided as required by the City Engineer in compliance with the Standard Specifications of the City.

3. If sidewalks exist on 25 percent or more of the total frontage of the lots in the block on that side of the street adjoining the lot upon which the building or structure is to be erected or constructed, then a sidewalk shall be provided in front of said lot provided that the City Council may waive the provisions for sidewalks in front of single family residences, in manufacturing zones, and in open space zones if appealed by property owner.

4. The City Council may extend the time for of improvements for a period the date of occupancy permit security and development the-construction of one year from with a signed agreement.

E. *Costs of Engineering and Improvements.* The owner, developer or applicant for the building permit shall pay all costs of dedication and improvement, including any cost for the removal or relocation of utilities, including fire hydrants, traffic signals, street lighting, drainage culverts, and of preparation of plans and blueprints.

F. *Completion of Improvements.* Any person required to make street improvements pursuant to the provisions of this Subsection shall make and construct all of said improvements in accordance with said standards and specifications and other requirements of the Director of Public Works/City Engineer, or upon City Council approval, shall file with the City Engineer, a letter of credit, cash, certificate of deposit, or an agreement and note for the obligation secured by a deed of trust on the property, in such amount as the City Engineer shall estimate and determine to be necessary to cover the total costs of all required improvements. The City Engineer may determine the period of time during which the installation of said improvements could be reasonably delayed, provided that, in any event, the installation or construction of said improvements shall not be delayed for a period of more than two years from the date of final inspection of the building without the approval of the City Council. The City Engineer shall cause a written itemized estimate of the costs of all improvements and the amount of the required security to be given to the owner or applicant required to make the improvements within 30 days after issuance of the building permit.

(Ord. 920 §2, 9/2007)

17.11.060 Building permits.

Building permits shall be issued only in accordance with the following conditions:

A. *Access Required.* No building permit shall be issued for a building or structure on a lot that does not have access on a dedicated and improved street or on a private road acceptable to the Planning Director and the City Engineer.

B. *Compliance with Zoning Required.* No building permit shall be issued for a building, structure, or improvement that would be in violation of or contrary to the provisions of this ordinance, other applicable ordinance or law, or lawful condition or regulation of the City of Beaumont. In the event the Director of the Building and Safety Department declines to issue a building permit pursuant to the provisions of this subsection, the applicant may appeal such decision to the Planning Commission that shall review, study and suggest possible alternative proposals that would be in compliance with such ordinances, law, condition or regulation.

(Ord. 920 §2, 9/2007)

17.11.070 Dwellings.

This Section indicates the requirements applicable to dwellings.

A. *Transferal of Residential Requirements.* Where a building for dwelling purposes is erected on a lot in a zone other than the zone in which such building for dwelling purposes is first ordinarily or primarily permitted by this ordinance, such lot shall be subject to the same requirements for yards, minimum lot area and percentage of lot coverage as are specified in this ordinance for a lot in the zone in which such building for dwelling purposes is first ordinarily or primarily permitted. This general provision shall prevail over any specific setback stated in nonresidential zones.

B. *Location of Dwellings.* Except in multiple dwelling developments or where otherwise provided in this ordinance, every dwelling shall face or front upon a street or permanent means of access to a street, and in no event shall any dwelling face or front upon an alley.

(Ord. 920 §2, 9/2007)

17.11.080 Walls and fences.

This Section indicates the requirements applicable to fences and walls.

A. *Fencing Materials.* Solid fences in multiple family residential, commercial and manufacturing zones shall be masonry or other permanent materials as approved by the Community Development Director. Open work fences facing any public street in commercial zones must be either masonry or metal grill work such as wrought iron. Open work fences in any other situation may, in addition to the above, be open metal mesh, or any other appropriate material as determined by the Community Development Director. Fencing materials for residential development in the single-family residential zones shall be subject to approval by the Community Development Director. Fencing materials shall be compatible with, and complement, conditions which prevail in the subject area, with consistency relative to architectural characteristics, other fencing in the vicinity and materials. Wherever practical

and appropriate, decorative masonry and other materials shall be employed as determined appropriate by the Planning Director. Barbed wire fences may only be permitted in agricultural and manufacturing zones when specifically approved by the Community Development Director.

B. *Prohibited Materials for Fences and Walls.* In no case shall barbed or other similar type wire be used as any part of a fence except where approved by the Community Development Director for use in agricultural or manufacturing zones. Barbed or similar type wire when permitted by the Community Development Director shall not be placed so as to be visible from any facing public street.

C. *Nonconforming Fences.* Every fence erected prior to, the adoption of the ordinance which does not conform with the provisions of the Code of the City of Beaumont, shall be removed, altered or replaced in order to so conform to the Code requirement. Such nonconforming fences shall be abated according to the following schedule provided in Table 17.11-2. The value of fence shall be determined by the building official after consultation with the fence owner and/or a fence installer. Value shall be the book value of the fence, as it existed on the effective date of this ordinance.

D. *Fence and Wall Location and Height.* Fences and walls may be erected on property lines in any zone, with a maximum height of six feet above the ground level immediately abutting the fence at its highest point, with the following exceptions:

1. No fence greater in height than three and one-half feet (42 inches) may be placed in the required front yard, either along the front or side property line;
2. On corner lots, the maximum height shall not exceed three and one-half feet (42 inches) within an area defined on both intersecting street by a 45-degree angle taken through the corner of the building or structure at the point that the structure is closest to the intersection;
3. Within residential zones, fencing in the front yard areas shall be limited to three and one-half feet (42 inches), either along the front or side property line, in the required front yard, or the closest projection of the front of the residences, whichever is greater;
4. In manufacturing zones, fences which do not exceed eight feet in height measured from the ground level immediately abutting the fence at its highest point may be erected at or near property lines; provided that the maximum height of such fences in any yard abutting a public street shall be limited to six feet in height within a five foot setback area from any public street.

Table 17.11-1
Abatement Schedule for Nonconforming Walls and Fences

Value of Wall or Fences	Period for Removal
$100.00 or less	90 days
$100.01 to $200.00	6 months

$200.01 to $400.00	1 year
$400.01 to $650.00	2 years
$650.01 to $1,000.00	3 years
$1,000.01 to $1,500.00	4 years
$1,500.01 to $2,500.00	5 years
$2,500.01 to $5,000.00	7 years
$5,000.01 to $7,500.00	8 years
$7,500.01 to $10,000.00	9 years
$10,000.01 or more	10 years

(Ord. 920 §2, 9/2007)

17.11.090 Acquisition and use of public property.

When the Planning Commission pursuant to the provisions of Title 17 of the Government Code, known as the Conservation and Planning Law, approves the acquisition of any square, park or other public ground or open space, by any public entity, it may in its approval designate for what purpose such property may be used and when so approved such property may be used for any use designed pursuant to this section in addition to those uses permitted in the zone in which such property is located.

(Ord. 920 §2, 9/2007)

17.11.100 Swimming pool, spa and similar.

This Section indicates the requirements applicable to swimming pools, spas and similar.

A. *Adoption of the California Building Code.* The California Building Code, current Edition, as Published by the International Conference of Building Officials, is hereby adopted and made a part of this chapter by reference.

B. *Requirements.*

1. Private swimming pools and their mechanical equipment for the use of the occupants of the premises and their nonpaying guests shall be located not closer than five feet to any property line or dwelling.

2. All other swimming pools shall be located not nearer than ten feet from any property line or building.

3. Walls. A masonry wall or other sound reducing material as approved by the Planning Director shall be erected on three sides of the mechanical equipment facing neighboring properties to a height of not less than 18 inches taller than the equipment.

17.11.110 Home occupations.

The purpose of this Section is to provide for the conduct of home occupations/home-based businesses in residential zones or buildings in such a manner as to be compatible with, and not disruptive to, residential neighborhoods. The use shall be clearly incidental and secondary to the principal use of a residential dwelling as a dwelling.

A. *Uses Permitted.* The following uses or similar uses shall be considered as home-based businesses provided that such uses comply with the criteria stated in this Section:

1. Professional office occupation whose principal product is information, management or design, including but not limited to accounting, architecture, artist/talent management and promotion, brokerage, business/financial management, computer programming and software development, credit/financial counseling, drafting and illustration, engineering, fashion design, interior decoration and design, legal services, marketing and advertising, property management, and writing and editing. The primary means of contact must be by phone, mail, or other electronic form of communication. Professional office activity does not include research requiring the use of hazardous materials and equipment. Professional office activity does not include a medical office.
2. A secondary office for a business in which the principal office, staff and equipment are located elsewhere.
3. The home office of a salesman, wherein all sales are conducted by telephone or by correspondence and wherein there are no displays or related commodities on premises.
4. Any legal use customarily conducted entirely within a residential dwelling.
5. The home office of a service business where not more than one 2,000-pound (one ton) or smaller vehicle used in conjunction with the home-based business is kept on the subject property.
6. Sales of produce (fruit or vegetables) grown on the subject property.
7. Cottage food operations, as defined in California Health and Safety Code Section 113758, shall be a permitted home-based business provided it complies with all applicable provisions of this Section and under the California Health and Safety Code, as it may be amended.

B. *Conditions.* Home-based businesses may be permitted pursuant to the provisions of this Section, subject to the following conditions.

1. Employment shall be limited to residents of the dwelling only.
2. Material or equipment used in connection with such home-based businesses shall be limited to that normally found in a dwelling and recognized as being part of the normal uses and practices in the zone in which the use is a part.

3. There shall be no direct sales of products or merchandise from the dwelling, except for produce (fruit or vegetables) grown on the subject property or otherwise as authorized by this Section.
4. Produce and sales may be permitted subject to sales being limited to three days per week. No structure or stand of a permanent nature shall be erected on the subject property.
5. Customers or clientele shall not be permitted to visit/enter the dwelling in connection with the home-based business. However, incidental uses such as music lessons, tutoring, and the sale of produce may be permitted if the intensity of such use is approved by the Community Development Director.
6. No more than one room of the dwelling shall be used for the home-based business. Use of the garage for the home-based business may be permitted if such use does not obstruct required parking.
7. No alteration of any kind will be allowed to the principal building which changes its residential character. This includes, but is not limited to, the enlargement of public utility services or the installation of special equipment attached to walls, floor or ceilings.
8. The home-based business use shall not generate pedestrian or vehicular traffic beyond that normal/customary to the zone in which it is located.
9. The home-based business shall not involve the use of commercial vehicles for delivery of materials to or from the premises.
10. Materials or supplies shall not be stored indoors or outdoors for purposes other than those permitted in the zone.
11. The home-based business shall not involve the display of signs or advertising devices on the premises except one unlighted sign, not more than two square feet in area, may be posted on temporary produce displays
12. A valid business license from the City shall be obtained each year and shall be posted on any temporary produce displays.
13. The activities of the home-based business shall not be conducted in a manner that negatively impacts the residential area. Such determination of the City may include, but not be limited to, consideration of color of the building, construction, lighting, signs, sounds, noises and vibrations.
14. All operations of such home-based business shall be conducted so as to prevent the emanation of any dust, gas, smoke, noise, fumes, odors, vibrations, or electrical disturbances which are or may be detrimental to the welfare of the occupants of surrounding properties.
15. No accessory building or space outside of the principal building shall be used for the home-based business other than the growing of produce. No outdoor storage,

including the storage or parking of vehicles associated with the home-based business, shall be permitted.

16. The following requirements shall also apply to cottage food occupations:

    i. The permit applicant shall be the individual who conducts the cottage food operation from his or her private residential dwelling and is the owner of the cottage food operation. The permit shall not be transferable to another operator nor transferable to another site.

    ii. The cottage food operation shall be registered or permitted as a "Class A" or "Class B" operation by the Riverside County Department of Environmental Health in accordance with Section 114365 of the California Health and Safety Code. Cottage food operations shall comply with all California Health and Safety Code requirements.

    iii. Any applicant for a permit under this Section shall provide to the City, as part of the home-based business application: (1) a copy of the operation's registration or permit to operate as a "Class A" or "Class B" operation, as required under Health and Safety Code Section 114365, and (2) a copy of the self-certification checklist submitted to and approved by the County.

    iv. The permit shall be granted if the application is complete and the cottage food operation complies with the requirements set forth in this Section, and all other code sections regarding spacing and concentration, traffic control, parking, and noise control.

    v. A permit issued under this Section may be revoked for any violation of this Section or of Section 114365 et seq. of the California Health and Safety Code.

    vi. The City may, for inspection purposes, access the permitted area of a private home where a cottage food operation is located if the City has, on the basis of a consumer complaint, reason to suspect that adulterated or otherwise unsafe food has been produced by the cottage food operation, or that the cottage food operation has violated this Section and/or California Health and Safety Code Section 114365 et seq.

    vii. Gross annual sales shall not exceed the amount specified in California Health and Safety Code Section 113758.

17. A home occupation shall be subject to any additional condition or requirement, which may be imposed by the Commission or Council.

C. *Applications.* Applications to have a home-based business shall be made to the Community Development Director, accompanied by the filing fee set forth in the fee schedule, and shall include such information and documentation as may be required to complete a Home Occupation Permit. The applicant shall be the operator of the home-based business and shall be a resident of the dwelling in which the home-based business is located. Information shall be provided to ensure that the proposed home-based business complies with the

requirements of this Section. Additional information necessary to make the findings required for approval may be required by the City. The permit may include specific conditions and restrictions necessary to make the use compatible with a residential setting.

D. *Exemptions.* Activities exempt from the home-based business requirements include temporary sales stands with nominal sales such as children's lemonade stands and hostess parties, not more than three in any 12-month period. No structure or stand of a permanent nature shall be erected onsite for these exempt sales.

(Ord. 920 §2, 9/2007; Ord. No. 1075, § 4(Exh. A), 7-5-2016)

17.11.120 Manufactured homes on foundations.

A. *Conditions*. A manufactured home may be installed on a foundation on any lot in the City of Beaumont, that is zoned to permit the construction of a conventional single-family dwelling, if it meets the following conditions:

1. The manufactured home shall be certified under the national Mobilehome Construction and Safety Standards Act of 1974 (42 U.S.C. Section 5401 et seq.) and shall bear a California insignia or Federal label as required by section 18550 (b) of the Health and Safety Code.
2. The foundation system shall meet the requirements of section 18551 of the Health and Safety Code.
3. The manufactured home shall contain a minimum of 1,100 square feet of living area with a minimum width of 20 feet. On all lots less than 60 feet in width the manufactured home shall contain a minimum of 950 square feet of living area with a minimum width of 20 feet. Porches, garages, patios and similar features, whether attached or detached, shall not be included when calculating the floor living area.
4. The manufactured home shall have a roof overhang of not less than 16 inches with a minimum 12-inch gable overhang, unless it is determined that it is not compatible to the neighborhood in which the manufactured home is being located.
5. The manufactured home shall have non-reflecting roofing material and siding material that is compatible with the neighborhood in which the manufactured home is to be located.
6. A garage compatible to the neighborhood in which the manufactured home is being installed shall be constructed.
7. The manufactured home shall be used only as a single-family residential use and shall comply with all the setback and height requirements of the zone in which it is located.

B. *Applications.* Applications to install a manufactured home on a permanent foundation shall be made to the Community Development Director, on the form provided by the Planning Department, accompanied by the filing fee set forth in the fee schedule and shall include

such information and documentation as may be required by the Community Development Director, including the following:

1. Name and address of the applicant and all owners of the subject property, including evidence that all owners agree to the application.
2. Location or address, legal description and zoning of the property on which the manufactured home is to be located.
3. A site plan of the entire property showing location of the manufactured home and all accessory buildings, including all dimensions and setbacks.
4. Certification that the manufactured home complies with the National Mobilehome Construction and Safety Standards of 1974.
5. Photographs that show the manufactured home in sufficient detail with regard to siding material, roof overhang and roof materials.
6. Photographs that depict the type of structures, siding and roofing materials and roof overhang of structures in the neighborhood in which the manufactured home is to be located.

C. *Processing of Applications.* Within 14 days following the acceptance of an application as being complete, the Planning Director shall determine whether the request meets all the of the requirements of this ordinance and shall determine the roof overhang, roofing and siding materials and any automobile enclosure necessary to achieve compatibility with the neighborhood. Upon approval of the application, the Community Development Director shall forward the original thereof to the Building Official, file one copy, and return one copy to the applicant, who shall then obtain all necessary installation and construction permits from the Building Department. If the Community Development Director is unable to approve the application, it shall be returned to the applicant along with a statement of the reasons therefore, giving notice that the applicant may meet with the Community Development Director to discuss the matter.

D. *Appeal.* Appeals shall be provided for plot plans in Section 17.02.060 of the Ordinance.

(Ord. 920 §2, 9/2007)

17.11.130 Mobilehome parks.

A. *Intent.* It is the intent of this section to provide regulations for the establishment, maintenance and operation of mobilehome parks in the City of Beaumont.

B. *Classification of Mobilehome Parks*.

1. *Pre-Existing Mobile Home Parks.* A pre-existing mobilehome park shall not be deemed nonconforming by reason of failure to meet the minimum requirements prescribed by this section, provided that the regulations of this section shall apply to the enlargement or expansion of a mobilehome park, and provided that the pre-existing mobilehome park on a site less than ten acres shall not be further reduced in area.

2. *Planned Residential Mobilehome Parks.* A Planned Residential Mobilehome park is a site intended for residential use exclusively in mobilehomes together with recreation and necessary facilities (including trailer and boat storage areas). Planned Residential Mobilehome Parks shall be constructed in accordance with the hereinafter listed requirements. In addition, thereto, planned residential mobilehome parks shall be subject to, and shall comply with, such additional conditions and requirements as are determined to be necessary in approving the development to make it compatible with the area in which it is proposed to be located.

3. *Integrated Mobilehome Parks.* An integrated mobilehome park is a site intended for residential use exclusively in mobilehomes not including recreation and accessory facilities. Development standards shall include site development as required in the 17.03.060 (residential Single-Family Zone) and in 17.11.120 (Manufactured Homes on Foundations). In addition, thereto, integrated mobilehome parks shall be subject to, and comply with, such additional conditions and requirements as are determined to be necessary in approving the development to make it compatible with the area in which it is proposed to be located.

C. *Development Approval.* All mobilehome parks shall be developed subject to a conditional use permit as found in Section 17.02.

D. *Development Standards for Planned Residential Mobilehome Parks.*

1. *Site Standards.* The following regulations shall apply to the site of a mobilehome park. Additional regulations may be specified as conditions of a use permit.

    a. *Minimum Gross Area*: Ten acres

    b. *Maximum Density*: Seven units per gross acre.

    c. *Minimum Access Frontage*: 250 feet continuous frontage on a dedicated public street.

    d. *Minimum Park Perimeter Yards*: Five feet adjacent to a public street.

    e. *Maximum Height*: Mobilehomes and accessory structures 35 feet.

2. *Interior Site Development.* The following requirements shall apply to development of mobilehome spaces and to facilities within a mobilehome park. Additional requirements may be specified as conditions of a use permit.

    a. Mobilehome Space. Each space shall contain a minimum of 4,000 square feet for exclusive use by the occupants of the space. Each space shall have dimensions capable of accommodating a rectangle with minimum dimensions of 46 feet by 75 feet, and 75 percent of the spaces shall have a minimum depth of 90 feet.

    b. Mobile homes shall meet the following minimum lot setbacks: 20 feet front yard. Five feet side yard and ten feet rear yard. The 20-foot front setback may be reduced on interior streets to ten feet if an attached garage is located in

front of the mobilehome with at least 65 percent of the front yard landscape with live plant material.

c. Access Drive. All mobilehome access drives within a mobilehome park shall be privately owned and shall be at least 30 feet wide exclusive of adjoining parking areas and sidewalks. The Mobilehome Park will be developed in a manner that permits adequate circulation to and within the proposed development for emergency and protective services, including police and fire equipment. Main access drives shall have standard class A curbs and gutters. Other interior access drives shall have rolled curbs and gutters.

d. Sidewalks. Concrete sidewalks at least five feet in width shall be provided to serve all central or common facilities within the mobilehome park. Access drives shall be provided with sidewalks on at least one side.

e. Accessory Building and Uses. Accessory buildings and uses serving the entire mobilehome park, including recreation facilities, laundry areas, mobilehome park offices, maintenance and storage buildings or storage areas shall be located at least 50 feet from the boundary of the Mobilehome park site.

f. Landscaping. Not less than 20 percent of each mobilehome space shall be landscaped with live plants, including at least one tree on each space.

g. Community Recreation. A minimum of 500 square feet of community recreation area, (exclusive of any mobilehome space) shall be provided within the mobilehome park for each site. The community recreation areas shall contain a clubhouse and a recreational area for outdoor games and activities such as shuffleboard, horseshoes, putting green, or swimming pool. The community recreation and service areas together with the identification of activities planned for the areas, shall be shown on the plans and specifications in such detail as shall be required by the Planning Director. The location and size of all facilities indicated in this paragraph shall be subject to the approval of the Planning Commission. The clubhouse shall have a floor area of not less than 25 square feet for each residential lot, and shall contain adequate kitchen, restroom and storage facilities. In no event shall the community area for any mobilehome park be less than two acres.

h. Improvements. The following improvements shall be installed on all lots used for residential purposes:

    1. A concrete slab or other metal or wood deck containing at least 200 square feet.

    2. The area between the ground level and the floor of a mobilehome shall be screened from view by an opaque skirt entirely around the mobilehome.

i. No common area for storage of camp and boat trailers shall be permitted unless it is designated on the map.

j. Not more than one mobilehome for residential purposes shall be permitted on a lot.

k. Whenever the soil is excavated below a mobilehome, a retaining wall shall be installed extending six inches above grade. Plans for the retaining wall shall be approved by the Department of Building and Safety.

l. Electrical and Television Service. All electrical, telephone, C.A.T.V. and similar service wires or cables which provide direct service to the property being developed shall, within the exterior boundary line of such property, be installed underground. Risers on poles and buildings are permitted and shall be provided by the developer or owner onto the pole which provides service to said property. Utility service poles may be placed on the rear of the property to be developed, only for the purpose of terminating underground facilities. The developer or owner is responsible for complying with the requirements of this section and he shall make the installation of such facilities.

m. Exemption. The improvement and setback requirements contained in this subsection may be modified or eliminated when the Commission finds that due to topographical conditions or property ownership patterns these requirements are impractical and will not serve to protect the present or future welfare of the public.

3. *Screening and Landscaping.* Masonry walls six feet high shall be erected along all boundary lines, except that along all street boundaries the wall shall be erected five feet from the right-of-way line. The area between the wall and the street shall be planted in ground cover. Trees or shrubs shall be planted within the ten-foot strip adjacent to the inside of all boundary walls. All trees and shrubs planted shall be of a variety that will grow to a height of not less than 15 feet and shall be planted at intervals so that at maturity the trees or shrubs will provide a screening of the mobilehome park. All plantings shall be maintained in a growing condition.

4. *Improvement Requirements.* On-site improvements shall be constructed and maintained in conformance with mobilehome park improvement standards, approved by the Planning Commission and the City Council. Such standards may include, but shall not be limited to the design, construction and maintenance of the following:

a. Access drives, sidewalks and parking spaces;

b. Walls and fences;

c. Lighting, signs;

d. Curb and gutter, drainage, and sanitary sewer facilities;

e. Electrical and water services;

f. Fire protection facilities.

5. Signs. The provisions of Chapter 17.07 of this ordinance shall apply.

(Ord. 920 §2, 9/2007)

17.11.140 Wind energy conversion systems.

A. *Intent.* It is the intent of this section to provide regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City.

B. *Permit Requirements.* Table 17.11-2 identifies the permit requirements for WECS. Additionally, a building permit shall be obtained prior to the installation of a WECS.

Table 17.11-2
Wind Energy Conversion Systems (WECS)

Location	Type Allowed	Height Allowed	Quantity Allowed	Permit Required
Residential Zones	Private, non-commercial [1]	Shall not exceed the maximum allowed height within the applicable zone [2]	1 per lot	Conditional Use Permit
Commercial Zones and All Other Zones Not Listed	Private, non-commercial [1]		1 or more per lot	Conditional Use Permit
Industrial Zone and Public Facility Zone	Private, non-commercial [1]		1 or more per lot	Minor Plot Plan
	Windfarm [3]		2 or more per lot	Conditional Use Permit

1. A private, non-commercial WECS is installed on a developed property for the purpose of providing energy for on-site consumption. A private, non-commercial WECS is only allowed as an accessory use.
2. The Commission may allow the height of a WECS to exceed the maximum allowed height if strict compliance to the height limit would result in no or poor productivity, as established by evidence provided by the applicant. The Commission may require larger setbacks if additional height is allowed.
3. A windfarm is multiple WECS installed at a single property or area for the purpose of generating larger quantities of electrical or mechanical power for transmission to a public or private utility.

C. *Application.* An application for a WECS shall be made consistent with Section 17.02.040 (Application process). All required information identified on the form shall be provided by the applicant, in addition to the following information:

1. Direction of prevailing winds across the project site;

2. Manufacturer and model designation, rated kilowatt capacity, overall machine height, total blade diameter, rated maximum rotor rotations per minute, and other manufacture's data sufficient to determine compliance with this section;
3. Location and type of security fencing and/or screening; and
4. Proof of liability insurance consistent with Subsection 17.11.140.D.10.

D. *General Requirements.*

1. *Development standards.* A WECS shall comply with the development standards for the zone in which it is located unless otherwise specified in this section.
2. *Height measurement.* The height of a WECS shall be measured to the top of the WECS, including any blade when at its highest point.
3. *Setback measurement.* Setbacks shall be measured to the outer edge of a WECS, including any blade when at its maximum horizontal extension.
4. *Setbacks.* A WECS shall maintain the same minimum setbacks required for a primary structure within the applicable zone.
5. *Colors and materials.* A WECS shall have a non-reflective finish and shall be painted or otherwise treated to match or blend with the primary background and minimize visual impacts.
6. *Advertising and graphics.* No advertising, display, or graphic is permitted on any WECS. A manufacturer's identification label and/or any government required identification or safety labels or signs may be affixed to a facility or site in a discrete manner as feasible.
7. *Undergrounding required.* All wiring or any associated and ancillary equipment, batteries, devices, structures, or support(s) for any WECS, shall be placed underground to the maximum extent feasible.
8. *Noise.* WECS shall comply with Chapter 9.02 (Noise Control).
9. *Security and safety.* WECS shall be secured from access to the general public by fencing or other deterring device or means as the City may approve or require so the WECS is not an attractive nuisance. WECS shall either have tower climbing apparatus located not closer than 12 feet to the ground or be un-climbable by design for the first 12 feet.
10. *Proof of liability insurance.* The owner of any WECS shall provide, as part of the permit application submittal, proof of liability insurance that specifically addresses the installation, use, and maintenance of the WECS to the satisfaction of the City.
11. *Effects of development on productivity.* The City shall not be liable if subsequent development in the City impairs the productivity of any WECS.
12. *Inoperative facility removal required.* Any WECS that is not operated for a continuous period of six months shall be considered abandoned. A WECS and all equipment associated with an approved WECS shall be removed within six months of the

discontinuance of the use and the site shall be restored to its original pre-construction condition, subject to the approval of the Director.

E. *Private, non-commercial WECS.* A private, non-commercial WECS shall be subject to the following standards.

1. *Location.* A WECS, including associated and ancillary equipment, batteries, devices, structures, or supports, shall be located in the rear portion of the property (i.e., between the primary structure and rear property line). This provision may be modified by the Commission if strict compliance would result in no or poor productivity, as established by evidence provided by the applicant.

2. *Screening.* The WECS shall be separated from adjoining properties by at least a six-foot high solid fence or wall, or by trees and landscaping of equal minimum height approved by the Commission. Approval of screening may include reasonable conditions deemed by the Commission necessary to minimize the visual impacts of a WECS.

3. *Net-metering.* A private, non-commercial WECS may be net-metered with written authorization provided by the utility company. Net-metering is a service to an electric consumer under which electric energy generated by that electric consumer from an eligible on-site generating facility and delivered to the local distribution facilities may be used to offset electric energy provided by the electrical utility to the electric consumer during the applicable billing period. Net-metering does not allow the sale of power back to the electric company or into the wholesale electricity market.

Chapter 17.12 ADULT ENTERTAINMENT

17.12.010 Purposes.

The purposes of this Chapter are:

A. To establish reasonable and uniform regulations to prevent the concentration of adult entertainment businesses, as defined herein, within the City of Beaumont.

B. To establish reasonable and uniform regulations governing signs advertising adult entertainment businesses.

(Ord. 920 §2, 9/2007)

17.12.020 Definitions.

For the purpose of this chapter, certain terms and words are defined as follows:

A. *Adult Arcade.* An establishment where, for any form of consideration, one or more motion picture projectors, slide projectors or similar machines, for viewing by five or fewer persons each, are used to show films, motion pictures, video cassettes, slide or other photographic reproductions which are characterized by an emphasis upon the depiction of "specific sexual activities" or "specific anatomical areas".

B. *Adult Bookstore.* An establishment which has a substantial portion of its stock-in-trade and offers for sale for any form of consideration any one or more of the following:

1. Books, magazines, periodicals or other printed matter, or photograph, films, motion pictures, video cassettes, slides or other visual representations which are characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas"; or

2. Instruments, devices or paraphernalia which are designed for use in connection with "specific sexual activities".

C. *Adult Cabaret*. A nightclub, bar, restaurant or similar establishment which regularly features live performances which are characterized by the exposure of "specified anatomical areas" or by "specified sexual activities", or film, motion pictures, video cassettes, slides or other photographic reproductions which are characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas".

D. *Adult Motel.* A motel or similar establishment offering public accommodations for any form of consideration which provides patrons with closed circuit television transmissions, films, motion pictures, video cassettes, slides or other photographic reproductions which are characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas". Only one registration per unit per 24 hours.

E. *Adult Motion Picture Theater.* An establishment where for any form of consideration which provides patrons with closed circuit television transmissions, films, motion pictures, video cassettes, slides or other photographic reproductions are shown, and in which a substantial

portion of the total presentation time is devoted to the showing of material which is characterized by an emphasis upon the depiction or description of "specified sexual activities" or "specified anatomical areas".

F. *Adult Theater.* A theater, concert hall, auditorium or similar establishment which, for any form of consideration, regularly features live performances which are characterized by the exposure of "specified anatomical areas" or "specified sexual activities".

G. *Establishment.* As used in subsection C hereof, the "establishment" of an adult entertainment business shall mean and include any of the following:

1. The opening or commencement of any such business as a new business;
2. The conversion of an existing business, whether or not an adult entertainment business, to any of the adult entertainment businesses defined herein;
3. The addition of any of the adult entertainment businesses defined herein to any other existing adult entertainment business; or
4. The relocation of any such business.

H. *Public Park.* A park, playground, swimming pool, reservoir, golf course or athletic field within the City of Beaumont which is under the control, operation or management of the City of Beaumont, the County of Riverside, the Beaumont-Cherry Valley Park and Recreation District, or the State of California.

I. *Religious Institution.* A building which is used primarily for religious worship and related religious activities.

J. *School.* An institution of learning for minors, whether public or private, which offers instruction in those courses of study required by the California Education Code or which is maintained pursuant to standards set by the State Board of Education. This definition includes a nursery school, kindergarten, elementary, junior high school, middle school, senior high school or any special institution of learning under the jurisdiction of the State Department of Education, but it does not include a vocational or professional institution or an institution of higher education, including a community or junior college, college or university.

K. *Sexual Encounter Establishment.* An establishment, other than hotel, motel or similar establishment offering public accommodations, which, for any form of consideration, provides a place where two or more persons can congregate, associate of consort in connection with "specified sexual activities" of the exposure of "specified anatomical areas". This definition does not include an establishment where medical practitioner, psychologist, psychiatrist or similar professional person licensed by the State of California engages in sexual therapy.

L. *Specified anatomical areas.* As used herein, "specified anatomical areas" shall mean and include any of the following:

1. Less than completely and opaquely covered human genitals, pubic region, buttocks, anus or female breasts below a point immediately above the top of the areole; or

2. Human male genitals in a discernibly turgid state, even if completely and opaquely covered.

M. *Specified sexual activities*. As used herein, "specified sexual activities" shall mean and include any of the following:

1. The fondling or other erotic touching of human genitals, pubic region, buttocks, anus or female breasts;
2. Sex acts, normal or perverted, actual or simulated, including intercourse, oral copulation or sodomy;
3. Masturbation, actual or simulated; or
4. Excretory functions as part of or in connection with any of the activities set forth in (1) through (3) above.

N. *Substantial Expansion.* As used in subsection G hereof, the "substantial expansion" of adult entertainment business shall mean the increase in floor area occupied by the business by more than 25 percent as such floor area exists on the effective date of the section.

(Ord. 920 §2, 9/2007)

17.12.030 Prohibition.

No person shall cause or permit the establishment, substantial expansion of an adult arcade, adult bookstore, adult cabaret, adult motel, adult motion picture theater, adult theater, massage parlor or sexual encounter establishment within 1,000 feet of another such business, or within 1,000 feet of any religious institution, school or public park within the City of Beaumont, or within 600 feet of any property zoned for residential use or used for residential property, or within 300 feet of any property zoned for commercial purposes. Under no circumstances shall a “Massage Establishment” as defined in 5.44.020 be considered an “Adult Entertainment Business.”

(Ord. 920 §2, 9/2007)

17.12.040 Measurement of distance.

The distance between any two adult entertainment businesses shall be measured in a straight line, without regard to intervening structures, from the closest exterior structural wall of each business. The distance between any adult entertainment business any religious institution, school or public park or any property zoned for residential use or used for residential purposes shall be measured in a straight line without regard to intervening structures, from the closest exterior wall of the adult entertainment business to the closest property line of the religious institution, school or public park or the property zoned for residential use or used for residential purposes.

(Ord. 920 §2, 9/2007)

17.12.050 Severability.

If any provision or clause of this Chapter or the application thereof to any person or circumstance is held unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Chapter provisions, clauses or applications thereof which can be implemented without the invalid provision, clause or application thereof, and to this end the provisions and clauses of this Chapter are declared to be severable.

(Ord. 920 §2, 9/2007)

17.12.060 Signs.

In addition to the sign regulation contained elsewhere in Title 17, the following restrictions shall apply to all premises used for an adult arcade, adult bookstore, adult cabaret, adult motel, adult motion picture theater, or sexual encounter establishment:

A. Except as provided in this Chapter, only one sign shall be permitted on the premises. The sign shall be flush with the building and shall not extend above the height of the doorway of the main entrance of the business.

B. Additional signs or signs not in conformity with the above restrictions shall be permitted only upon the approval of the Planning Commission or the City Council.

(Ord. 920 §2, 9/2007)

Chapter 17.13 UNLICENSED GROUP HOMES

17.13.010 Purpose.

This Chapter is intended to preserve the residential character of a single-family residential neighborhood and further the purposes of state and federal housing anti-discrimination laws by, among other things:

A. Ensuring that unlicensed group homes that seek special preference under the City's zoning code are actually entitled to such special preference and not simply skirting the City's boarding house and lodging house regulations;

B. Limiting the commercial use of single-family homes;

C. Promoting ownership and owner-occupation of single-family residences;

D. Providing a suitable environment for family life by reducing noise, preserving safety and providing adequate on and off-street parking;

E. Ensuring that unlicensed group homes are actually furthering the purposes of housing anti-discrimination laws; and

F. Preventing the over concentration of unlicensed group homes that can impair the integrity of a single-family residential neighborhood and/or to prevent the creation of group home campuses or clusters than are inconsistent with State law and policy to limit the institutionalization of the disabled.

(Ord. 920 §2, 9/2007)

17.13.020 Special use permit required.

An unlicensed group home may locate in a R-SF, R-TN or R-MF zone with a special use permit provided:

A. An application for a special use permit or an unlicensed group home is submitted to the Community Development Director by the owner/operator of the unlicensed group home. The application shall provide the following:

1. The name, address and phone number of the owner/operator;
2. The name and phone number of the house manager;
3. A copy of the unlicensed group homes rules and regulations which must include a policy prohibiting alcohol or non-prescribed drugs (other than over-the-counter medicine) on the premises and use thereof by any disabled occupant whether on or off the premises;
4. Written intake procedures;
5. The relapse policy;

6. An affirmation that only residents (other than the house manager) who are disabled as defined by state and federal law shall reside in the group home;
7. Blank copies of all forms that all residents and potential residents are required to complete; and
8. A fee for the processing of the application as may be set from time-to-time by the City Council; and

B. The unlicensed group home has six or fewer occupants, not counting the house manager; and

C. The unlicensed group home has a house manager who either resides at the unlicensed group home or any multiple of persons acting as a house manager who are present at the unlicensed group home on a daily basis and who are responsible for the day-to-day operation of the unlicensed group home; and

D. The unlicensed group home is not located within 300 feet, as measured from the closest property lines, of any other state-licensed group home or group home issued a special use permit under this Chapter; and

E. Any owner/operator of an unlicensed group home and any person designated as a house manager or other staff shall provide his or her full name, current residence and phone number, date of birth, social security number, prior employment history, education, driver's license number, history of criminal convictions, if any, and any other information the Beaumont Police Department reasonably requires to perform a criminal background check through the State Department of Justice and/or United States Department of Justice. No person shall begin employment with the unlicensed group home until this information has been provided; and

F. The unlicensed group home's rules and regulations must prohibit the use of any alcohol or any non-prescription drugs at the unlicensed group home or by any disabled resident either on or off-site. This rule and regulation shall be posted on site in a common area inside the Home. Any violation of this rule must be cause for immediate eviction under the unlicensed group home's rules for residency; and

G. The unlicensed group home shall have a written visitation policy that shall preclude any visitors who are under the influence of any drug or alcohol; and

H. All garage and driveway spaces associated with the home shall, at all times, be available for the parking of vehicles. Residents and the house manager may store or park only a single vehicle per resident at the home or on any street within 300 feet of the home. The vehicle must be operable and currently used as his or her primary form of transportation; and

I. It is not located in accessory living quarters.

(Ord. 920 §2, 9/2007)

17.13.030 Grounds for denial or revocation.

The special use permit shall be denied by the Community Development Director or his/her designee and if already issued, any transfer shall be denied by the Community Development Director or may be revoked upon a hearing by the Community Development Director or his/her designee under any of the following circumstances:

A. Any owner/operator or staff person has provided any false or misleading information on the application or omitted any pertinent information.

B. Any owner/operator or staff person has an employment history in which he or she was terminated because of physical assault, sexual harassment, embezzlement or theft; falsifying a drug test; and selling or furnishing illegal drugs or alcohol.

C. Any owner/operator or staff person has been convicted of or plead nolo contendre to any of the following offenses:

   1. Sex offense for which the person is required to register as a sex offender under California Penal Code Section 290;

   2. Arson offenses - violations of Penal Code Sections 451—455 (last seven years); or

   3. Violent felonies, as defined in Penal Code Section 667.5, which involve doing bodily harm to another person (last ten years);

   4. The sale or furnishing of any controlled substances (last seven years).

D. Any owner/operator or staff person is on parole or formal probation supervision on the date of the submittal of the application or at any time thereafter.

E. Any owner/operator or staff person is a recovering drug or alcohol abuser and upon the date of application or employment has had less than one full year of sobriety.

F. The owner/operator fails to immediately evict any resident that uses alcohol or abuses any non-prescription drugs.

G. The owner/operator accepts residents, other than a house manager, who are not disabled as defined under state and federal law.

H. The address of the group home is located within 300 feet of any other licensed or unlicensed group home. If a licensed group home lawfully moves within 300 feet of an existing unlicensed group home this shall not cause the revocation of unlicensed group home's permit.

I. For any other significant, repeated or refusal to remedy violations of this Chapter or any other applicable laws and/or regulations.

(Ord. 920 §2, 9/2007)

17.13.040 Prohibition on reapplication after revocation.

In the event the special use permit is revoked pursuant to Section 17.13.030, no new application for the same or similar permit shall be accepted within one year of the date of revocation.

Chapter 17.14 DEFINITIONS

17.14.010 Introduction.

This list of terms is designed to clarify the Zoning Ordinance's intent as it relates to land uses and development requirements. The word "shall" indicate a mandatory requirement, except when used in connection with an action or decision of the City Council or any City commission, board, or official. In these latter instances, the word "shall" shall be directory only. For general terminology used throughout this ordinance, the definitions used in the Uniform Building Code or accepted dictionaries of the English language, shall apply.

17.14.020 General grammatical interpretation.

Words, terms, and phrases used in this Title 17 shall have the meanings usually ascribed to them, or as defined or used in state planning and zoning laws, or as defined in Section 17.08.030 of this Zoning Ordinance. For the purposes of this Zoning Ordinance, unless the context clearly indicates otherwise, certain terms used in herein are defined as follows:

A. Words in the present tense include the future;

B. Words in the singular number include the plural;

C. Words in the plural number include the singular;

D. The terms "shall" and "will" and "must" are mandatory;

E. The term "his" is gender neutral and means his or her;

The word "shall" is mandatory; the word "may" is permissive. The present tense includes the future, the future includes the present. The singular number includes the plural, the plural includes the singular.

17.14.030 Definitions (A through Z).

A

Above-ground/on-ground pool. See "Swimming pool".

Abut or Abutting. The same as meaning adjoining.

Access. The place, or way, by which pedestrians and vehicles are provided adequate and usable ingress and egress to a property or use as required by this Zoning Code.

Accessory Use. A use incidental to, related, and clearly subordinate to the principal use established on the same lot or parcel of land where such accessory use is located.

Adjacent. Two or more lots or parcels of land separated by an alley, street, highway or recorded easement, or two or more objects located near or in close proximity to each other.

Adjoining. Two or more lots or parcels of land sharing a common boundary line, or two or more objects in physical contact with each other.

Affordable Unit. Refers to a housing development project in which 80 percent of the units shall be designated for very low-income households and 20 percent reserved for low-income households as those terms are defined in the Health and Safety Code.

Alley. A public or private right-of-way, other than a street or highway, permanently reserved as a secondary means of vehicular access to adjoining properties.

Amendment. A change in the wording, context, content, or substance of this Zoning Code or in the zoning map. Such changes must be adopted by ordinance by the City Council in the manner prescribed by law.

Amusement Arcade. Any place open to the public where five or more amusement games are maintained for use by the public. When only a portion of the premises is used for the operation of amusement games, only that portion shall be considered as an amusement arcade.

Amusement Game. Any entertainment device for which a fee is paid to play, including, but not limited to, pinball, video or other electronic games.

Animal Hospital. Shall mean a place where anima s or pets are given medical or surgical treatment and cared for during the time of such treatment. Use as a kennel shall be limited to short time boarding and shall be only incidental to such hospital use.

Animals—Retail Sales. The retail sales of small animals (such as dogs, cats, birds, and fish), provided such activities take place within an entirely enclosed building.

Antique Shop. An establishment primarily engaged in the sale of antiques.

Apartment House. A building, or a portion of a building, designed or used for occupancy by three or more households living independently of each other and containing three or more individual dwelling units within a single structure.

Apartment Unit. A room or suite of two or more rooms with a single kitchen in a multiple-family dwelling, suitable for occupancy as a dwelling unit for one household.

Arcade. See "Amusement arcade".

Artists' Studio. A building containing work space and retail sales space for artists and artisans producing individual one-of-a-kind works of art, including individuals practicing a fine art, or skilled in an applied art or craft, provided that the use does not impact any other use or property with noise, odor, dust, vibration, or other nuisance. This classification includes, but is not limited to, painter's studios, ceramic studios, and custom jewelry studios.

Assessor. The Assessor of the County of Riverside.

Automobile Wrecking or Automobile Dismantling. A business establishment engaged in the dismantling and/or wrecking of automobiles, used motor vehicles or trailers, and/or the storage, sale, or dumping of dismantled, partially dismantled, obsolete, or wrecked vehicles or parts.

Automobile Service Station. An establishment providing gasoline oil and other additives, and/or performing minor repairs and other customary services for automobiles and light vehicles, but excluding painting, body work steam cleaning, and major repairs.

Advertising Structure. A structure of any kind or character, erected or maintained for outdoor advertising purposes, upon which any poster bill,

Awning. Either a fabric covered appendage, or a temporary collapsible shelter of noncombustible materials supported entirely from the exterior wall of a building.

B

Balcony. A platform that projects from the wall of a building, typically above the first level, and is surrounded by a rail, balustrade, or parapet on at least one side.

Balcony, Unenclosed. A balcony open to the sky and not fully enclosed on more than two sides.

Balloon. A floating air-filled or gas-filled object tethered to a fixed location (also see "Sign, balloon").

Banks and Savings. A state- or federally chartered financial institution that provides retail banking

Barrier. A fence, a wall, a building wall or a combination thereof which completely surrounds the swimming pool and obstructs access to the swimming pool.

Bars and Cocktail Lounges. Establishments where alcoholic beverages are sold for consumption on the premises. This classification excludes restaurants and commercial recreation uses that may serve alcoholic beverages incidental to the primary use.

Basement. That portion of a building located between the ground level or first floor of a structure.

Bed and Breakfast Facilities. A residential structure that is occupied by a resident as his/her primary residence with one or more bedrooms rented for period of 30 consecutive days or fewer, and where meals may be provided.

Billiard Parlor. An establishment that provides five or more billiard and/or pool tables.

Boarding. A residence or dwelling, other than a hotel, wherein three or more rooms are rented under three or more separate written or oral rental agreements, leases or subleases or combination thereof, whether or not the owner, agent or rental manager resides within the residence.

Building. Any structure having a roof supported by columns or by walls and intended for the shelter, housing, or enclosure of persons, animals, or property of any kind.

Building; Accessory. A detached subordinate building, the use of which is incidental to that of the primary building or to the principal use of the land, and which is located on the same lot or parcel of land with the main building or principal use of the land.

Building, Height. The vertical distance as measured continuously along a line at existing grade bisecting the width of the lot to the highest point of a building or structure, except as provided elsewhere in this Zoning Ordinance.

Building, Main. A building in which is conducted a principal use of the lot or parcel of land upon which it is situated. In a residential or agricultural zone, any residential unit shall be deemed to be a main building upon the lot or parcel of land on which it is situated.

Building Material Sales. An establishment engaged in retailing or wholesaling of building supplies or equipment. This classification includes lumber yards and tool and equipment sales, but excludes

businesses engaged in the retail sales of paint and hardware, building contractor's yards, and activities classified under "Equipment Leasing and Rentals."

Building Site. The ground area of one or the ground area of two or more lots when used in combination of a building or group of buildings together with all open spaces as required by this Ordinance.

Building Wall. The vertical surface, or any element thereof, including any structural member or group of structural members attached the vertical surface, that defines the exterior boundaries of a building.

Business and Trade School. An establishment which provides on-site training of business, commercial, and/or trade skills such as accounting, data processing, and computer repair. This classification excludes establishments providing training in an activity that is not otherwise permitted in the applicable zone. Incidental instructional services in conjunction with another primary use shall not be considered a business and trade school.

C

Cabana. A structure containing not more than 700 square feet, not containing a kitchen.

Camp, Day. A facility with an organized daytime program involving the supervision and care of children.

Canopy. Has the same meaning as "awning" as defined in this section, except that a canopy contains separate supporting posts and is not supported entirely from the exterior wall of a building. A fixed overhead shelter used as may or may not be attached to a building.

Carport. A permanently roofed structure with no more than two enclosed sides, used or intended to be used for automobile shelter and storage.

Cellar. See "Basement".

Centerline. The centerline of any street, as established by the City Engineer by official surveys, and on file in the office of the City Engineer.

Check Cashing. A business that, for compensation, engages in the business of cashing checks, warrants, drafts, money orders, or other commercial paper serving the same purpose. This classification does not include a state- or federally- chartered bank, savings association, credit union, or industrial loan company. Further, this classification does not include establishments selling consumer goods where the cashing of checks or money orders is incidental to the main purpose of the business.

Church. A facility used for religious worship and incidental religious education and/or activities, including a parsonage which shall be a maximum of 1,200 square feet or 50 percent of the assembly hall whichever is less. Setbacks and parking shall meet the residential single-family requirements. This definition does not include private schools as defined in this section of the Zoning Ordinance.

Child Care Center. A facility that provides non-medical care to children under 18 years of age in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis. "Childcare center" includes day care centers and family day care homes.

City. Refers to the City of Beaumont.

Club, Private. Any building or premises used by an association of persons, whether incorporated or unincorporated, organized for some common purpose, but not including a group organized solely or primarily to render a service customarily carried on as a commercial enterprise. This definition does not include "Adult" business establishments.

Clubs and Lodges. A private or nonprofit organization providing meeting, recreational, or social facilities primarily for use by members and/or guests.

Commercial Printing. A business providing printing, blueprinting, photocopying, engraving, binding, or related services.

Commercial Vehicle. A vehicle which, when operated on a street, is required to be registered as a commercial vehicle under the State Vehicle Code, and which is used or maintained for the transportation of persons for hire, compensation, or profit, or which is designed, used, or maintained primarily for the transportation of property.

Commission. Refers to the Planning Commission of the City of Beaumont.

Communications Facilities. An establishment engaged in broadcasting, recording, and other communication services accomplished through electronic or telephonic mechanisms. This classification includes, but is not limited to, radio, television, or recording studios, telephone switching centers, and telegraph offices.

Communications Facilities, Wireless. An unstaffed facility used for the transmission or reception of wireless telecommunication services, commonly consisting of an antenna array, connection cables, a support structure, and ancillary support facilities.

Community Center. A building, buildings, or portions thereof used for recreational, social, educational, and cultural activities where buildings and associated improvements are owned and/or operated by a public, nonprofit, or public serving group or agency.

Community Garden. Use of land for and limited to cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity, by several individuals or households.

Condominium. An undivided interest in common in a portion of real property coupled with a separate interest in space called a "unit," the boundaries of which are described on a recorded final map, parcel map, or condominium plan. The description of the unit may refer to: a) boundaries described in the recorded final map, parcel map, or condominium plan, b) physical boundaries, either in existence, or to be constructed, such as wall, floors, and ceilings of a structure or any portion thereof, c) an entire structure containing one or more units, or d) any combination thereof. An individual condominium within a condominium project may include, in addition, a separate interest in other portions of the real property. This term shall also include stock-cooperative developments.

Condominium Project. A common interest development consisting of condominiums.

Convalescent Facilities. A business establishment engaged in providing care on 24-hour basis for persons requiring regular medical attention, but excluding facilities providing surgical or emergency medical services.

Convalescent Home. A home or establishment offering or providing lodging, meals, nursing, dietary, or other personal services to five or more convalescents, invalids, or aged persons, but shall not include surgery or the care of persons with contagious or communicable diseases.

Conversion (Condominium). A change in the type of ownership of a parcel or parcels of land, together with the existing structures, from rental housing, as defined in this section, to a condominium, community apartment, planned development, stock cooperative, or common interest development.

County. Refers to the County of Riverside.

Court. An open, unoccupied space bounded on two or more sides by the walls of a building. "Inner court" is a court entirely enclosed within the exterior walls of a building. All other courts are referred to as outer courts.

Coverage. The percentage of total site area covered by structures, open or enclosed, excluding the following uncovered structures: steps, courts, patios, terraces, and swimming pools.

D

Dairy. Any premises where three or more cows, three or more goats or one or more cows and two or more goats, or two or more cows and one or more goats are kept, milked, or maintained.

Daycare Center, Adult. A state-licensed facility designed to provide necessary care and supervision to persons 18 years of age or older on less than a 24-hour basis. Adult day care centers include the various types of adult day services as defined under state law that include "adult day care facilities," "adult social day care facilities," and "adult day health care facilities."

Day Care Center, Children. A state-licensed facility, other than a family day care home, providing non-medical care and supervision to children under 18 years of age on less than a 24-hour basis. Child day care centers shall include "day care centers" as defined under state law, which include infant centers, preschools, and extended day care facilities.

Deck. A platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

Director and Director of Planning and Planning Director. Refers to the Community Development Director or his or her designee.

Drive-in Restaurant. Any building or structure in which food and drink are prepared for service to customers outside of such building or structure, even though the same is served to customers inside said building or structure or to customers occupying vehicles outside such structure and shall include self-service restaurants for take-out food.

Drive-thru. See "Establishment with drive-up service".

Driveway. An appropriately paved and privately-owned surface or road that provides access to off-street parking or loading facilities.

Dump. An area devoted to the disposal of combustible or non-combustible refuse.

Duplex. A structure consisting of two dwelling units.

Dwelling or Dwelling Unit. An attached or detached building containing one or more rooms wherein the occupants of each dwelling unit are living and functioning together as a single housekeeping unit, meaning that they have established ties and familiarity with each other, jointly use common areas, interact with each other, share meals, household activities, expenses and responsibilities, membership in the single housekeeping unit is fairly stable as opposed to transient and members have some control over who becomes a member of the single housekeeping unit.

Dwelling, Multiple Family Residential. One or more buildings located on a lot containing a total of two or more dwellings within a structure.

Dwelling, Single-Family. An attached or detached building not to contain more than one kitchen wherein the occupants of the dwelling unit are living and functioning together as a single housekeeping unit, meaning that they have established ties and familiarity with each other, jointly use common areas, interact with each other, share meals, household activities, expenses and responsibilities, membership in the single housekeeping unit is fairly stable as opposed to transient and members have some control over who becomes a member of the single housekeeping unit.

Dwelling, Tri-plex. A building designed for occupancy by three families living independently of each other and containing three dwelling units under one common roof.

Dwelling, Two-Family or Duplex. An attached or detached building containing two Dwelling Units wherein the occupants of each Dwelling Unit are living and functioning together as a single housekeeping unit, meaning that they have established ties and familiarity with each other, jointly use common areas, interact with each other, share meals, household activities, expenses and responsibilities, membership in the single housekeeping unit is fairly stable as opposed to transient and members have some control over who becomes a member of the single housekeeping unit.

E

Establishment with Drive-up Service. A business or institution providing services accessible to persons who remain in their automobiles.

F

Façade, Building. The exterior wall of a building that is located above ground.

Family. One or more persons living together as a single housekeeping unit in a dwelling unit. A family includes the residents of residential care facilities and group homes for people with disabilities. A family does not include larger institutional group living situations such as dormitories, fraternities, sororities, monasteries or nunneries.

Family Day Care Home, Large. A dwelling that regularly provides care, protection, and supervision for 12 or fewer children under the age of ten, in the provider's own home, for periods of less than 24 hours per day.

Family Day Care Home, Small. A dwelling that regularly provides care, protection, and supervision for one to six children inclusive, including children under the age of ten.

Firearm Sales or Firearms Business. An establishment having at least 25 percent of its gross floor area devoted to the sale of firearms, ammunition and ammunition components, and hunting or shooting equipment.

Floor Area, Gross. The total horizontal area of all the floors of a building included within the surrounding walls, exclusive of vent shafts and courts.

Floor Area, Net. The total useable floor area within all floors of a building included within the surrounding walls.

Floor Area Ratio. The numerical value obtained through dividing the gross floor area of a building or buildings by the total area of the lot or parcel of land on which such building or buildings are located.

Food and Beverage Sales. A business establishment where the primary use involves the retail sales of food and beverages for off-site preparation and consumption. Typical uses include grocery markets and delicatessens. This category does not include liquor stores.

Food Manufacturing. A business establishment engaged in manufacturing, processing, and/or packaging of food products for wholesaling and distribution. This use may include incidental direct sale to consumers of the products manufactured on-site, souvenirs, and ancillary tasting facilities for the public.

Frontage. The frontline of a site, separating the site from the street.

G

Garage, Parking Garage. A structure with a common vehicular entrance and exit which is used by vehicles in parking spaces and which otherwise conforms to the requirements of this Zoning Code.

Garage, Private. A detached accessory building, or a portion of a main building on the same lot, enclosed on three sides and with a door capable of enclosing the fourth side, for the parking or temporary storage of vehicles owned by the occupants of the premises.

General Plan. The General Plan of the City of Beaumont, consisting of the General Plan and Map, adopted by the City Council.

Grade, Existing. The surface of the ground or pavement at a specific location as it existed prior to disturbance in preparation for a construction project.

Grade, Finished. The finished surface elevation of the ground or pavement at a specific location after the completion of a construction project.

Grade, Ground Level. The average level of the finished ground surface surrounding a building, measured at the center of all walls of the building.

Gradient. The rate of vertical change of a ground surface expressed in a percentage and determined by dividing the vertical distance by the horizontal distance.

Group Home (Unlicensed) or Unlicensed Group Home. A single-family dwelling unit with six or fewer occupants who are all (other than the house manager) considered disabled under state or federal law, but not licensed by the state.

Guest House. Refers to living quarters, having no kitchen facilities, located within an accessory building located on the same premises with a main building and occupied solely by members of the family, temporary guests, or persons permanently employed on the premises.

Guest Room. A room designed for or occupied as sleeping quarters by one or two persons, providing lodging for compensation.

H

Hazardous Waste. Any waste, or combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may: a) exhibit toxicity, corrosivity, flammability, and/or reactivity; b) cause, or significantly contribute to, an increase in serious irreversible, or incapacitating reversible, illness; or, c) present a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.

Hazardous Waste Facility. All contiguous land, structures, other appurtenances, and improvements within a property, used for handling, treating, storing, or disposing of hazardous wastes.

Health and Physical Fitness Facility. A private athletic clubs and gymnasiums including, but not limited to, weight training facilities, aerobic exercise floors, racquetball courts, swimming pools, and similar athletic facilities.

Height. See "Building height".

Home Occupation. An occupational activity carried on by the occupant(s) of a residential dwelling as a secondary use in connection with which there is no display, no walk-in customers, no stock-in-trade, nor commodity sold upon the premises, no person employed, and no mechanical equipment used, except such as is necessary for housekeeping purposes.

Hospital. A facility providing medical, surgical, psychiatric, and/or emergency medical services to sick or injured persons, primarily on an inpatient basis. This classification includes incidental facilities for out-patient treatment, as well as training, research, and administrative services for patients and employees.

Hotel or Motel. One or more buildings containing guest rooms or dwelling units, with one or more such rooms or units having a separate entrance leading directly from the outside of the building or from an interior court. Such facilities are designed to be used, or intended to be used, rented, or hired out for temporary or overnight accommodations for guests, and are offered primarily to patrons by signs or other advertising media. This classification may contain public meeting rooms and eating, drinking, and banquet services associated with the facility.

Hot Tub. See "Swimming pool".

Household. A single individual or group of individuals, unrelated or related by blood or marriage, residing in a dwelling unit.

Household Pet. A domesticated animal commonly maintained within a residence.

I

Industrial Complex. Any group of three or more industrial uses on a parcel or combination of parcels which are generally served either by common access or common parking, or single industrial use occupying at least 100,000 square feet of floor area.

In-ground pool. See "Swimming pool".

J

Junk Yard. The use of a lot, or the use of any portion of a lot, for the dismantling of machinery or for the storage or keeping for sale of parts and equipment resulting from such dismantling or wrecking, or for the storage or keeping of junk, including scrap metals or other scrap materials.

K

Kennel. Any lot or premises on which four or more dogs or cats at least four months of age are boarded or trained.

Kitchen. A room in a building or dwelling unit that is used in the cooking or preparation of food.

L

Laboratory. An establishment providing analytical or testing services, including, but not limited to, chemical labs, dental-medical labs, optical labs, and labs conducting mechanical, electrical, physical, or environmental tests, as well as research and development.

Landscaping. The planting and maintenance of live trees, shrubs, ground cover, and lawn areas, including the installation of irrigation systems required by the provisions of this Zoning Code. "Landscaping" may include inorganic decorative materials of natural or man-made origin if used to accent or complement, but in no case imitate, the natural vegetation. Inorganic decorative materials used in landscaping may include rock, stone, wood, waterfall, fountains, pools, sculptures, benches, and architectural screens, walls, and fences.

Liquor Store. A business establishment having at least 50 percent of its gross floor area used for the sale of alcoholic beverages intended for off-site consumption.

Loading Space. An off-street space on the same lot with a main building, or contiguous to a group of buildings, for the temporary parking of commercial vehicles while loading or unloading, and which has access from a street, alley, or other permanent means of ingress and egress.

Lodging House. A residence or dwelling, other than a hotel, wherein lodging and meals are provided to four or more persons for compensation, whether direct or indirect. In determining the number of persons lodging in a lodging house, all residents shall be counted, including an owner, agent or manger.

Lot. Real property with a separate and distinct number or other designation shown on a plat recorded in the office of the County Recorder as a part of an approved subdivision, shall also mean (1) a parcel of real property when shown as a delineated parcel of land with a number of other designations on a plat recorded in the Office of the County Recorder of Riverside County; or (2) a parcel of land the dimensions or boundaries of which are defined by a record of survey recorded pursuant to the provisions of the Subdivision Map Act of the State of California in the Office of the

County Recorder of Riverside County; (3) a parcel of real property not delineated as in (1) or (2) above, and containing not less than the prescribed minimum square footage required in the zone in which it is located and which abuts at least one public street, and alley or a private easement determined by the Commission to be adequate for purposes of access from a street; (4) a parcel of land registered under Land Title Law (Torrens Title) and held under separate ownership from adjacent property on the effective date of this Ordinance.

Lot, Area. The total area, measured in a horizontal plane, included within the lot lines of a lot or parcel of land.

Lot, Corner. A lot located at the intersection of two or more streets at an angle of not more than 135 degrees. If the angle is greater than 135 degrees, the lot shall be considered an interior lot.

Lot, Cul-de-sac. A lot fronting on, or with more than one-half of its lot frontage, on the turnaround end of a cul-de-sac street.

Lot, Depth. The horizontal distance between the front and rear lot lines, measured in the mean direction of the side lot lines.

Lot, Interior. A lot other than a corner or reverse corner lot.

Lot, Key. Any lot where the side property line abuts the rear property line of one or more lots, and where such lots are not separated by an alley or any public way.

Lot Line. Any line bounding a lot as defined in this section.

Lot Line, Exterior. A lot line abutting a street.

Lot Line, Front. On an interior lot, the front lot line of the property line abutting the street, except in those cases where the latest tract deed restrictions specify another line as the front lot line. On a corner or reversed corner lot, the front lot line is the shorter property line abutting a street. On a through lot, or a lot with three or more sides abutting a street, or a corner or reversed corner lot with lot lines of equal length, the Zoning Administrator shall determine which property line shall be the front lot line for purposes of compliance with the setback provisions of this Zoning Code.

Lot Line, Interior. A lot line not abutting a street.

Lot Line, Rear. A lot line not abutting a street that is opposite and most distant from the front lot line. For triangular lots where there is no rear lot line, the rear lot line shall be defined as the point at which the side lot lines intersect.

Lot Line, Side. Any lot line that is not classified as a front lot of line or rear lot line.

Lot Line, Zero. A lot line that does not have any side-yard setback.

Lot, Reverse Corner. A corner lot, the side line of which is substantially a continuation of the front lot lines of the lot to its rear.

Lot, Through. A lot having frontage on two parallel or approximately parallel streets. A through lot may have no rear lot line.

Lot; Width. The horizontal distance between the side lot lines measured at right angles to the lot depth line at a distance located midway between the front and rear lot lines.

M

Main Building. A building that is designed, and used for, or intended to be used, to accommodate the principal use on the lot. In residential zones, any dwelling shall be considered the main building on the lot.

Maintenance and Repair Services. An establishment providing household appliance repair, furniture repair, office machine repair, bicycle repair, or building maintenance services. This classification excludes maintenance and repair of motor vehicles, boats, or ships.

Mansard or Mansard Roof. A roof having two slopes on all sides with the lower slope steeper than the upper one.

Manufactured Housing. A mobile home, or manufactured housing unit, as defined by and installed in accordance with California Health and Safety Code Section 18008 and 18551, respectively, and factory-built housing as defined by California Health and Safety Code Section 19971.

Medical Clinic. Any facility providing physical or mental health service, and medical or surgical care of the sick or injured but shall not include inpatient or overnight accommodations. Activities included within this definition are health centers, health clinics, and doctors' offices.

Mini-Warehouse. A warehouse operation serving the public where customers rent or lease, or self-storage and have direct access to, individual storage areas, compartments, or facilities rooms within a larger structure or structures provided for storage use. This use may also include limited caretaker facilities.

Mobile Home. A movable or transportable vehicle, other than a motor vehicle, intended for occupancy for one family, and having no foundation other than jacks, piers, wheels or skirtings. All mobile homes located on lots must be a minimum of 450 square feet, with a minimum of ten feet in width. All mobile homes must have a complete sanitary facility, including a lavatory, flush type toilet, tub or shower, and kitchen sink, all connected to sewage outlets in conformity with state, county and health requirements.

Mortuary. An establishment providing services such as preparing the deceased for burial, and arranging and managing funerals and related services, and may include limited caretaker facilities. This classification excludes cemeteries, crematoriums, and columbariums.

Motel. One or more buildings containing more than five completely furnished individual guest rooms with one or more such rooms or units having a separate entrance leading directly from the outside of the building or an inner court. Such facilities are designed, used, or intended to be used, rented or hired out as temporary or overnight accommodations for guests, and are offered primarily to automobile tourists or transients. Motels include auto courts, motor lodges, and tourist courts.

N

Nonconforming. A building and/or improvement, or portion thereof, which does not conform improvement to current Zoning Code regulations. Nonconforming use, any use of land or property that was lawfully established and in effect at the lawful or legal time this Zoning Code or any amendment became effective, but no longer complies with all of the applicable regulations and standards of the zone in which the use is located. Nonconforming any structure or improvement that was lawfully established and in existence structure, lawful at the time this Zoning Code or any

amendment became effective, but no or legal longer complies with all of the applicable regulations and standards of the zone in which the structure or improvement is located.

O

Offices. Administrative, clerical, or public contact offices of a government agency, government including postal facilities, together with incidental storage and maintenance of vehicles.

Offices, Medical. Offices or health facilities providing health services, including without limitation, preventative and rehabilitation treatment, diagnostic services, and testing and analysis, but excluding inpatient services and overnight accommodations. This classification includes without limitation offices providing medical, dental, surgical, rehabilitation, podiatric, optometric, chiropractic, and psychiatric services, and medical or dental laboratories incidental to such offices.

Offices, Professional. Offices for firms or organizations providing professional, executive, management or administrative services, such as architectural, engineering, real estate, insurance, investment, or legal offices. This classification excludes savings and loan associations, banks, and medical offices.

Off-Street Parking Facility. A lot, or portion thereof, improved and used for the parking of vehicles, including, but not limited to, enclosed garages and parking structures, open parking areas, aisles, driveways, and appurtenant landscaped planters and their improvements.

Open Space, Useable (Useable Open Space). Open space upon the lot or parcel to which it is appurtenant, which can be used by inhabitants of the property for outdoor living, activity and/or recreation and may include landscaping. Each linear dimension of such space shall be a minimum of six feet. Balconies may be credited as "usable open space" provided they each have linear dimensions of a minimum of five feet. Enclosed recreation or multi-purpose activity rooms may be credited as "usable open space." All such areas shall be readily accessible to the inhabitants of the property. "Usable open space" does not include driveways, open or covered parking areas, utility space such as trash or garbage areas, or space occupied by the required front yard setback.

The computation of usable open space provided shall be as follows:

1. The following areas shall be computed at 1.25 times the area actually devoted to such use:
    a. Private patios, when directly accessible to the dwelling unit to which it is appurtenant; such patios shall be completely enclosed on all sides by a fence which is a minimum of five feet in height;
    b. Balconies and lanais, when directly accessible to the unit to which they are appurtenant; such balconies and lanais must have a minimum dimension of five feet;
    c. Swimming pool areas, including the hard surface deck, which normally surrounds such pools. Deck area more than 25 feet from the edge of the pool will not be counted as open space under this; and
    d. Recreation activity rooms, provided these rooms are permanently maintained for the use of tenants for various recreation activities. Such

activity rooms shall not include lobbies, but may include common steam rooms, sauna baths, or the like.

2. All other areas meeting usable open space requirements shall be credited with the actual area (square feet) provided.
3. No area will be considered as usable open space if it has any dimension less than six feet except balconies.

Outdoor Advertising. The use of signs or other measures soliciting public support or directing public attention to the sale, lease, hire, or use of any objects, products, services, or functions which are not produced, sold, or otherwise available on the premises where such signs are erected or maintained.

Outdoor Living Space. Either an open passive landscaped area specifically designed, improved, and maintained to enhance the architectural design, privacy, and general environmental quality of a residential development or an easily accessible public or private activity area specifically designed, improved, and maintained for outdoor living and/or recreation by occupants of the residential development.

P

Parcel. A contiguous quantity of land owned by, or recorded as the property of, the same claimant or person.

Parking Space. A space within an off-street parking facility that has the minimum attributes of size, location, and design specified in Article 21 (Parking requirements) of this Zoning Code.

Parks and Recreation Facilities. Uses that include, but are not limited to, land and interests in land; swimming pools; tennis, volleyball and basketball courts; baseball grounds; play areas; turf; sprinkler systems; community center buildings; recreation buildings; and other works, properties, structures, and facilities necessary or convenient for public park, playground, or recreation purposes.

Pawn Shop. A business establishment engaged in the buying or selling of new or secondhand merchandise and offering loans secured by personal property.

Performance Art. A public building used for theatrical performances, concerts, recitals, and facilities similar entertainment. This classification excludes commercial cinemas or theaters.

Personal Convenience Service. A business establishment providing recurrently needed services of a personal nature. This classification includes, but is not limited to, barber and beauty shops, seamstresses, tailors, shoe repair shops, photocopying, retail dry cleaning establishments (excluding wholesale dry cleaning plants), self-service laundromats, and similar services. This classification excludes massage parlors, tattoo parlors, and/or skin piercing establishments.

Personal Improvement Service. A business establishment providing instructional services or facilities, including, but not limited to, photography, fine arts, crafts, dance or music studios, driving schools, modeling agencies, reducing salons, and health or physical fitness clubs. Incidental instructional services associated with a retail use shall be classified as "retail sales" rather than "personal improvement services."

Planned Unit Development. The planning, construction, or implementation and operation of any use or structure, or a combination of uses and structures, on a single parcel of land based on a

comprehensive and complete design or plan treating the entire complex of land, structures, and uses as a single project.

Plant Nursery. A site used to raise trees, shrubs, flowers, and other plants for sale or for transplanting, and where all merchandise (other than plants) is kept within an enclosed building or fully screened enclosure, and fertilizer of any type is stored and sold in package form only.

Porch. A permanent projection attached to the entrance of a building, which is has a roof but is not fully enclosed.

Pre-existing. In existence prior to the effective date of this Ordinance.

Public Building. A building owned and operated by a public agency for public use.

Public Safety Facility. A public facility providing public safety and emergency services, including police and fire protection, and associated support and training facilities.

Public Utility Facility. A building or structure used by any public utility including, but not limited to, any gas treatment plant, reservoir, tank, or other storage facility, water treatment plant, well, reservoir, tank or other storage facility, electric generating plant, distribution or transmission substation, telephone switching or other communications plant, earth station or other receiving or transmission facility, any storage yard for public utility equipment or vehicles, and any parking lot for parking vehicles or automobiles to serve a public utility. The term "public utility" shall include every gas, electrical, telephone and water corporation serving the public or any portion thereof for which a certificate of public convenience and necessity has been issued by the State Public Utility Commission.

Q

R

Recharging Stations. An area where equipment is provided to recharge an electric vehicle.

Recreational Facility. A publicly owned and operated recreational structure or building, such as a tennis court, swimming pool, multi-purpose community building, or similar use.

Recyclable Material. A reusable material, including, but not limited to, metals, glass, plastic, and paper, and which is intended for reuse, re-manufacture, or reconstitution for the purpose of using the altered form. "Recyclable material" shall not include refuse or hazardous materials. "Recyclable material" may include used motor oil collected and transported in accordance with Section 25250.11 and Section 25143.2(b)(4) of the State Health and Safety Code.

Recycling Facility. A center for the collection and/or processing of recyclable materials. "Certified recycling facility" or "certified processor" refers to a recycling facility certified by the State Department of Conservation as meeting the requirements of the State Beverage Container Recycling and Lifter Reduction Act of 1986. A recycling facility does not include storage containers or processing activities located on the premises of a residential, commercial, or manufacturing use, and used solely for the recycling of material generated by such residential property, business, or manufacturer.

Recycling, Collection Facility. A center for the acceptance of recyclable materials from the public by donation, redemption, or purchase.

Recycling, Processing Facility. A building or enclosed space used for the collection and processing of recyclable materials. "Processing" means the preparation of material for efficient shipment, or to an end-user's specifications, by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning, and re-manufacturing.

Rental Units. A housing unit leased for the occupancy of a residential household.

Residence. One or more rooms designed, used, or intended to be used as permanent living quarters for a household, and not as temporary or overnight accommodations.

Residential Care Facility, Licensed. A residential care facility licensed or supervised by any federal, state, or local agency, which provides housing and nonmedical care for children, elderly persons, or physically and mentally handicapped persons in a family-like environment. These facilities include the following:

1. An intermediate care facility, developmentally disabled habilitative and intermediate care facility/developmentally disabled-nursing or a congregate living facility as identified in State of California Health and Safety Code section 1267.8;
2. A community care facility as identified in State of California Health and Safety Code section 1566.3;
3. A residential care facility for the elderly as identified in State of California Health and Safety Code section 1569.85;
4. An alcoholism or drug abuse recovery or treatment facility as identified in State of California Health and Safety Code section 11834.02;
5. A home for the care of mentally disordered or otherwise handicapped persons as identified in State of California Welfare and Institutions Code section 5116;
6. A home for the care of dependent and neglected children as identified in the State of California Welfare and Institutions Code section 300, but not including wards of the court as identified in the State of California Welfare and Institutions Code section 601ff.

Rest Home. See "Convalescent home".

Restaurant, Sit Down. A business establishment that is maintained, operated, and/or advertised or held out to the public as a place where food and beverage are served to the public on demand from a menu during stated business hours, served in and on reusable containers and dinnerware, to be consumed on the premises primarily inside the building at tables, booths, or counters, with chairs, benches, or stools. This use may include incidental delivery service utilizing no more than two delivery vehicles.

Restaurant, Fast-Food. A business establishment that is maintained, operated, and/or advertised or held out to the public as a place where food and beverage are served to customers from a serving counter in disposable containers or wrappers and where food and meals are generally prepared in

advance for immediate sale, and which may include inside seating, drive-through service, delivery service, and take-out/carry-out service.

Restaurant, Delivery. A place where orders for food and beverages may be placed in person or by telephone, facsimile, copier, or other off-site means of communication, from a limited menu, and which orders are delivered to a location directed by the customer.

Restaurant, Take-out. A business establishment that is maintained, operated, and/or advertised or held out to the public as a place where food and beverages are served in disposable containers or wrappers from a serving counter for consumption exclusively off the premises.

Retail Sales. A business establishment engaged in the retail sale of merchandise not specifically listed under another use classification as defined in this section. This classification includes, but is not limited to: department stores, clothing stores, furniture stores, and businesses retailing the following goods: toys, hobby materials, handcrafted items, jewelry, cameras, photographic supplies, books, electronic equipment, records, sporting goods, kitchen utensils, hardware, appliances, antiques, art supplies, paint and wallpaper, carpeting and floor covering, office supplies, bicycles, and new automotive parts and accessories (excluding service and installation). This classification excludes thrift shops and pawnshops.

Room. An unsubdivided portion of the interior of a dwelling, excluding bathrooms, kitchens, closets, hallways, and service porches.

S

School, Elementary, Junior High, and High. An institution of learning which offers instruct on in the several branches of learning and study required to be taught in the public schools by the Education Code of the State of California.

School, Private. An educational institution having a curriculum comparable to that required in the public schools of the State of California.

Secondary (or second) Unit. A detached dwelling unit that provides complete, independent living residential unit facilities for one or more persons. A secondary residential unit shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same lot on which the primary unit is situated.

Senior Housing. A housing development project in which 100 percent of the project rental units are intended to be occupied by persons who are 62 years of age or older, or married couples, of which one spouse is over 62 years of age.

Service Station. See "Vehicle, service station".

Setback. A required open space on an improved lot that is unoccupied by buildings and unobstructed by structures from the ground upward, except for projections and accessory buildings permitted by the provisions of this Zoning Code. Setbacks shall be measured as the shortest distance between a property line and the nearest vertical support or wall of the building, enclosed or covered porch, or other structure.

Setback, Between. A required open space between separate buildings or between separate buildings or dwelling units on the same lot or building site. Such setback shall be setback between measured

as the minimum distance between the nearest vertical support dwelling units or wall of each building or enclosed or covered porch.

Setback, Exterior Side. A side setback abutting a street.

Setback, Front. A setback extending across the full width of the front of the lot, the minimum and/or average dimensions of which are determined by the property development standard of the applicable zone in which such lot is located.

Setback, Rear. A setback extending across the full width of the rear of a lot, the minimum and/or average dimensions of which are determined by the property development standards of the applicable zone in which such lot is located.

Setback, Side. A setback extending from the required front setback to the required rear setback, or to the front and/or rear property lines where no front and/or rear setback is required by the provisions of this Zoning Code, the minimum and average dimensions of which are determined by the property development standards of the applicable zone in which such lot is located.

Sign. Any card, cloth, plastic, paper, metal or other material or painted character visible from outside of a structure for advertising purposes, mounted to the ground or any, tree, building, wall, bush, rock, fence or structure, whether privately or publicly owned. “Sign” means any graphic announcement, declaration, demonstration, display, illustration, insignia or object used to advertise or promote the interest of any person or business when the same is placed out-of-doors in view of the general public. This definition shall not include the display of. the American flag, flag of the State, county, public entity or City flag.

Sign, A-Frame. A freestanding sign usually hinged at the top or attached in a similar manner, and widening at the bottom to form a shape similar to the letter "A." Such signs are usually designed to be portable and are not considered to be permanent signs or displays.

Sign, Animated Signs. Signs designed to attract attention through movement or the semblance of movement of the whole or any part including, but not limited to, signs which swing, twirl, move back and forth or up and down; or signs which change color or shades of color; or any other method or device which suggests movement. Animated signs do not include flags and banners, time and temperature signs.

Sign, Announcement or Bulletin Board Signs. Signs permanent in character designed to accept changeable copy, handbills, posters and matters of a similar nature.

Sign, Area of Sign. The area of a sign shall include the entire area within a series of rectangles whose outermost boarders are defined by the outermost extent of any writing, representation, emblem, figure, character or separate sign surface. When letters comprising a sign message are placed on a background or field which is different in color or materials from the architectural features of the building on which the sign is mounted, the sign area shall be calculated as the entire area comprising the overall sign feature. In the case of a two-sided sign, the area shall be computed as including only the maximum single display surface that is visible from any ground position at one time. The supports or uprights on which any sign is supported should not be included in determining the sign area unless such supports or uprights are designed in such a manner as to

form an integral background of the sign. In the case of any cylindrical or spherical sign, the total area shall be computed on the total area of the surface of the sign.

Sign, Awning Sign. A sign painted or printed on the exterior surface of an awning. An alternative to a wall sign, permitted as same.

Sign, Balloon. One or more balloons used as a permanent or temporary sign or as a means of directing attention to any business or profession, or to a commodity or service sold, offered, or manufactured, or to any entertainment.

Sign, Banner. A fabric or fabric-like material on which an advertising message is painted or otherwise affixed.

Sign, Billboard. A sign that directs attention to a business, profession, product, commodity or service offered on the site on which the sign is located.

Signs, Changeable Copy. Copy for temporary use which is changed at periodic intervals and which may be utilized on pylon, monument, wall, bulletin board or announcement signs.

Sign, Commercial Complex. Any group of three or more commercial uses on a parcel or combination of parcels which are generally served either by common access or common parking, or large single commercial use occupying at least two and one-half acres with a minimum of 200 feet of street frontage.

Sign, Construction Signs. Signs stating the names of those individuals or businesses, such as architects, engineers, contractors, or owners directly connected with a construction project and/or the name of the project, the address of the business, and emergency telephone numbers.

Sign, Directional Signs. Signs which contain any of the following words: "Entrance", "enter", "out", "one-way" or other words, or words which contain nonflashing arrows or other characters indicating traffic direction.

Sign, Electronic Message Sign. A sign having the capability of presenting variable message displays, including time and temperature, by projecting an electronically controlled light pattern against a contrasting background and which can be programmed to change the message display periodically.

Sign, Flag. A device, generally made of flexible materials, usually cloth, paper or plastic, usually used as a symbol of a government, school, religion, etc. It may or may not contain any copy.

Sign, Flashing Signs. Lighted signs which in whole or in part disappear and reappear at periodic intervals, or are intermittently on and off, and which are placed so as to attract vehicular traffic with emphasis on the recurrence of lights as in those types generally referred to as "nervous" signs, arrows, stars, etc., and/or beacon signs.

Sign, Freestanding. A sign that is completely supported by structures or other supports that are placed on or anchored in the ground and are independent from any building or other structure.

Sign, Height of Signs. The distance from the average ground level immediately surrounding the base of the sign to the top of its highest element, including any structural or architectural element. Landscape mounding shall not be used to artificially increase the height of a sign.

Sign, Monument Signs. A sign with an overall height of six feet or less, standing directly on the ground or on a base of where supporting poles or structures, if any, are enclosed by decorative covers.

Sign, Nameplate. Signs naming the occupant of the premises, the business and/or address.

Sign, Off-site Signs. Any sign which advertises or informs in any manner businesses, services, goods, persons or events at some location other than that upon which the sign is located.

Sign, Painted Signs. Signs painted on the exterior surface of a building or structure. Painted signs do not

Sign, Pennant. A device generally made of flexible materials, usually cloth, paper or plastic. A pennant may or may not contain any copy and is primarily intended to draw attention.

Sign, Pylon Sign. A sign with an overall height exceeding six feet and having one or more decorative supports permanently attached directly into or upon the ground.

Sign, Political Signs. Political signs are signs setting forth a political message with respect to an upcoming federal, State or local governmental election.

Sign, Portable Signs. Signs not designed to be attached to a building or anchored to the ground, including "A" boards, sandwich signs and signs attached to a fence/wall.

Sign, Poster Signs. Any sign attached to the ground in a manner approved by the building official, which may be visible from adjacent streets or highways.

Sign, Projecting Signs. Signs including wall signs which are suspended from or supported by a building or wall and which project from said building or wall.

Sign, Real Estate Signs. All signs and sign structures relating to the sale, lease or other disposition of the real property on which the sign is located, and which are temporary in nature.

Sign, Revolving Signs. Signs, all or a portion of, which rotate in a constant, circular manner.

Sign, Roof Signs. Any sign supported by or attached to or projecting through the roof of a building or structure or projecting above the eave line or parapet wall of the building or structure.

Sign, Special Event Sign. A temporary sign, which advertises special events and activities such as grand openings, charitable events, Christmas trees, fireworks, or as specified by the Planning Director.

Sign Structure. The supports, uprights, bracings, guy rods, cables and other structural framework of a sign or outdoor display.

Sign, Temporary Signs. Signs erected for a temporary purpose not exceeding 45 days, including banners, pennant valances, streamers, balloon signs, inflated devices, search lights, beacons, costumed or live persons, moving stuffed animals, or advertising light or similar materials used for advertising purposes attached to or pinned on or from any structure, staff, pole, line, framing, vehicle or other object.

Sign, Time and Temperature Sign. An electronically controlled sign with illuminated flippers or light bulbs for the sole purpose of displaying the time, and temperature (F. and/or C.) at intermittent intervals. Under Canopy Signs. A sign with a single or double face copy attached to the underside of a projecting canopy perpendicular to the building frontage.

Sign, Unofficial (Non-Regulatory) Signs. Signs located on public property (e.g., street or median island, parkway, sidewalk, traffic control sign posts, utility poles, park land, trees, etc.).

Sign, Vehicle Signs. Signs on or affixed to trucks, vans, automobiles, trailers, or other vehicles which advertise or provide direction to a use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of service from such vehicles.

Sign, Wall Signs. Signs which are in any manner affixed to any exterior wall of a building or structure, the exposed face of which is in a plane parallel to the plane of the wall and which projects not more than 12 inches from the building or structure wall.

Sign, Window Signs. Signs painted, attached, glued or otherwise affixed to a window or otherwise easily visible from the exterior of the building.

Sign, Wall Murals. The decoration on the exterior surface of a structure with scenic, architectural or artistic paints which in themselves do not identify or advertise any product, service or business. A wall mural is a sign if it is related by language, logo or pictorial depiction to the advertisement of any product or service or the identification of any business.

Snack Shop. A business establishment that is maintained, operated, and/or advertised or held out to the public as serving snack foods, such as donuts, ice cream, yogurt, candy, cookies, bakery items, beverages, and similar items to be consumed either on the premises or off the premises.

Solid Fill. Any noncombustible materials insoluble in water, such as soil, rock, sand, or gravel, that can be used for grading land or filling depressions.

Spa, Non-Portable. See "Swimming pool".

Spa, Portable. A non-permanent structure intended for recreational bathing, in which all controls, water-heating, and water-circulating equipment are an integral part of the product and which is cord-connected (not permanently electrically wired).

Story. "Story" as defined in the currently adopted and effective Uniform Building Code of the City.

Story-Half. A story with at least two of its opposite sides situated immediately under a sloping roof, with the floor area of said story not in excess of two-thirds of the floor area of the floor immediately below it.

Street. A public thoroughfare or right-of-way acquired for use as such, or an approved private thoroughfare or right-of-way, other than an alley, which affords the principal means of access to abutting property. "Street" shall include all major and secondary highways, traffic collector streets, and local streets.

Street, Center line. See "Center line".

Street Line. The boundary line between the street right-of-way and abutting property.

Street/Craft Fairs/Farmer's Market – Ongoing/reoccurring. Temporary event that regularly reoccurs (e.g. weekly Farmer's Market).

Structural Alteration. Any change in the supporting members of a building, such as bearing walls, columns, beams, girders, floor joists, ceiling joints, or roof rafters.

Structure. Any physical improvement constructed or erected, including an edifice or building of any kind, or any piece of work artificially constructed or composed of parts jointed together in some definite manner, and which structure requires location on or in the ground or is attached to another improvement or in the ground, including fences, walls, swimming and wading pools, and patios.

Swap Meet. Any indoor or outdoor place, location, or activity where new or used goods or secondhand personal property is offered for sale or exchange to the general public by a multitude of individual licensed vendors, usually in compartmentalized spaces; and, where a fee may be charged to prospective buyers for admission, or a fee may be charged for the privilege of offering or displaying such merchandise. The term "swap meet" is interchangeable with, and applicable to, flea markets, auctions, open air markets, farmer's markets, or other similarly named or labeled activities; but the term does not include the usual supermarket or department store retail operations.

Swimming Pool. Any structure intended for swimming, diving, or recreational bathing that contains water over 24 inches deep. This includes in-ground, above-ground, and on-ground swimming pools, hot tubs, and spas.

Swimming Pool, Indoor. A swimming pool which is totally contained within a residential structure and surrounded on all four sides by walls of said structure.

Swimming pool, Outdoor. Any swimming pool which is not an indoor pool.

Structure Advertising. A structure existing, erected, or maintained to serve exclusively as a stand, frame, or background for the support or display of signs.

T

Thrift Shop. A business establishment primarily engaged in the sale of used clothing, household goods, furniture, or appliances. This classification does not include antique shops.

Townhouse. A single-family dwelling which visually appears to share one or more common walls with an adjacent single-family dwelling, but which, in fact, is structurally and functionally independent of any other single-family dwelling.

Trailer Coach. Any vehicle, with or without motor power, designed or used for human habitation and constructed to travel on the public thoroughfares in accordance with the provisions of the California State Vehicle Code.

Trailer Park. A site designed and equipped for the harboring, parking, or storing of one or mobile home park more trailers or mobile homes being used as living and/or sleeping quarters.

Trailer Site. That portion of a trailer park designated for use or occupancy of one trailer coach and including all appurtenant facilities.

Transfer Station. An area, including any necessary building or structures, for the temporary waste storage and the salvage of rubbish, garbage, or industrial waste. This definition also includes material recovery facilities.

Transit Stations and Facilities. Facilities for passenger transportation operations, such as rail (e.g., Metrolink) but does not include airports or heliports.

Triplex. A structure containing three individual residential dwelling units.

Trucking Terminal. A business engaged in the storage and distribution of goods having more than five heavy trucks (having a rating of more than 10,000 pounds and/or an unladen weight of more than 6,000 pounds) on the premises at any one time, but excluding trucking accessory to another industrial use on the site.

U

Uniform Sign Program. All applications for approval of signs in a shopping center, commercial, industrial or office complex, a group of three or more businesses on a parcel or project site or for commercial recreation uses shall be submitted in the form of a construction, including connections and electrical plans, if any, and shall delineate the typical size, shape, design, material, coloring, lettering, lighting and position of the signage in relationship to the building form or place where it will be displayed. Scaled sketches of existing signs on the premises shall accompany the application.

Use. The purpose for which land or a building is arranged, designed, or intended, or for which either land or a building is or may be occupied, utilized, or maintained.

V

Variance. A modification of a literal provision of this Zoning Code, granted by an administrative or quasi-judicial act in accordance with the provisions of this Zoning Code.

Vehicle. A business engaged in the washing, waxing, cleaning, and/or detailing of automobile washing automobiles or similar light vehicles.

Vehicle Body. A business establishment involved in the repairing, restoring, and/or painting and fender shop of the bodies of motor vehicles.

Vehicle Rentals. A business engaged in the sale, lease and/or rental of automobiles and light trucks (having a rating of less than 10,001 pounds, an unladen weight of less than 6,001 pounds, and equipped with an open box-type bed less than nine feet in length), including storage and incidental maintenance and repair.

Vehicle Repair Garage. Any site and improvements used for the repair and maintenance of automobiles, motorcycles, light trucks (having a rating of less than 10,001 pounds, an unladen weight of less than 6,001 pounds, and equipped with an open box-type bed less than nine feet in length), or other similar passenger vehicles licensed by the State Department of Motor Vehicles. This classification shall not include the repair or maintenance of motor homes or commercial vehicles as defined in Section 3-7.901 of this Zoning Code. "Motor vehicle repair garage" shall be construed broadly to include the place where the following types of commonly-known garage or shop activities occur: tune-up and muffler work, parts and tire sales and installation, wheel and brake work, engine and transmission overhaul, and installation of car alarms and car stereos. "Motor vehicle repair garage" shall not include automobile wrecking, dismantling, or salvage, motor vehicle body and fender shops, or tire retreading or recapping.

Vehicle, Service. A business establishment primarily engaged in the retail sale of vehicle fuel station and lubricants. This classification includes facilities having service bays for vehicle service and repair. Such service and repair may include the sale of tires, batteries, and other parts and products related to the operation of a motor vehicle; minor tune-up; lubrication and parts replacement; non-mechanical car-washing, polishing, and waxing; and other light work related to preventive

maintenance and upkeep, but may not include maintenance and repair of large trucks or other large vehicles, or body and fender work on any vehicles.

Vehicle Towing/Storage. A business establishment providing towing and/or storage of operative or inoperative vehicles. This classification includes the storage of parking tow-aways, impound yards, and storage lots for buses and recreational vehicles, but does not include vehicle dismantling.

Visual Obstruction. Any physical obstruction which limits the visibility of persons in motor vehicles or pedestrians approaching intersecting or intercepting streets, alleys, driveways, or other public rights-of-way.

W

Wall or Fence. A structure forming a physical barrier, including, but not limited to, concrete, concrete block, wood, or other materials which are solid and are so assembled as to form a barrier.

Warehouse Retail. An off-price or wholesale retail/warehouse establishment exceeding 70,000 square feet of gross floor area and offering a full range of general merchandise to the public.

Warehouse Retail, Specialty. An off-price or wholesale retail/warehouse establishment exceeding 30,000 square feet of gross floor area and offering a limited range of merchandise, serving both wholesale and retail customers.

Washroom. Any building, which contains individual laundry facilities and/or bathroom facilities but does not include kitchen facilities.

Wholesaling, Distribution and Storage. A business engaged in storage and distribution and having five or fewer heavy trucks (having a rating of more than 10,000 pounds and/or an unladen weight of more than 6,000 pounds) on the premises at any one time. Wholesaling establishments may include no more than ten percent or 1,000 square feet of floor area, whichever is less, for the incidental direct sale to consumers of only those goods distributed wholesale. This classification excludes "Mini-warehouses or self-storage facilities" and "Vehicle towing/storage."

Wholesale Dry-Cleaning Plant. A dry-cleaning establishment having at least 51 percent of its gross sales to licensed dry cleaners.

Wind Energy Conversion System. A machine and or equipment that creates electricity from wind energy.

X

Y

Yard. An open space on a lot or parcel of land, other than a court, unoccupied and unobstructed by a building from the ground upward.

Yard, Front. A yard extending across the full width of the lot or parcel of land. The depth of a required front yard shall be a specified horizontal distance between the front lot line, where the front lot line is coterminous with the street line, and the front elevation of the structure located on the parcel.

Yard, Rear. A yard extending across the full width of the lot or parcel of land. The depth of a required rear yard shall be a specified horizontal distance between the rear lot line and a line parallel thereto on the lot or parcel of land.

Yard, Side. A yard extending from the required front yard, or the front lot line where no front yard is required, to the required rear yard or the rear lot line where no rear yard is required. The width of a required side yard shall be a specified horizontal distance between each side lot line and a line parallel thereto on the lot or parcel of land. Where a side yard is bounded by a street, the width of such required side yard shall be a specified horizontal distance between the side lot line on the street side, where said side lot line is coterminous with the street line of a fully-widened street or the ultimate street line of a partially-widened street, and a line parallel thereto on the lot or parcel of land.

Z

Zoning Map. The Official Zoning Map delineating the boundaries of zones within the City of Beaumont.

(Ord. 977, 12/07/2010; Ord. No. 1025, § 3, 9-18-2012)

Chapter 17.16 SINGLE ROOM OCCUPANCY FACILITIES

17.16.010 Purpose.

The provisions of this Chapter are intended to provide opportunities for the development of permanent, affordable housing for small households and for people with special needs in proximity to transit and services, and to establish standards for these small units.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.020 Location.

A single room occupancy facility may be proposed and approved in the Commercial Neighborhood (C-N) or Community Commercial (C-C) Zoning Districts

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.030 Project review and approval.

A proposed SRO shall require the approval of a conditional use permit in compliance with Section 17.02.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.040 Development standards.

A. *Single Room Occupancy Facilities*:

1. *Density.* A single room occupancy facility is not required to meet density standards of the General Plan.
2. *Common Area.* Four hundred square feet per living unit shall be provided, with at least 200 square feet in area of interior common space, excluding janitorial storage, laundry facilities and common hallways.
3. *Laundry Facilities.* Laundry facilities must be provided in a separate room at the ratio of one washer and one dryer for every 20 units of fractional number thereof, with at least one washer and dryer per floor.
4. *Cleaning Supply Room.* A Cleaning Supply room or utility closet with a wash tub with hot and cold running water shall be provided on each floor of the SRO facility.

B. *Single Room Occupancy Units*:

1. *Unit Size.* An SRO unit shall have a minimum size of 150 square feet and a maximum of 400 square feet.
2. *Occupancy.* An SRO unit shall accommodate a maximum of two persons.
3. *Bathroom.* An SRO unit is not required to but may contain partial or full bathroom facilities. A partial bathroom facility shall have at least a toilet and sink; a full facility

shall have a toilet, sink and bathtub, shower or bathtub/shower combination. If a full bathroom facility is not provided, common bathroom facilities shall be provided in accordance with the California Building Code for congregate residence with at least one full bathroom per floor.

4. *Kitchen.* An SRO unit is not required to but may contain partial or full kitchen facilities. A full kitchen includes a sink, a refrigerator and stove, range top or oven. A partial kitchen is missing at least one of these appliances. If a full kitchen is not provided, common kitchen facilities shall be provided with at least one full kitchen per floor.
5. *Closet.* Each SRO unit shall have a separate closet.
6. *Code Compliance.* SRO units shall comply with all requirements of the California Building Code.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.050 Accessibility.

All SRO units shall comply with all applicable accessibility and adaptability requirements. All common areas shall be fully accessible.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.060 Management.

A. *Facility Management.* An SRO facility with ten or more units shall provide on-site management. An SRO facility with less than ten units shall provide management office on-site.

B. *Management Plan.* A management plan shall be submitted with the development application for an SRO facility and shall be approved by the City. The management plan must address management and operation of the facility, rental procedures, safety and security of residents and building maintenance.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.070 Parking.

Off street parking shall be provided consistent with Chapter 17.05.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.080 Tenancy.

Tenancy of SRO units shall be limited to 30 or more.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

17.16.090 Existing structure.

An existing structure may be converted to an SRO facility, consistent with the provisions of this Section.

(Ord. 980, 12-07-10; Ord. 1002, 8/2011)

Chapter 17.17 PAROLEE/PROBATIONER HOME

17.17.010 Applicability and conditional use permit requirements.

A conditional use permit, pursuant to Chapter 17.02.100 of this Zoning Code, is required for the establishment of any parolee/probationer home.

(Ord. 1009, 12-20-2011)

17.17.020 Development regulations.

Parolee/probationer home shall comply with the development, locational and all other applicable regulations of the Zoning District in which the use is proposed to locate. In addition, the parolee/probationer home shall comply with all of the following locational and operational standards:

A. *Locational Requirements.* When a conditional use permit for a parolee/probationer home is requested, the parolee/probationer home shall be located:

1. A minimum of 660 feet away from any existing or proposed school, university, college, student housing, childcare facility, public park, religious institution, hospital, youth facility, or other similar uses, as reasonably determined by the Planning Director. The distance between the parolee/probationer home and school, university, college, student housing, child care facility, public park, religious institution, hospital, youth facility or other similar use shall be measured from the closest exterior wall of the parolee/probationer home and the nearest property line included within the school, university, college, student housing, child care facility, public park, religious institution, hospital, youth facility or other similar use, along a straight line extended between the two points, without regard to intervening structures; and

2. A minimum of 1,320 feet away from an existing parolee/probationer home or other similar use. The distance between parolee/probationer homes shall be measured from the closest exterior wall of one parolee/probationer home and the nearest property line included within the other parolee/probationer home, along a straight line extended between the two points, without regard to intervening structures. For the purposes of the locational requirements set forth in this subsection, "other similar use" or an "existing parolee/probationer home" shall also include any residential structure or unit, including any hotel or motel, whether owned and/or operated by an individual or for-profit or nonprofit entity, which houses at least two parolees/probationers, in exchange for monetary or nonmonetary consideration given and/or paid by the parolee/probationer and/or any individual or public or private entity on behalf of the parolee/probationer, including alcohol and/or drug-free residential recovery home, community care facility, residential care facility and other such facilities.

B. *Operational Requirements.* Parolee/probationer homes shall comply with the following operational requirements:

1. Each parolee/probationer home shall be limited to a maximum number of six parolees or probationers, and each bedroom in the house/home may not exceed two parolees or probationers.
2. Multiple-family dwellings or apartments with less than 25 units shall be limited to one parolee/probationer home.
3. Multiple-family dwellings or apartments with 25 or more units shall be limited to two parolee/probationer homes.
4. Notwithstanding the definition of parolee/probationer home in Section 17.17.070 or any other provision of the City of Beaumont Zoning Code or the City of Beaumont Municipal Code, hotels and/or motels with 14 rooms or less cannot provide transient lodging services or accommodations to more than three parolees during any 28 consecutive day period regardless of any length of their respective stays; and hotels and/or motels with 15 rooms or more cannot provide transient lodging services or accommodation to more than five parolees during any 28 consecutive day period regardless of the length of their respective stays.
5. As determined by the Chief of Police or his/her designee, the property owner or a designated on-site manager must live full-time on the site of the parolee/probationer home, and the name and phone number of this individual shall be provided to the Chief of Police or his/her designee.
6. The Police Department shall be provided with a weekly update of the names of all parolees/probationers living at the parolee/probationer home. The updates required by this section may be in any of the following forms: in writing via electronic mail or facsimile.
7. Any owner/operator of an parolee/probationer home and any person designated as a house manager or other staff shall provide his or her full name, current residence and phone number, date of birth, social security number, prior employment history, education, driver's license number, history of criminal convictions, if any, and any other information the Beaumont Police Department reasonably requires to perform a criminal background check through the State Department of Justice and/or United States Department of Justice. No person shall begin employment with the Parolee/Probationer Home until this information has been provided.

17.17.025 Conditional use permit findings.

An application for a conditional use permit for parolee/probationer home may be approved and/or modified, in whole or in part, only if the findings in Section 17.02.100 of this Zoning Code are first made. Additionally, in evaluating each request for approval of a conditional use permit for a parolee/probationer home, particular attention shall be directed to the physical relationship and proximity of the proposed use to similar uses on the same or surrounding sites, the compatibility of the proposed use with neighboring uses (i.e., schools, parks, and other similar uses) and to ensuring

that the proposed use will not result in harm to the health, safety or general welfare of the surrounding neighborhood or substantial adverse impacts on adjoining properties or land uses.

(Ord. 1009, 12-20-2011)

17.17.030 Special noticing requirements.

In addition to the notice and hearing requirements required for conditional use permits, all property owners within 1,000 feet of the proposed parolee/probationer home, as measured from the subject property lines, shall be notified of the proposed conditional use permit.

(Ord. 1009, 12-20-2011)

17.17.040 Public nuisance.

The establishment, maintenance or operation of a parolee/probationer home in violation of the regulations of this section or in violation of the conditions of approval of an approved conditional use permit is declared to be a public nuisance and may be abated by the City pursuant to applicable provision of the City of Beaumont Municipal Code, City of Beaumont Zoning Ordinance or any available legal remedies, including but not limited to civil injunctions.

(Ord. 1009, 12-20-2011)

17.17.050 Nonconforming use.

Any parolee/probationer home lawfully existing prior to the effective date of the ordinance codified in this section is a legal nonconforming use, subject to applicable nonconforming use regulations of Chapter 17.08 of the City of Beaumont Zoning Ordinance.

(Ord. 1009, 12-20-2011)

17.17.060 Amortization.

A. Any parolee/probationer home regulated under provisions of this section which is a nonconforming use on the effective date of the ordinance codified in this chapter shall be subject to an amortization period expiring one year from the effective date of the ordinance codified in this section.

B. Amortization—Notice. The Community Development Department shall provide written notice to the property owner or operator at least 120 days prior to the expiration of this amortization period. This notice is not mandatory, and lack of notice shall not be deemed to prevent the City from initiating an action seeking declaratory or injunctive relief against the owner and/or operator of such business. However, if notice of expiration of amortization period is not given, any application by the owner or owner of the parolee/probationer home for an extension of the amortization period shall not be denied on the grounds that it is untimely.

C. Amortization—Application for Extension.

a. The property owner may file an application with the Community Development Department for an extension of the amortization period. The applicant must state:

i. Whether a previous extension has been requested and granted, as well as the date of the previous request; and

ii. The efforts that will be made to conform by the conclusion of the extended period.

b. The property owner's application shall be made in writing and shall be accompanied by the required fee as established by the City Council.

c. Any application for an extension of the amortization period shall be made prior to the expiration of the amortization period unless the Planning Community Development Director determines that good cause exists for the late filing of the application.

D. Amortization—Decision to Grant or Deny Extension.

a. The Planning Commission shall hold a public hearing at which time it shall consider the evidence and testimony regarding the request for an extension of the amortization period. The Planning Commission shall grant or deny an application for extension of the amortization period.

b. In rendering its decision, the Planning Commission shall determine whether the parolee/probationer home has been provided with a reasonable amortization period commensurate with the investment involved. If the Planning Commission determines that the amortization period is not reasonable, it shall prescribe an amortization period that is commensurate with the investment involved. The burden shall be on the applicant to establish that the extension should be granted.

c. The Planning Commission shall consider the following factors in making its determination:

i. The parolee/probationer homeowner's financial investment in the renting out rooms, units, homes to parolee/probationers;

ii. The present actual and depreciated value of business improvements;

iii. The applicable Internal Revenue Service depreciation schedules;

iv. The remaining useful life of the rental improvements;

v. The remaining lease terms, if any;

vi. The cost of relocating the parolee/probationer home to a site conforming to the provisions of this chapter, if applicable;

vii. The ability of the parolee/probationer home and/or owner to change the use to a conforming use; and

viii. The secondary effects of the parolee/probationer home adult business on the health, safety and welfare of surrounding community, residential

dwellings, businesses and/or uses if the parolee/probationer home is permitted to extend the amortization period.

d. The Planning Commission's decision shall be in writing and shall be hand delivered or sent by certified mail to the applicant.

E. Amortization—Appeal. Any interested person may appeal the decision of the Planning Commission to the City Council in writing within 15 days after the written decision of the Planning Commission in accordance with the provisions of Sections 17.02.060 of this Zoning Ordinance.

F. Amortization—Public Nuisance. The City Council declares to be a public nuisance any parcel where a parolee/probationer home is operating and where the amortization period as a legal nonconforming use has expired and (a) no application for an extension is on file or has been granted, or (b) no application for parolee/probationer home conditional use permit is on file or has been granted.

(Ord. 1009, 12-20-2011)

17.17.060 Definitions.

A. Parolee/Probationer. An individual as follows:

1. Convicted of a federal crime, sentenced to a United States federal prison, and received conditional and revocable release in the community under the supervision of a federal probation/parole officer; or

2. Who is serving a period of supervised community custody as defined by State Penal Code 3000, following a term of imprisonment in a State prison or County jail, and is under the jurisdiction of the California Department of Corrections, Division of Adult Parole Operations; or

3. An adult or juvenile individual sentenced to a term in the California Youth Authority and received conditional and revocable release in the community under the supervision of a Youth Authority parole officer; or

4. An adult or juvenile offender released from county jail or state prison after October 1, 2011, on Post Release Community Supervision.

(Ord. 1009, 12-20-2011)

Chapter 17.18 WIRELESS TELECOMMUNICATION FACILITIES ORDINANCE

17.18.010 Purpose and intent.

A. Purpose. The purpose of this chapter is to regulate the location and design of wireless telecommunication facilities.

B. Intent. The intent of this chapter is to facilitate the orderly development and deployment of wireless telecommunication facilities in a manner that promotes the public health, safety, and welfare of the city's residents and is consistent with the goals and policies of the City of Beaumont's General Plan. It is furthermore intended that, the protection of property values and the enhancement of the city's aesthetic appearance be achieved by maintaining the architectural and structural integrity of wireless telecommunication facilities and the protection of views from obtrusive and unsightly accessory structures. It is further the intent of this chapter to create reasonable regulations in conformance with the provisions of the Telecommunications Act of 1996 and other applicable federal law while ensuring access to telecommunication services and promoting fair competition among telecommunication service providers. Additionally, the intent includes establishing regulations that do not preclude antennas from receiving a signal of acceptable quality or unreasonably delay, prevent, or increase the cost of installation, maintenance, or use of such antennas.

C. The city has found and determined that the regulations established in this chapter are necessary to attain the purpose and intent as stated. These regulations shall supersede any applicable provisions of the Beaumont Municipal Code pertaining to such wireless telecommunication facilities, including antennas, support structures, and accessory structures.

17.18.020 Definitions.

For the purposes of this article, and where not otherwise inconsistent with the context of a particular section, the following words, terms, phrases, abbreviations, and derivations shall have the meanings given herein. The word "shall" is always mandatory and not merely directory. If a definition is not listed in this section, Section 17.14.030 of the Beaumont Municipal Code shall be referenced.

Antenna means a device or system of wires, poles, rods, dishes, disc or similar devices used for the transmission and/or receipt of electromagnetic waves.

Antenna structure means an antenna, any structure designed specifically to support an antenna, and/or any appurtenances mounted on such structure or antenna.

Cell means the coverage area through which wireless receiving and transmitting equipment from a particular cell site successfully propagates.

CEQA means the California Environmental Quality Act, Section 21000 et seq. of the Public Resources Code of the State of California.

City refers the City of Beaumont, California.

Colocated or *colocation* means the location of multiple antennas which are either owned or operated by more than one service provider at a single location and mounted to a common supporting structure, wall, or building.

Commercial mobile service means any mobile service that (1) is offered in return for monetary compensation, (2) is available to the public or a substantial portion of the public, and (3) provides subscribers with the ability to access or receive communication from the public switched telephone network. Commercial mobile service includes, but is not limited to, paging service, wireless data transmission, cellular telephone service, specialized mobile radio service (SMR), and personal communications services (PCS).

Fixed wireless service means any service providing radio communication to or from antenna structures at fixed and specified locations which are not designed to be moved during operation and which offers the ability to access or receive communication from the public switched telephone network.

Ground mounted means a wireless telecommunication facility that is mounted to a monopole or other freestanding structure that is specifically constructed for the purpose of supporting an antenna.

Lattice tower means a tower-like structure used to support antennas and comprised of up to two or more steel support legs.

Microwave communication means the transmission or reception of radio communication at frequencies of a microwave signal (generally, in the 2GHz to 300GHz frequency spectrum).

Mobile service means any temporary service providing radio communication to or from at least one antenna that is designed to be moved during operation or used during halts at unspecified locations; or as otherwise defined in 47 USCS Section 153 and interpreted by the Code of Federal Regulations and the Federal Register.

Monopole means a structure composed of a single spire, pole, or tower used to support antennas or related equipment.

Mounted means any manner of attachment, support, or connection, whether on the ground or on a structure.

Multipoint distribution service means a microwave communications service that delivers video programming directly to subscribers, including multichannel multipoint distribution services, instructional television fixed services, and local multipoint distribution services, or as otherwise defined by Section 207 of the Telecommunications Act of 1996, Section 1.4000 of Title 47 of the Code of Federal Regulations and any interpretive decisions thereof issued by the Federal Communications Commission.

Radio communication means the transmission and/or reception of impulses, writing, signs, signal, pictures, and sounds of all kinds through space by means of electromagnetic waves.

Roof mounted means a facility that is mounted on any structure that is not specifically constructed for the purpose of supporting antennas, does not meet the definition of a ground, wall, or utility mounted facility, and is typically mounted on the roof of a building.

Satellite antenna means a device used to transmit and/or receive radio or electromagnetic waves between terrestrially and orbitally-based uses. This definition is meant to include, but not limited to, what are commonly referred to as satellite earth stations, TVROs (Satellite Television Receiving Antenna), and satellite microwave antennas.

Stealth facility means any wireless telecommunication facility which is designed to blend into the surrounding land, typically one that is architecturally integrated into a building or other concealing structure, also known as a disguised or stealth facility.

Structure is as defined in section 17.14.030.

Surplus space or *surplus capacity* means that portion of usable space on a utility pole or other telecommunication facility which has the necessary clearance from other users, as required by the orders and regulations of the California Public Utilities Commission to allow its use by a telecommunication carrier.

Telecommunication means the transmission, between or among points specified by the user, of information of the user's choosing, without change in the form or content of the information as sent and received.

Utility mounted means a facility that is mounted to an existing above-ground structure that is specifically designed and originally installed to support electrical power lines, cable television lines, street lighting, traffic signal equipment, park lighting or a structure on public or private property deemed by the city to be similar in nature.

Wall mounted means a facility that is mounted on any vertical surface or nearly vertical surface of a building or other existing structure that is not specifically constructed for the purpose of supporting an antenna: the exterior walls of a building, an existing parapet, the side of a water tank, the face of a church steeple, or the side of a freestanding sign such that the highest point of the antenna is at an elevation equal to or lower than the highest point of the surface on which it is mounted.

Wireless telecommunication carrier, wireless carrier, or *carrier* means 1) any owner, by way of fee ownership, lease, or management agreement of any wireless telecommunication system or wireless telecommunication facilities, or 2) the direct or indirect provider of wireless telecommunication services whether the wireless telecommunication service is offered by the owner of the wireless telecommunication system, an affiliate, or related entity, by way of ownership, lease, control, or operation of a wireless telecommunication system. A person shall be deemed a wireless telecommunication carrier, even if it does not directly provide wireless telecommunication services, if it rents or leases a wireless telecommunication system and/or wireless telecommunication facilities to another person which provides wireless telecommunication services.

Wireless telecommunication accessory equipment, wireless accessory equipment, accessory equipment, or equipment means any equipment installed, mounted, operated, or maintained in close proximity to an antenna structure or to receive, transmit, or store signals or information received by or sent from an antenna. For the purposes of this chapter, facilities are categorized by the manner in which antennas are mounted and not by the placement of accessory equipment. It is presumed that all facilities shall include accessory equipment, which shall not affect how the facility is mounted.

Wireless telecommunication facility, wireless facility, or *facility* means an antenna structure and any accessory structure or accessory equipment that is used in connection with the provision of wireless telecommunication service.

Wireless telecommunication service, wireless service, or *service* means any type of service providing radio communications that satisfies the definition of commercial mobile service, fixed wireless service, wireless video service, wireless cellular service, or wireless voice service.

Wireless video service means any service providing radio communication which delivers video programming.

17.18.030 Applicability.

Subject to the exemptions established in section 17.18.140 and 17.18.210, wireless telecommunication facilities shall comply with the provisions of this chapter as follows:

A. All wireless telecommunication facilities which are erected, located, or modified within the city on or following the effective date of this section shall comply with the provisions of this chapter.

B. All wireless telecommunication facilities for which a conditional use permit application was determined by the city to be complete prior to the effective date of this section but did not receive approval of the conditional use permit prior to the effective date of this ordinance shall comply with the provisions of this chapter.

C. All wireless telecommunication facilities for which a conditional use permit, building permits and any extension thereof have expired shall comply with the provisions of this chapter.

17.18.040 Exempt facilities.

A. The following uses shall be exempt from the provisions of this chapter until such time as federal regulations are repealed or amended to eliminate the necessity of the exemption:

1. Any antenna structure that is one meter (39.37 inches) or less in diameter and is designed to receive direct broadcast satellite service, including direct-to-home satellite service, as defined by Section 207 of the Telecommunications Act of 1996, Title 47 of the Code of Federal Regulations, and any interpretive decisions thereof issued by the Federal Communications Commission.

2. Any antenna structure that is two meters (78.74 inches) or less in diameter located in a commercial or industrial zone and is designed to transmit or receive radio communication by satellite antenna.

3. Any antenna structure that is one meter (39.37 inches) or less in diameter or diagonal measurement and is designed to receive multipoint distribution service, provided that no part of the antenna structure extends more than 12 feet above the principal building on the same lot.

B. The following uses shall be exempt from the provisions of this chapter, so long as the antenna structure complies with all other zoning requirements:

1. Any antenna structure that is designed and used solely to receive UHF, VHF, AM, and FM broadcast signals from licensed radio and television stations.

2. Any antenna structure that is designed and used solely in connection with authorized operations of an amateur radio station licensed by the FCC (i.e., a "HAM" radio transmission).

17.18.050 Nonconforming facilities.

A. All wireless telecommunication facilities for which a request for final approval or equivalent certificate was completed by the city prior to the effective date of this article shall be subject to Chapter 17.08 of the Beaumont Municipal Code regarding non-conformities and any additions and/or modifications to the facility or its use shall comply with the provisions of this chapter.

B. All wireless telecommunication facilities for which a conditional use permit was approved by the city prior to the effective date of this chapter and a request for final approval or equivalent certificate has been completed by the city within 90 days of the effective date of this article shall be subject to Chapter 17.08 of the Beaumont Municipal Code regarding non-conformities and any additions and/or modifications to the facility or its use shall be subject to the provisions of this chapter.

C. All wireless telecommunication facilities constructed or erected prior to the effective date of this chapter that are in violation of applicable laws, ordinances, or other regulations shall be considered an illegal nonconforming facility and shall be subject to abatement as a nonconforming use pursuant to Chapter 17.18 of the Beaumont Municipal Code.

17.18.060 Distances

A. For the purposes of this chapter, all distances shall be measured in a straight line without regard to intervening structures, from the nearest point of the proposed wireless telecommunication facility to the relevant property line at a point five feet above the ground.

17.18.070 Processing procedures.

A. All stealth and non-stealth facilities shall be permitted in the applicable zone subject to the following table:

Zone	Stealth Facility	Non-Stealth Facility
RC, CG, CC, M, CM, 6th St, BAO & UVO	CUP	Not permitted
PF, RR, RSF & RMF	Not permitted	Not permitted

B. All conditional use permits required for stealth facilities shall be subject to the city's design review committee. No application for a wireless telecommunication facility shall be considered by the planning commission prior to receiving the development review committee's recommendation.

17.18.080 Application requirements.

A. Each applicant applying for a conditional use permit to construct, locate, mount, operate, and maintain a telecommunication facility shall submit a completed conditional use permit application per the requirements of section 17.02.100 of the Beaumont Municipal Code.

B. In addition to the requirements of section 17.02.100 for submittal of a conditional use permit application, each submittal to construct, locate, mount, operate, and maintain a wireless telecommunication facility shall provide, as part of the application submittal, supplemental information as required in this section and determined by the community development director to be necessary to provide sufficient information to meet the intent of this chapter.

C. Each application shall contain an accurately dimensioned site plan that shows

1. The location of the entire facility, including antenna structure, accessory structures and support equipment;
2. The location of all guy-wires;
3. The location of all above and below ground wiring and connection cables;
4. The location of existing and proposed easements on the property affecting any part of the facility;
5. The location, size and type of existing and proposed landscaping; and
6. The distance between the antenna structure and any existing or proposed accessory structures and supporting equipment.

D. Each application shall provide accurately dimensioned elevations that show

1. Each side of the entire facility, including antenna structure, accessory structures and support equipment, with dimensions identified;
2. The height of any existing and proposed structure(s) and support equipment; and
3. The height of any panels, microwave dishes, or antennas.

E. Each application shall contain a letter of justification accompanied by written documentation that explains the applicant's efforts to locate the facility in accordance with the screening and site selection criteria contained in sections 17.18.190 and 17.18.200.

F. Each application shall contain a narrative, photographs, and a map that discloses the exact location and illustrates the type and construction of any and all existing facilities that are owned, operated or used by the applicant within the city, or within one mile of its borders, as well as any proposed or planned sites within said boundary that may reasonably be known to the applicant at the time the application is made.

G. Each application shall contain a narrative and appropriate map that disclose the purpose of the facility and the service to be provided, the geographic area(s) within the city that will be serviced by the proposed facility, and the geographic area(s) bordering the city, if any, that will be serviced by the proposed facility.

H. Each application shall contain a radio-frequency (RF) report prepared by a qualified RF engineer to demonstrate that the proposed facility, as well as any colocated facilities, complies with current Federal RF emission standards. This RF report shall also include signal strength exhibits, including calculations and measurements under maximum loading conditions.

I. Each application shall contain computerized visual assessments or other exhibits equivalent in form and manner acceptable to the planning director showing the before and after visual appearances of the proposed facility.

J. Each application shall contain a description of the required maintenance visits to the site and security proposed to protect the site from vandalism and trespass.

K. Each application shall contain a preliminary environmental review in accordance with the city submittal requirements, with special emphasis placed on the nature and extent of visual and public health and safety impacts to the extent permitted by federal law.

L. Each application shall contain evidence of any required licenses and approvals to provide wireless telecommunication service.

M. Applicants are separately required to obtain all applicable federal, state and local permits, including building and construction permits that may be required prior to erecting or installing the facility, including, but not limited to, a certificate of public convenience and necessity for a facility in the public right of way.

N. Each application shall provide any other necessary information as may be required by the planning director.

O. The community development director shall determine applicable entitlement processing fees and deposits for the application, as established by city council resolution, including any applicable contract staff fees and/or deposits for the purpose of review of the application.

P. Any application that is improperly submitted or fails to contain all of the information as required by the Beaumont Municipal Code, including this chapter, shall be deemed incomplete.

17.18.090 General development standards and guidelines for wireless facilities.

A. Development standards for stealth facilities. All wireless telecommunication facilities shall comply with each of the following requirements:

1. A facility shall not bear any signs or advertising devices other than certification, public safety, warning, or other required seals or required signage.

2. Any and all accessory equipment associated with the operation of the facility, including but not limited to transmission cables, shall be located within a building, an enclosure, or underground vault in a manner that complies with the development standards of the zone in which such accessory equipment is located. In addition, if equipment is located above ground, it shall be visually compatible with the surrounding buildings and natural features and either shrouded by sufficient landscaping or natural features to screen the equipment from view or designed to match the architecture of adjacent buildings. If accessory equipment will be visible from a residential area or an arterial street, the applicant shall provide a solid masonry block wall that will screen the equipment or other material that is determined acceptable through the approval process.

3. The facility's exterior finish shall be comprised of non-reflective material(s) and painted, screened, or camouflaged to blend with the materials and colors of surrounding buildings or structures.

4. All screening used in connection with a wall mounted and/or roof mounted facility shall be compatible with the architecture, color, texture, and materials of the building or structure to which it is attached.

5. All antennas shall be designed to prevent unauthorized climbing.
6. Facilities shall not be illuminated unless specifically required by the Federal Aviation Administration or other governmental agencies.
7. The applicant and the property owner if different from the applicant shall consent to future colocation of other facilities on or with the applicant's facility, unless technological or structural requirements preclude that colocation.
8. For the purpose of determining setback requirements, a wireless telecommunication facility shall be considered a principal structure and shall comply with the setback requirements of the zone in which it is located.
9. Wireless telecommunications facilities shall meet all of the height regulations of the underlying zone.
10. Wireless telecommunication facilities shall be located at least 50 feet from any public right-of-way

B. Development guidelines for wireless facilities. In review of all wireless telecommunication facilities, the city shall, in addition to the above requirements, consider the following guidelines in conjunction with the processing of a conditional use permit:

1. The proposed facility should blend into the surrounding environment or be architecturally integrated into a concealing structure.
2. The proposed facility should be screened or camouflaged by existing or proposed new topography, vegetation, buildings, or other structures. Any such improvements shall be appropriate for and compatible with the site and surrounding area.
3. The total size of proposed facility should be compatible with the surrounding and supporting structures.
4. If feasible, the location of the proposed facility should conform to the following in order of preference:
    a. Colocated with an existing facility or located at a pre-approved location.
    b. Attached to an existing structure such as an existing building, communication tower, church steeple or utility.
    c. Located in an industrial zone.
    d. Located in a commercial zone.
5. The proximity of the proposed facility to residential structures and to boundaries of residential zones.
6. The availability of suitable alternative locations for the facility.
7. The nature of existing uses on adjacent and nearby properties.
8. Proposed ingress and egress to the facility.

17.18.100 Additional development standards for stealth facilities.

A. Additional development standards for stealth facilities. In addition to the requirements of section 17.18.190, the following requirements shall apply to wireless facilities:

1. All wireless facilities.

   a. No portion or extension of a wireless facility shall protrude beyond property lines or extend into any portion of property where such facility is not itself permitted; provided, however, that the city may approve the location of guy wires in a required setback if such approval is consistent with the guidelines and requirements set forth in this chapter.

   b. Construction of new lattice towers and the extension or expansion of an existing lattice tower shall not be permitted.

   c. If a proposed wireless facility cannot be colocated, it must be sited at least 1,500 feet from any existing wireless facility unless the approving authority finds that a shorter distance is required for technological reasons, or that it would result in less visual obtrusiveness in the surrounding area. If the approving authority finds that colocation is not a feasible option and that a new facility may be located less than 1,500 feet from an existing wireless facility, the new facility should be located at least 500 feet from the existing facility.

   d. A wireless facility shall not be located within 300 feet of any property line of a residential zoning classification or a property line containing a residential use.

2. Ground mounted facilities.

   a. A ground mounted facility shall not be located in a required parking area, vehicle maneuvering area, vehicle/pedestrian circulation area or area of landscaping such that it interferes with, or in any way impairs, the utility or intended function of such area.

   b. A ground mounted facility should be located in close proximity to existing above ground utilities, such as electrical tower or utility poles (not scheduled for removal or under-grounding in the next 18 months), light poles, trees of comparable height, water tanks and other areas where the facility will not detract from the image or appearance of the city.

   c. No part of a ground mounted facility should be located in any required setback.

   d. A ground mounted facility shall not be permitted unless the approving authority finds that based upon evidence submitted by the applicant, no existing building or support structure can reasonably accommodate the proposed the facility. Evidence supporting this finding may consist of any of the following:

      1) No existing buildings or support structures are located within the geographic area proposed to be served by the applicant's facility.

2) Existing buildings or support structures are not of sufficient height or structural strength to satisfy the applicant's operational or engineering requirements.

3) The costs, fees, or contractual provisions required by a property owner, or by an incumbent wireless telecommunication service provider, in order to colocate a new antenna array on an existing building or structure, or to adapt an existing building or structure for the location of the new antenna array, are unreasonable.

e. There are other limiting factors that render existing buildings and structures unsuitable for use by the applicant.

f. A ground mounted facility shall be secured from access by the general public with a fence or other form of screening approved by the approving authority.

g. A ground mounted facility shall be covered with a clear anti-graffiti material of a type approved by the community development director. The community development director may grant an exception to this requirement if the applicant demonstrates to the satisfaction of the community development director that the design of the facility is adequate to prevent graffiti.

h. No ground mounted facility shall exceed the maximum building height for the applicable zone in which it is located unless both of the following findings are made by the approving authority:

1) The applicant has satisfactorily demonstrated that exceeding the height limitation is necessary for operation of the facility; and

2) The facility is colocated, or contains adequate space suitable for future colocation, and the height in excess of zoning requirements is necessary to the proposed shared use.

3. Roof mounted facilities.

a. A roof mounted facility may only exceed the height of the building on which it is mounted by a maximum of 15 feet, but only if one of the following findings is made by the approving authority:

1) The applicant has satisfactorily demonstrated that the proposed height is the minimum necessary for proper operation of the facility.

2) The facility is colocated, or contains adequate space suitable for future colocation, and the height in excess of the existing building is necessary for the proposed shared use.

b. A roof mounted facility that extends above the existing height of the building on which it is mounted shall be screened by a material and in a manner that is compatible with the existing design and architecture of the building.

c. A roof mounted facility, requiring the placement of any guy wires, supporting structures, or accessory equipment shall be located and designed so as to

minimize the visual impact as viewed from surrounding properties and public streets, including any pertinent public views from higher elevations.

4. Utility mounted facilities not within the public right-of-way.

   a. A utility mounted facility shall not exceed the maximum building height for the applicable zone in which it is located unless the approving authority determines the applicant has satisfactorily demonstrated that exceeding the height limitation is necessary for proper operation of the facility.

      A utility mounted facility shall not exceed the height of the existing utility pole or structure by more than four feet unless the approving authority determines the applicant has satisfactorily demonstrated that exceeding the four-foot limitation is necessary for proper operation of the facility.

   b. A utility mounted facility shall not protrude or extend horizontally more than 18 inches from the existing utility pole or structure unless the approving authority determines the applicant has satisfactorily demonstrated that exceeding the 18-inch limitation is necessary for proper operation of the facility or required by the owner of the existing utility pole or structure.

17.18.110 Public property facilities.

A. Private telecommunication facilities located on city-owned or operated property, other than public rights of way.

   Privately owned or operated telecommunication facilities may be located on property owned or operated by the city, subject to the city council's approval of a negotiated lease agreement between the telecommunication service provider and the city or its representative. Telecommunications facilities to be located on city-owned or operated property shall not be required to obtain a conditional use permit under the provisions of sections 17.18.100 et seq. The lease agreement shall set forth requirements for a wireless facility which are substantially consistent with the development standards and conditions of sections 17.18.100 et seq and Chapter 5.36. The lease agreement shall also contain operating covenants substantially consistent with the objectives of sections 70.18.100 et seq and Chapter 5.36. in order to protect the public health, safety and welfare.

   1. Notwithstanding subsection (1) above, the lease agreement approving the location of privately owned or operated telecommunications facilities on city-owned or operated property shall be subject to all applicable environmental regulations including but not limited to the California Environmental Quality Act and the Western Riverside County Multiple Species Habitat Conservation Plan.

B. Public telecommunication facilities.

   1. The location, installation, and operation of any telecommunication facilities or other communication facilities owned or operated by the city on property owned or operated by the city, or within its right-of-way shall not be subject to the provisions of this article.

2. The location, installation, and operation of any telecommunication facilities or other communication facilities owned or operated by any other governmental entity other than the city on property owned or operated by the City, or within its right-of-way, shall be subject to the provisions of subsection (a) above, unless the city council, by four-fifths vote of its membership and a finding of public necessity, exempts the facility from such requirements.

17.18.120 Review, modification, and revocation of permits.

A. Any permit granted or approved pursuant to this chapter shall be granted or approved by the city with the reservation of the right and jurisdiction to review and modify the permit (including the conditions of approval) based on changed circumstances. Changed circumstances include, but not limited to, the following in relation to the approved facility as described and diagramed in the approved application materials: increased height or size of the facility; additional impairment of the views from surrounding properties; change in the type of antenna or supporting structure; changed color or materials; substantial change in location on the site; and an effective increase in signal output above or near the maximum permissible exposure limits imposed by the revised radio frequency emissions guidelines by the federal communications commission.

B. The reservation of right to review any permit approved hereunder by the city is in addition to, and not in lieu of, the right of the city to review, suspend, revoke, or modify any permit approved hereunder for any violations of the conditions imposed on such permit.

C. Upon review, any changed circumstance as determined by the community development director shall require the application and approval of a modification to the original administrative plot plan or conditional use permit, provided that any modification to accommodate colocated facilities may be approved administratively.

D. Any review, suspension, revocation, or modification of a permit shall be in accordance with the procedures set forth in section 17.02.070 for an administrative plot plan and section 17.02.100 for a conditional use permit.

17.18.130 Removal of facilities.

A. The operator of a lawfully erected facility, and the owner of the premises upon which it is located, shall promptly notify the community development director in writing in the event that use of the facility is discontinued for any reason. In the event that discontinued use is permanent, then the owner(s) and/or operator(s) shall promptly remove the facility, repair any damage to the premises caused by such removal, and restore the premise as appropriate such as to be in conformance with applicable zoning codes. All such removal, repair and restoration shall be completed within 90 days after the use is discontinued and shall be performed in accordance with all applicable health and safety requirements. For the purposes of this paragraph, a discontinued use shall be permanent unless the facility is likely to be operative and used within the immediately following three-month period.

B. A facility that is inoperative or unused for a period of six continuation months shall be deemed abandoned. Written notice of the city's determination of abandonment shall be provided to the operator of the facility and the owner(s) of the premises upon [which] the facility is located. Such notice may be delivered in person or mailed to the address(es) stated on the facility permit application, shall be deemed given at the time delivered or placed in the mail. A written notice of the city's determination of abandonment shall be mailed or delivered to the operator of the facility at the address stated in the relevant permit application.

   The operator of the facility and the owner(s) of the property on which it is located, shall within 30 days after notice of abandonment is given either (1) remove the facility and restore the premises, or (2) provide the planning department with written objection to the city's determination of abandonment and request for hearing before the planning commission. If a written objection is timely received and a hearing is properly requested, the hearing shall be set and notice given as prescribed in section 17.02.050. The operator and/or owner shall be given the opportunity to provide evidence that the facility was in use during the relevant six-month period and that it is presently operational. The operator and/or owner shall be given the opportunity to cross-examine any witness providing evidence to the contrary. The planning commission shall review all evidence, determine whether or not the facility was properly deemed abandoned, and provide the operator notice of its determination.

C. The city may remove the abandoned facility, repair any and all damage to the premises caused by such removal, and otherwise restore the premises as is appropriate to be in compliance with applicable Code at any time: 1) after 30 days following the notice of abandonment, or 2) following a notice of decision by the planning director, if applicable, subject to the owner/operators right of appeal under this Code. The city may, but shall not be required to, store the removed facility (or any part thereof). The owner of the premises upon which the abandoned facility was located, and all prior operators of the facility shall be jointly liable for the entire cost of such removal, repair, restoration and storage, and shall remit payment to the city promptly after demand therefore is made. The city may, in lieu of storing the removed facility, convert it to the city's use, sell it, or dispose of it in any manner deemed by the city to be appropriate.

D. The operator of the facility, and the owners of the premises upon which it is located shall be in violation of this chapter for failure to timely comply with any requirements hereunder. Each such person shall be subject to penalties for each such violation, pursuant to this Code.

E. Until the cost of removal, repair, restoration and storage is paid in full, a lien shall be placed on the personal property and any real property on which the abandoned facility was located, for the full amount of the cost of removal, repair, restoration and storage. The planning director shall cause the lien to be recorded in the Riverside County Recorder's Office.

17.18.140 Severability.

If any provisions or clause of this Chapter or application thereof to any person or circumstance is held unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Chapter provisions, clauses or applications thereof which can be implemented

without the invalid provision, clause or application thereof, and to this end the provisions and clauses of this Chapter are declared to be severable.

Chapter 17.19 – DOWNTOWN ZONE DISTRICTS

17.19.010 - Purpose and authority.

The purpose of this Chapter 17.19 is to accomplish the following:

- To implement the Downtown Area Plan of the City of Beaumont General Plan and the Land Use Policy Map;
- To identify and describe the land use designations delineated on the City of Beaumont Official Zoning Map;
- To indicate the development standards for each of the Zone Districts; and
- To identify the range of uses permitted within each Zone District.

17.19.020 - Establishment of zone districts.

For the purpose of providing a uniform basis for this Zoning Ordinance, the following zone classifications may be applied to those parcels located within the City of Beaumont Downtown boundaries:

Downtown Mixed Use Zone (DMU Zone)

Beaumont Mixed Use Zone (BMU Zone)

Sixth Street Mixed Use Zone (SSMU Zone)

Sixth Street Mixed Use - Residential Zone (SSMU-R Zone)

Local Commercial Zone (LC Zone)

Downtown Residential Multifamily Zone (DMF Zone)

Other zone classifications that apply to Downtown, which are governed by Chapter 17.03, are as follows:

Residential, Single Family Zone (R-SF Zone)

Residential, Traditional Neighborhood Zone (R-TN Zone)

Public Facilities Zone (P-F Zone)

17.19.030 - Zoning map.

The location and boundaries of the various zones within Downtown are delineated on the zoning map of the City of Beaumont. Figure 17.19-1 illustrates the zone districts for Downtown. All property within the Downtown, public and private, is assigned a specific Zone designation and its location and extent is noted on the official zoning map. The use of all property must be in accordance with the Zoning designations delineated on the zoning map and pursuant to the provisions of this Zoning Code.

C. *Use of Zoning Map and Classifications.* The requirements that are applicable to each Zone classification is specifically set forth in subsequent articles of this ordinance.

D. *Uncertainty in Cartography.* Where uncertainty exists as to the boundaries of any zone, the following rules shall apply:

1. *Cartography.* Where boundaries are indicated as approximately following street lines, alley lines, or lot lines, such lines shall be construed to be such boundaries.
2. *Easements and Rights-of-Way.* Dedicated streets, alleys, freeways, or railroad rights-of-way shall be deemed to be unclassified.
3. *Vacated or Abandoned Property.* If any public street, alley or other right-of-way is vacated or abandoned, the land formerly in such street, alley or right-of-way shall be included within the Zoning of the adjoining property on each side.
4. *Amendments to the Official Zoning Map.* Changes in boundaries of Zones shall be made by ordinance (as described in Section 17.02). All amendments to the zoning map shall be noted on the Map with the date of the amendment and references to the amending ordinance.

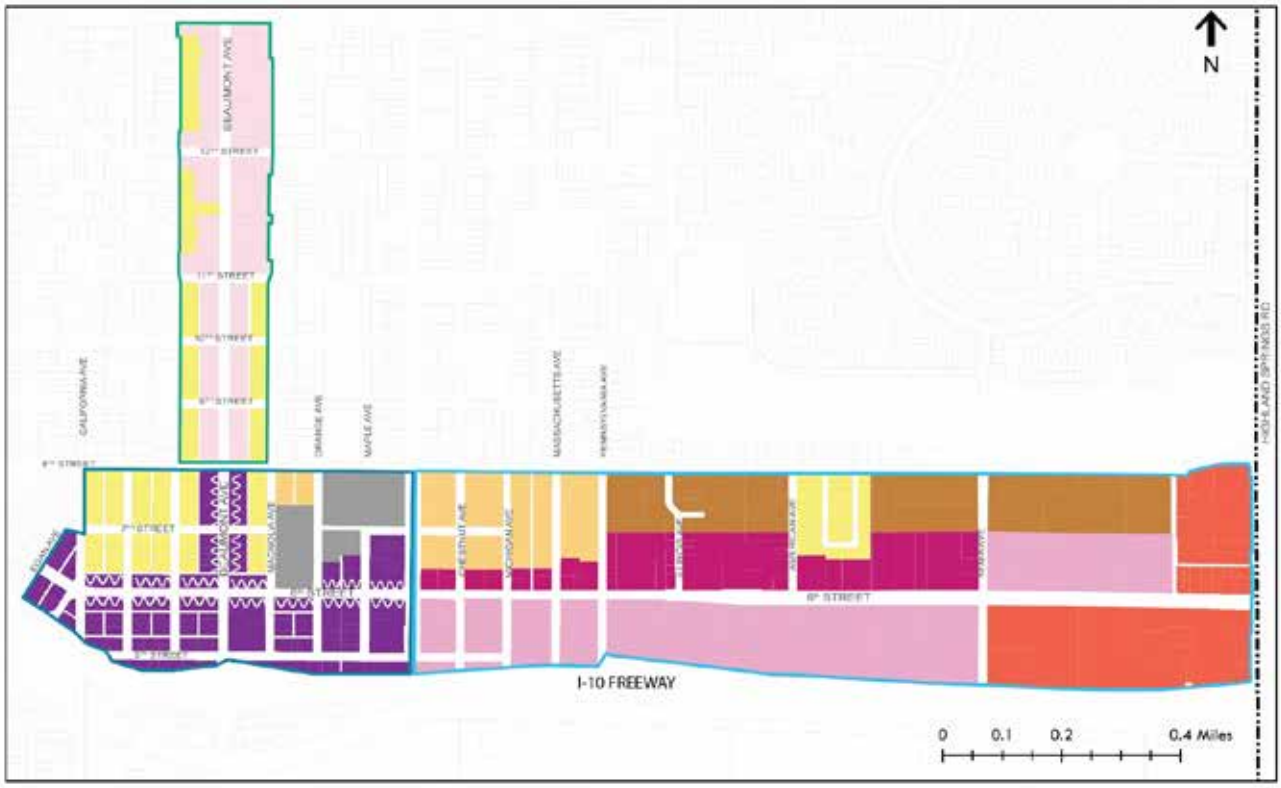


Figure 17.18-1 DOWNTOWN ZONES

- Beaumont Avenue District
- Extended Sixth Street
- Downtown District
- Single Family Residential
- Traditional Neighborhood
- Downtown Residential Multifamily
- Sixth Street Mixed Use - Residential
- Sixth Street Mixed Use
- Beaumont Mixed Use
- Downtown Mixed Use
- Local Commercial
- Public Facilities
- Active Ground Uses Required

17.19.040 – Downtown Mixed Use Zone (DMU Zone).

The Downtown Mixed Use (DMU) Zone is intended to provide for a rich and diverse mixture of office, retail, commercial, civic, entertainment, and cultural activities in a lively, thriving, high-quality pedestrian environment which incorporates mixed use development. Active and retail uses are required along the Sixth Street (between California and Palm Avenues) and Beaumont Avenue (between 5th and 8th Street) street frontages to create a walkable, pedestrian-oriented and vibrant environment. This Zone is also intended to allow for residential uses on the upper floors (residential uses are not permitted on the first floor along Sixth Street and Beaumont Avenue to ensure that the Downtown character is maintained).

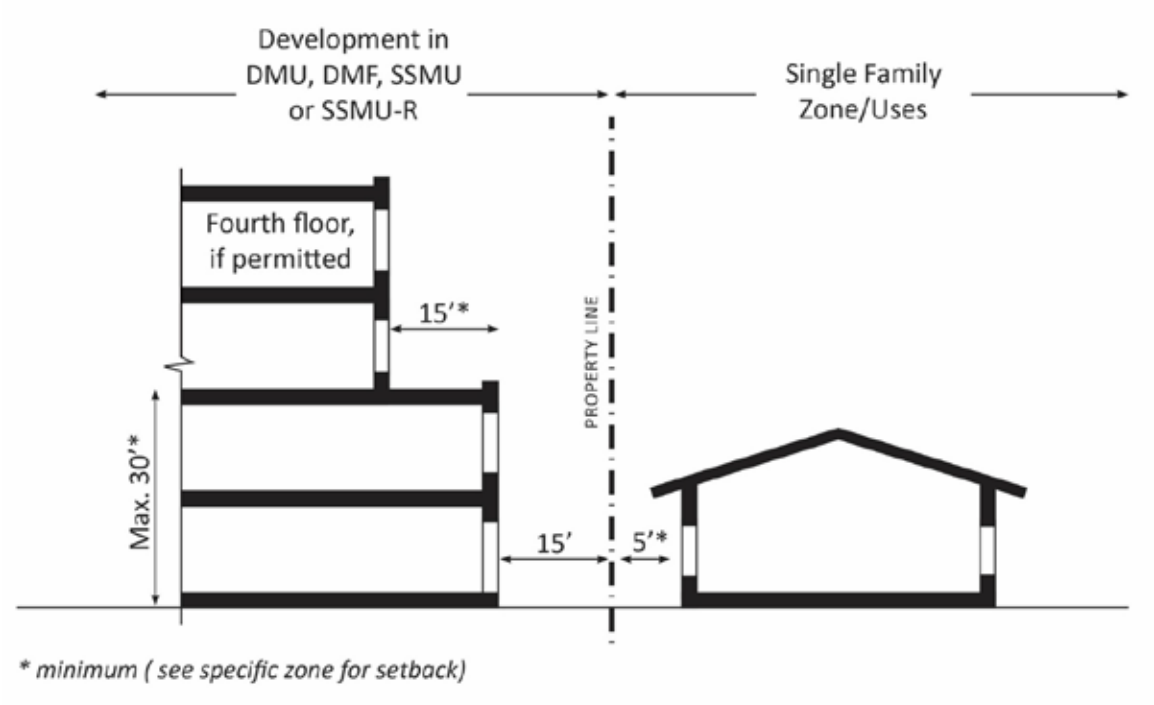
G. *Downtown Mixed Use Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.

H. *Downtown Mixed Use Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.

I. *Downtown Mixed Use Zone, Development Standards.* The following standards shall apply to the Downtown Mixed Use Zone (DMU Zone):

1. *Lot Area and Dimensions.* No minimum requirement.
2. *Setbacks and Yards.* The following setback requirements are applicable to the Downtown Mixed Use Zone (DMU Zone):
    a. *Front Yard Setbacks.* No front yard setback is required for commercial uses; five-foot maximum setback for residential development.
    b. *Rear Yard Setbacks.* No rear yard setback is required, except when adjacent to single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.
    c. *Side Yard Setbacks.* No side yard setback is required, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.
    d. *Freeway Setbacks for Residential Uses.* Residential uses shall have a minimum setback of 500 feet from Interstate 10.
3. *Density.* The maximum density shall be 15 units per acre.
4. *Floor Area Requirements.* The maximum permitted floor area ratio is 0.35. The floor area ratio standard applies to non-residential uses only.
5. *Building Height.* In the Downtown Mixed Use Zone (DMU Zone), the maximum height of any building shall not exceed 3 stories or 45 feet.
6. *Step back from Adjacent Residential.* New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.

Figure 17.19-2 Step Back from Adjacent Residential Uses



J. *Downtown Mixed Use Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

K. *Downtown Mixed Use, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone (e.g., no front yard setback).

L. *Downtown Mixed Use Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

M. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the DMU Zone and State law.

N. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

O. *Adjacency to Interstate 10.* The following standards apply to development that are within 500 feet of Interstate 10 as measured from its right-of-way:

1. Locate occupied open space areas (play areas, courtyards, patios, balconies, etc.) as far from the freeway as possible when the size of the site permits.
2. Prioritize the location of non-habitable uses, such as parking structures and building areas not calculated in floor area, nearest the freeway.
3. Screen the project site with substantial vegetation and/or a wall barrier.

4. Provide special noise mitigation for residential uses in this zoning district that are within 500 feet of Interstate 10.

P. *Supplemental Standards.* These Supplemental Standards apply to development within DMU Zone:

5. *Limitations on Location of Parking.* Above ground parking shall not be located within 40 feet of a street facing property line unless the Director makes the following findings:

    a. The site is small and/or constrained such that underground parking or surface parking located more than 40 feet from the street is not feasible; and

    b. The parking area located within 40 feet of the street is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06.

6. *Building Transparency/Required Openings.* Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between two and one-half and seven feet above the level of the sidewalk. Such walls may run in a continuous plane for no more than 30 feet without an opening.

    a. *Design of openings.* Openings fulfilling this requirement shall have transparent glazing and provide views into display areas, sales areas, work areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.

    b. *Exceptions.* The following are exempt from this requirement:

        1. Residential uses; and

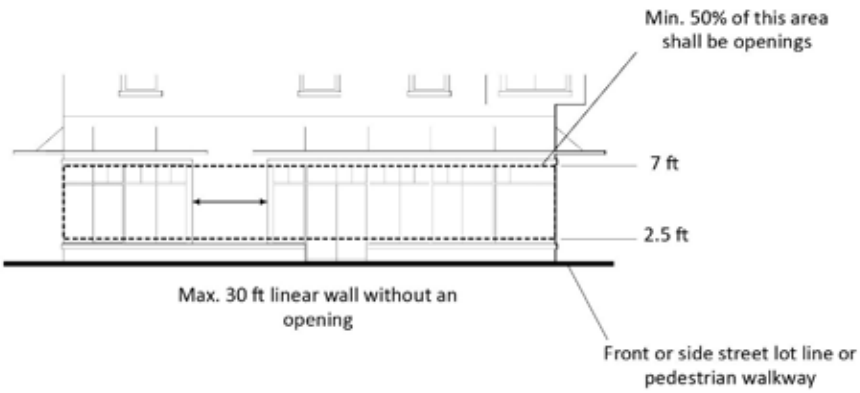
        2. Multi-level garages.

    c. *Reductions.* This requirement may be reduced or waived if the Director makes the following findings:

        1. The proposed use has unique operational characteristics with which providing the required transparency and openings is incompatible; and

        2. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping to create visual interest at the pedestrian level.

Figure 17.19-3 Building Transparency/Required Openings Exhibit



7. *Building Orientation.* Building frontages shall be generally parallel to streets and pedestrian walkways.
8. *Building Entrances.* The primary building entrance shall face a public sidewalk. Buildings located in the interior of a site shall have the primary entrance face a pedestrian walkway that is connected to a public sidewalk.
9. *Wall Plane Modulation.* All street-facing facades shall have at least one horizontal or vertical projection or recess at least two feet in width and depth, for every 50 horizontal feet of wall.
10. *Pedestrian Access*. On-site pedestrian circulation and access shall be provided consistent with the following standards.
    a. *Internal connections*. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
    b. *To circulation network*. Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
    c. *To neighbors*. Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
    d. *To transit*. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.
    e. *Pedestrian walkway design*.
        1. Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials. Walkway widths may

be reduced to three feet wide for small lot development (17.11.030.D).

2. Where a required walkway crosses a driveway, parking area, or loading area, it must be clearly identified using a raised crosswalk, a different paving material, or a similar method.

3. Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or another physical barrier.

11. *Public Open Space Requirement.* Developments with 50,000 square feet or more of non-residential floor area on sites of five acres or larger shall provide open space consistent with the following:

    a. Forty square feet of open space shall be provided for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of non-residential floor area, plus 20 square feet of open space for every 1,000 square feet of non-residential floor area over 100,000 square feet.

    b. Such open space shall be visible and accessible from a public street, or from on-site areas normally frequented by customers and shall be accessible during business hours. Areas within required setbacks may count towards the open space requirement.

    c. Such open space shall have a minimum dimension of 40 feet.

    d. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including trees, landscaping, shade structures, seating (e.g., fixed seating, planter ledges, etc.), lighting, drinking fountains, public art, or performance areas.

    e. The surface of the open space shall allow for convenient outdoor activity, recreation, and/or gathering. Such surface may be plant or hardscape material, or a combination thereof.

12. Additional standards listed in 17.03.065.J apply to multiple family developments, multiple family residential components of mixed-use developments, and attached single unit developments, in the DMU Zone.

17.19.050 – Beaumont Mixed Use Zone (BMU Zone).

The Beaumont Mixed Use Zone is intended to facilitate Beaumont Avenue corridor's transition to a mixed-use district with a mix of professional office, limited commercial uses and residential uses that are compatible with the abutting single-family residences to the east and west. Development is intended to be less intense than the DMU zoning district in keeping with the scale of surrounding development.

A. *Beaumont Mixed Use Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.

B. *Beaumont Mixed Use Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.

C. *Beaumont Mixed Use Zone, Development Standards.* The following standards shall apply to the Beaumont Mixed Use Zone (BMU Zone):

1. *Lot Area and Dimensions.* No minimum lot size required.
2. *Setbacks and Yards.* The following setback requirements are applicable to the Beaumont Mixed Use Zone (BMU Zone):
   a. *Front Yard Setbacks.* The minimum front yard setback is 5 feet and the maximum front yard setback is 20 feet. In no event shall a residence be situated in such a manner as to result in a distance of less than 20 feet between the back of a sidewalk and the face of a garage door.
   b. *Rear Yard Setbacks.* The minimum rear yard setback is 10 feet, except when adjacent to a single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.
   c. *Side Yard Setbacks.* The minimum side yard setback is 5 feet, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.
3. *Density.* The maximum density shall be 10 units per acre.
4. *Floor Area Requirements.* The maximum permitted floor area ratio is 0.35. The floor area ratio standard applies to non-residential uses only.
5. *Building Height.* In the Beaumont Mixed Use Zone (BMU Zone), the maximum height of any building shall not exceed 2 stories or 35 feet.

D. *Beaumont Mixed Use Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Beaumont Mixed Use, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone.

F. *Beaumont Mixed Use Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the BMU Zone and State law.

H. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

17.19.060 – Sixth Street Mixed Use Zone (SSMU Zone).

The Sixth Street Mixed Use Zone is intended to provide for commercial and multifamily residential uses along Sixth Street, east of Palm Avenue either as stand alone or in a mixed use setting. The permitted uses and development standards are intended to be conducive to a compact, mixed use, and walkable environment and supportive of the Downtown retail environment west of Palm Avenue.

A. *Sixth Street Mixed Use Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.

B. *Sixth Street Mixed Use Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.

C. *Sixth Street Mixed Use Zone, Development Standards.* The following standards shall apply to the Sixth Street Mixed Use Zone (SSMU Zone):

1. *Lot Area and Dimensions.* Lot sizes for the Sixth Street Mixed Use Zone (SSMU Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 80 feet.

2. *Setbacks and Yards.* The following setback requirements are applicable to the Sixth Street Mixed Use Zone (SSMU Zone):

a. *Front Yard Setbacks.* The minimum front yard setback is 5 feet and the maximum front yard setback is 10 feet.

b. *Rear Yard Setbacks.* The minimum rear yard setback is 10 feet, except when adjacent to a single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.

c. *Side Yard Setbacks.* The minimum side yard setback is 5 feet, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.

d. *Freeway Setbacks for Residential Uses.* Residential uses shall have a minimum setback of 500 feet from Interstate 10.

3. *Density.* The maximum density shall be 22 units per acre.

4. *Floor Area Requirements.* The maximum permitted floor area ratio is 0.5. The floor area ratio standard applies to non-residential uses only.

5. *Building Height.* In the Sixth Street Mixed Use Zone (SSMU Zone), the maximum height of any building shall not exceed 4 stories or 60 feet, except as noted below.

6. *Step back from Adjacent Residential.* New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.

D. *Sixth Street Mixed Use Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Sixth Street Mixed Use, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone (e.g., no front yard setback).

F. *Sixth Street Mixed Use Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the SSMU Zone and State law.

H. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

I. *Adjacency to Interstate 10.* The following standards apply to development that are within 500 feet of Interstate 10 as measured from its right-of-way:
   1. Locate occupied open space areas (play areas, courtyards, patios, balconies, etc.) as far from the freeway as possible when the size of the site permits.
   2. Prioritize the location of non-habitable uses, such as parking structures and building areas not calculated in floor area, nearest the freeway.
   3. Screen the project site with substantial vegetation and/or a wall barrier.
   4. Provide special noise mitigation for residential uses in this zoning district that are within 500 feet of Interstate 10.

J. *Supplemental Standards.* Additional standards listed in 17.19.040.J apply in the SSMU Zone.

17.19.070 – Sixth Street Mixed Use – Residential Zone (SSMU-R Zone).

The Sixth Street Mixed Use – Residential Zone (SSMU-R Zone) is intended to provide for multifamily residential and commercial uses along the north side of Sixth Street, east of Palm Avenue. Multifamily residential uses are required, either as stand alone or in a mixed use setting. The permitted uses and development standards are intended to be conducive to a compact, mixed use, and walkable environment and supportive of the Downtown retail environment west of Palm Avenue.

A. *Sixth Street Mixed Use – Residential Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.

B. *Sixth Street Use – Residential Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.

C. *Sixth Street Mixed Use – Residential Zone, Development Standards.* The following standards shall apply to the Sixth Street Mixed Use – Residential Zone (SSMU-R Zone):

   1. *Lot Area and Dimensions.* Lot sizes for the Sixth Street Mixed Use – Residential Zone (SSMU-R Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 80 feet.

   2. *Setbacks and Yards.* The following setback requirements are applicable to the Sixth Street Mixed Use – Residential Zone (SSMU-R Zone):

a. *Front Yard Setbacks.* The minimum front yard setback is 5 feet and the maximum front yard setback is 10 feet.

b. *Rear Yard Setbacks.* The minimum rear yard setback is 10 feet, except when adjacent to a single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.

c. *Side Yard Setbacks.* The minimum side yard setback is 5 feet, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.

3. *Density.* The maximum density shall be 22 units per acre.

4. *Floor Area Requirements.* The maximum permitted floor area ratio is 0.5. The floor area ratio standard applies to non-residential uses only.

5. *Building Height.* In the Sixth Street Mixed Use – Residential Zone (SSMU-R Zone), the maximum height of any building shall not exceed 4 stories or 60 feet.

6. *Step back from Adjacent Residential.* New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.

D. *Sixth Street Mixed Use – Residential Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

E. *Sixth Street Mixed Use – Residential Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone (e.g., no front yard setback).

F. *Sixth Street Mixed Use – Residential Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the SSMU-R Zone and State law.

H. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

I. *Supplemental Standards.* Additional standards listed in 17.19.040.J apply in the SSMU Zone.

17.19.080 – Downtown Residential Multifamily Zone (DMF Zone).

The Downtown Residential Multifamily Zone (DMF Zone) is intended to encourage walkable, transit ready residential development in the proximity to Downtown, and to facilitate further development of this land use type. This includes higher density housing that includes condominiums, townhomes, duplexes, patio apartments, senior housing and supporting ancillary facilities.

K. *Downtown Residential Multifamily Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.

L. *Downtown Residential Multifamily Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.

M. *Downtown Residential Multifamily Zone, Development Standards.* The following standards shall apply to the Downtown Residential Multifamily Zone (DMF Zone):

1. *Lot Area and Dimensions.* Lot sizes for the Downtown Residential Multifamily Zone (DMF Zone) shall not be less than 6,000 square feet with an average lot width of 60 feet and a minimum average lot depth of 100 feet. Smaller lots may be allowed consistent with 17.11.030.D (Small Lot Development).

2. *Setbacks and Yards.* The following setback requirements are applicable to the Downtown Residential Multifamily Zone (DMF Zone):

    a. *Front Yard Setbacks.*

        1. The minimum front yard setback is 10 feet.

        2. The maximum front yard setback is 20 feet. The maximum setback requirement may be waived if the Director finds:

            a. Common plazas, courtyards, or outdoor amenity areas are located between the street and the building(s);

            b. The building(s) incorporates an entrance design that creates a welcoming entry feature facing the street; or

            c. A larger area is required to preserve existing mature trees or natural features.

    b. *Rear Yard Setbacks.* The minimum rear yard setback is 15 feet, except a minimum rear yard setback of 20 feet is required when adjacent to a single family residential use.

    c. *Side Yard Setbacks.*

        1. The minimum interior side yard setback is five feet, except corner lots shall have a minimum street side yard setback of 10 feet. The minimum interior side yard setback is increased to 15 feet if adjacent to a single family residential use and to 20 feet for a three-story building.

        2. The maximum street side yard setback is 20 feet. The maximum setback requirement may be waived if the Director makes the findings listed in subparagraph 17.19.080.C.2.a.2.

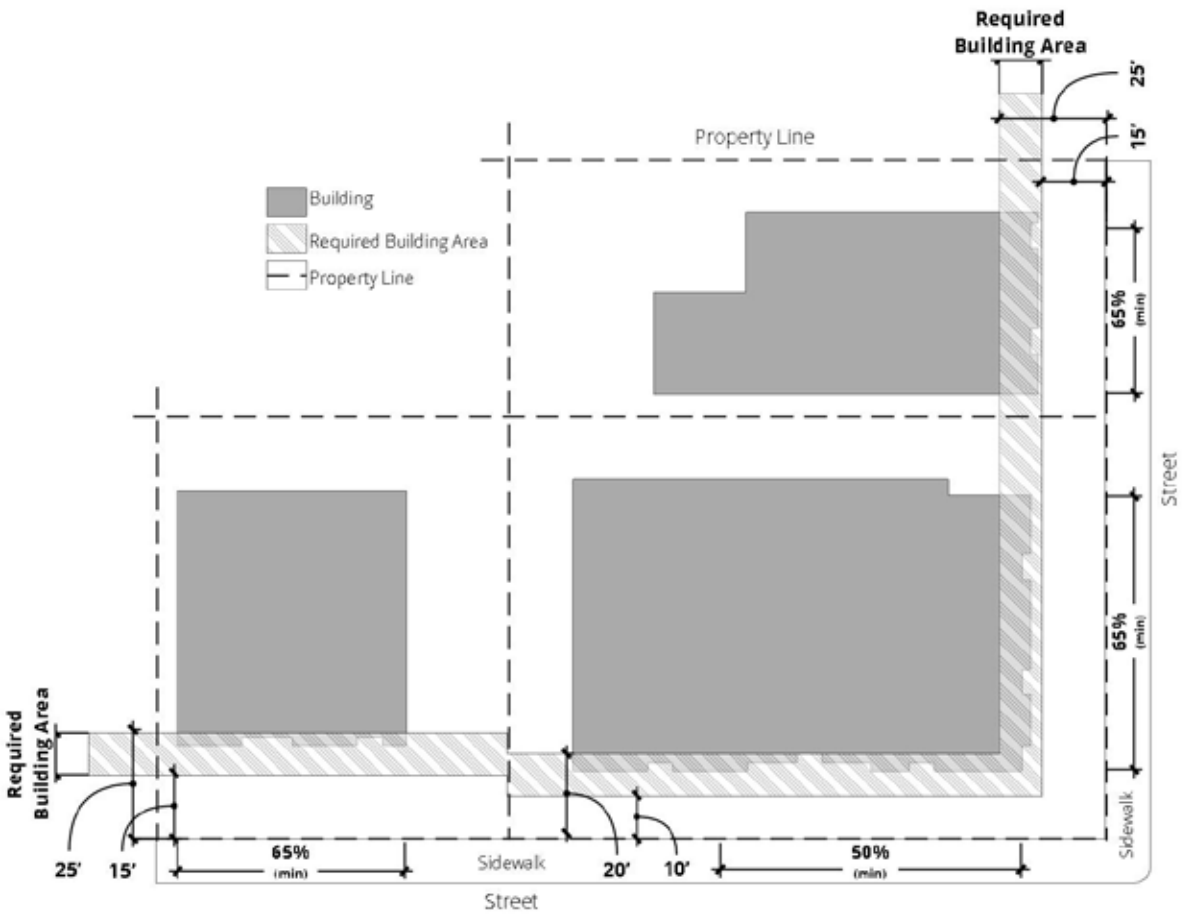
3. *Building Placement Requirements.*

    c. Building façade(s) shall extend a minimum of 65 percent of the street frontage for the area between the minimum and maximum front yard setbacks. For example, if a lot is 100 feet wide, 65 linear feet of the lot

parallel to the street must be occupied by a building(s) that adheres to the maximum setback requirement.

d. In the area between the minimum and maximum street side yard setback, 50 percent of the linear distance parallel to the street shall be occupied by a building façade(s).

Figure 17.19-4 Building Placement Requirements, DMF Zone



4. *Density.* The density shall not exceed 22 units per acre.

5. *Useable Yard Area (Open Space) Requirements.* The following minimum useable open space standards are applicable to development within the Downtown Residential Multifamily Zone (DMF Zone):

   a. For multifamily developments of fewer than 20 units, each unit shall have a minimum of 100 square feet of usable open space.

b. For multifamily developments of 20 or more units, each unit shall have a minimum of 200 square feet of usable open space.

c. The definition of useable open space and the method of computation is provided in Chapter 17.14 (see "Open Space, Useable").

6. *Building Height.* In the Downtown Residential Multifamily Zone (DMF Zone), the maximum height of any building shall not exceed 35 feet.

7. *Step back from Adjacent Residential.* New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.

N. *Downtown Residential Multifamily Zone, Off street Parking.*

1. Parking shall not be located in the front setback unless the Director makes the following findings:

a. Buildings comply with the maximum front setback requirement;

b. The parking area located within the front setback is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06; and

c. Requirements in Chapter 17.05 are complied with.

2. Automobile storage space shall be provided as indicated in Chapter 17.05.

O. *Downtown Residential Multifamily Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

P. *Downtown Residential Multifamily Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

Q. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the DMF Zone and State law.

R. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

S. *Supplemental Multiple Family Development Standards.* Additional standards listed in 17.03.065.J apply to multiple family developments, multiple family residential components of mixed-use developments, and attached single unit developments, in the DMF Zone.

17.19.090 – Local Commercial Zone (LC Zone).

The Local Commercial Zone (LC Zone) is intended to permit development that provides for a range of commercial service and retail land uses that are in proximity to residential neighborhoods consistent with the General Plan.

H. *Local Commercial Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.

I. *Local Commercial Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.

J. *Local Commercial Zone, Development Standards.* The following standards shall apply to the Local Commercial Zone (LC Zone):

1. *Lot Area and Dimension.* Lots sizes for the Local Commercial Zone (LC Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 100 feet.

2. *Setbacks and Yards.* The following setback requirements are applicable to the Local Commercial Zone (LC Zone):

    a. *Front Yard Setbacks.* The minimum front yard setback is 5 feet.

    b. *Rear Yard Setbacks.* No rear yard setback is required, except when adjacent to single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.

    c. *Side Yard Setbacks.* No side yard setback is required, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.

3. *Lot Area Requirements.* The area occupied by all structures shall not exceed 50 percent of the lot area and the maximum permitted floor area ratio is 0.7.

4. *Building Height.* In the Local Commercial Zone (LC Zone), the maximum height of any building shall not exceed 60 feet.

K. *Local Commercial Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.

L. *Local Commercial Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.

M. *Local Commercial Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.

N. *Supplemental Standards.*

1. *Limitations on Location of Parking.* Above ground parking shall not be located within 40 feet of a street facing property line unless the Director makes the following findings:

    a. The site is small and/or constrained such that underground parking or surface parking located more than 40 feet from the street is not feasible; or

    b. The design incorporates habitable space built close to the public sidewalk; and

    c. The parking area located within 40 feet of the street is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06.

2. *Building Transparency/Required Openings.* Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between two and one-half and seven feet above the level of the sidewalk. Such walls may run in a continuous plane for no more than 30 feet without an opening. (Figure 17.19-3).
    a. *Design of openings.* Openings fulfilling this requirement shall have transparent glazing and provide views into display areas, sales areas, work areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
    b. *Exceptions for parking garages.* Multi-level garages are exempt from this requirement.
    c. *Reductions.* This requirement may be reduced or waived if the Director makes the following findings:
        1. The proposed use has unique operational characteristics with which providing the required transparency and openings is incompatible; and
        2. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping to create visual interest at the pedestrian level.
3. *Building Orientation.* Building frontages shall be generally parallel to streets and pedestrian walkways.
4. *Building Entrances.* The primary building entrance shall face a public sidewalk. Buildings located in the interior of a site shall have the primary entrance face a pedestrian walkway that is connected to a public sidewalk.
5. *Wall Plane Modulation.* All street-facing facades shall have at least one horizontal or vertical projection or recess at least two feet in depth, for every 50 horizontal feet of wall.
6. *Pedestrian Access*. On-site pedestrian circulation and access shall be provided consistent with the following standards.
    a. *Internal connections*. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
    b. *To circulation network*. Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
    c. *To neighbors*. Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

d. *To transit*. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.

e. *Pedestrian walkway design*.

1. Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials.
2. Where a required walkway crosses a driveway, parking area, or loading area, it must be clearly identified using a raised crosswalk, a different paving material, or a similar method.
3. Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or another physical barrier.

7. *Public Open Space Requirement.* Developments with 50,000 square feet or more of non-residential floor area on sites of two acres or larger shall provide open space consistent with the following:

a. Forty square feet of open space shall be provided for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of non-residential floor area, plus 20 square feet of open space for every 1,000 square feet of non-residential floor area over 100,000 square feet.

b. Such open space shall be visible and accessible from a public street, or from on-site areas normally frequented by customers and shall be accessible during business hours. Areas within required setbacks may count towards the open space requirement.

c. Such open space shall have a minimum dimension of 40 feet.

d. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including trees, landscaping, shade structures, seating (e.g., fixed seating, planter ledges, etc.), lighting, drinking fountains, public art, or performance areas.

e. The surface of the open space shall allow for convenient outdoor activity, recreation, and/or gathering. Such surface may be plant or hardscape material, or a combination thereof.

17.19.120 - Permitted uses for Downtown Base Zone Districts.

The permitted uses for the Base Zone Districts (identified in Section 17.19.040 through 17.19.090) are listed in Table 17.19-1.

Table 17.19-1 Permitted Land Uses for Base Zone Districts in Downtown						
	DMU	BMU	SSMU	SSMU-R	LC	RMF
Administrative Professional Services						
Administrative/Professional Offices	P[1]	P	P	P	P	N
Advertising Agencies	P[1]	P	P	P	P	N
Architectural/Engineering/Design Services	P[1]	P	P	P	P	N
Attorney/Legal Services	P[1]	P	P	P	P	N
Business Management Services	P[1,2]	P	P	P	P	N
Government Offices and Facilities	P[1,2]	P[3]	P	P	P	N
Travel Agencies	P	P	P	P	P	N
Alcohol Service and Sales						
Bars or Cocktail Lounges (4)	C	N	C	C	C	N
Liquor Stores (4)(5)	C	C	C	C	C	N
Restaurants with Alcoholic Beverage Sales	C	C	C[6]	C[6]	C[6]	N
Automotive Services						
Automobile, Motorcycle, Truck, and Marine Craft Sales (New and Used)	N	N	P	C[6]	P	N
Automobile Parking Facilities	C	N	C	N	P	N
Automobile Rental Agencies	N	N	C[6]	N	P	N
Automobile Repair Facilities	N	N	C[6]	N	C	N
Body and Paint Shops	N	N	N	N	C	N
Car Wash	N	N	C	N	C	N

Gas/Service Stations	N	N	C[6]	C[6]	C	N
Limousine Services	N	N	C	N	P	N
Recharging Stations	Allowed (P) in any area designed for the parking or loading of vehicles.					
Towing Services - With Indoor Vehicle Service	N	N	N	N	C	N
Towing Services - With Outdoor Vehicle Storage	N	N	N	N	C	N
Truck/Trailer Rentals	N	N	N	N	C	N
Communications Facilities						
Wireless Telecommunication Facility — Stealth	N	N	C	N	C	N
Radio and Television Broadcasting Studios	N	N	P[1,7]	P[1,7]	P	N
Recording and Sound Studios	C[1,7]	C[1,3]	P[1,7]	P[1,7]	P	N
Satellite Dishes (Non-Private)	P	P	P	P	P	N
Satellite Dishes (Private Use)	P	P	P	P	P	P
Ham Radio Antennae (Private Use)	P	P	P	P	P	P
Day Care Facilities						
Commercial Day Care Facilities (not in-home)	N	P	P	P	C	N
Day Care Centers, In Home -Small Family with 1 to 6 Children (as an accessory use in a residential unit)	P[1]	P	P	P	P	P
Day Care Centers, In Home-Large Family with 7 to 12 Children (as an accessory use in a residential unit)	C[1]	C	C	C	C	C
Educational Establishments						
Elementary, Junior, and High Schools/Private & Charter	C[2]	C	C	C	C	C

Elementary, Junior, and High Schools/Public	C[2]	C	P	C	C	C
Colleges or University	P[2]	N	P[1,6]	N	P	N
Tutoring & Testing	P[1,7]	P[3]	P[7]	P[7]	P	N
Vocational and Trade Schools	C[1,7]	C[1,3]	N	N	P	N
Food and Beverage Sales						
Bakeries	P[7]	P[3]	P[7]	N	P	N
Catering Businesses	P	P[3]	P	P	P	N
Convenience Markets	P	P[3]	P	P	P	N
Grocery Stores/Supermarkets	P	P[3]	P	P	P	N
Grocery Stores, Alcohol Sales	P	N	P	C	P	N
General Merchandise and Trade						
Antique Sales	P[7]	P[3]	P[7]	P	P	N
Appliances Sales	P[7]	P[3]	P[7]	N	P	N
Art Galleries, Studios and Supplies	P	P[3]	P	P	P	N
Beauty Supplies	P	P[3]	P	P	P	N
Book and Magazine Sales	P	P[3]	P	P	P	N
Building Materials with outdoor sales/storage	N	N	N	N	C	N
Camera and Photographic Supplies	P	P[3]	P	P	P	N
Candy Stores	P	P[3]	P	P	P	N
Cigar/Cigarette Shops (4)	P	P[3]	P	P	P	N
Clothing Stores	P	P[3]	P	P	P	N
Department Stores	P[8,9]	N	P	P	P	N
Discount Stores	N	N	N	N	P	N
Electronic Equipment Sales	P	P[3]	P	P	P	N

Equipment Sales and Rentals (indoor storage only)	N	N	P	N	P	N
Equipment Sales and Rentals (outdoor storage)	N	N	C	N	C	N
Florists	P	P[3]	P	P	P	N
Freight Forwarding Services	N	N	N	N	P	N
Furniture and Home Furnishings	P	N	C	C	P	N
Garden Supply	P[7]	P[3]	P[7]	P[7]	P	N
Gifts, Crafts, and Novelties	P	P	P	P	P	N
Guns and Ammunition	C	N	C	N	P	N
Hardware Stores	P[7]	P[3]	P[7]	P[7]	P	N
Hobby, Toy and Game Stores	P	P[3]	P	P	P	N
Indoor Swap Meets	N	N	C[5]	C[5]	C	N
Jewelry Sales and Repair	P	P	P	P	P	N
Leather Goods	P	P	P	P	P	N
Luggage Sales	P	P	P	P	P	N
Office Equipment, Furniture and Supplies Sales	P[7]	P[3]	P[7]	P[7]	P	N
Pet Sales and Supplies	P[7]	N	P[7]	P[7]	P	N
Records, Tapes, and Videos	P[7]	P[3]	P	P	P	N
Retail, Other Specialty	P[7]	P[3]	P	P	P	N
Sporting Goods and Equipment	P[7]	P[3]	P[7]	P[7]	P	N
Surplus Stores	P[7]	P[3]	P	P	P	N
Thrift and Second-Hand Stores with donation drop off	C	C	C	C	C	N

Thrift and Second-Hand Stores without donation drop off	P[7]	P[3]	P[7]	P[7]	P[7]	N
Variety Stores	P[7]	P[3]	P[7]	P[7]	P	N
Wholesale Establishments	N	N	C	C	P	N
Lodging						
Bed and Breakfast Facilities	P[1]	C	C	C	P	C
Emergency Shelters	N	N	C	C	P	N
Hotels and Motels	P[1]	N	P	P	P	N
Residence Inns	P[1]	N	P	P	P	N
Single-Room Occupant (SRO) Facilities	P[1]	C	P	P	N	N
Trailer Parks and Campsites	N	N	N	N	N	N
Transitional Housing	P[1]	C	P	P	N	N
Medical/Health Care						
Ambulance Services	N	N	N	N	P	N
Animal Hospitals/Veterinaries	P[2,7,9]	N	P	P	P	N
Clinics	P	P	P	P	P	N
Convalescent Homes	N	N	C	C	P	N
Chemical Dependency Clinics	N	N	N	N	C	N
Hospitals	N	N	N	N	P	N
Medical/Dental Offices	P[1]	P	P	P	P	N
Pharmacies	P[7]	P[3]	P	P[7]	P	N
Pharmacies with Drive-Through	N	N	C	C	P	N
Personal Services						
Banking, Credit Unions, Financial Services	P	P[3]	P	P	P	N
Barbers and Beauty Parlors	P	P	P	P	P	N

Check Cashing Services	P	N	P	P	P	N
Commercial Pet Grooming Services	P	N	P	N	P	N
Dry Cleaners	P	P	P	P	P	N
Funeral Parlors, Mortuaries	C[2]	N	N	C	P	N
Laundries, Laundromats	N	N	C	C[6]	P	N
Locksmith and Key Shops	P	P	P	P	P	N
Massage Establishments	P[1]	P	P	P	P	N
Pawnbrokers	C	N	C	C	C	N
Photocopying and Photo Developing Services	P[7]	P[3]	P[7]	P[7]	P	N
Photography Studios	P	P	P	P	P	N
Shoe Repair Shops	P	P	P	P	P	N
Tailors	P	P	P	P	P	N
Tattoo/Body Piercing Services	N	N	C	C	C	N
Public and Quasi-Public Uses						
Community Recreation Centers	P	C	P	P	P	P
Cultural Facilities	P	C	P	P	P	N
Libraries	P	P	P	P	P	N
Museums	P	C	C	C	P	N
Parks	P	P	P	P	P	P
Public Safety Facilities	P	P	P	P	P	P
Senior Citizen Activity Centers	P	P	P	P	P	P
Recreation and Entertainment						
Adult-Oriented Businesses	N	N	N	N	N	N
Amusement Parks	N	N	N	N	N	N

Athletic Fields	N	N	N	N	N	N
Batting Cages, Indoor	C[2,8]	N	C	C[6,8]	C	N
Batting Cages, Outdoor	N	N	N	N	C	N
Billiard and Pool Halls	C	N	C	N	C	N
Bowling Alleys	C[2]	N	C	C	P	N
Commercial Sports Facilities	N	N	C	C	C	N
Dance Studios	C	N	C	N	C	N
Golf Driving Ranges	N	N	N	N	N	N
Health Clubs and Gymnasiums	C[7]	C[3]	C[6,7]	C[6,7]	C	N
Miniature Golf Courses	N	N	N	N	C	N
Off-Road Mini-Bike and Motocross Courses	N	N	N	N	N	N
Public Auditorium/Auditoriums	C	N	C	C	C	N
Shooting Ranges (indoor)	N	N	C	N	N	N
Skating Rinks	N	N	C	C	P	N
Video Arcades	C	C	N	N	C	N
Recycling						
Collection Facilities	N	N	N	N	C	N
Processing Facilities	N	N	N	N	C	N
Religious Institutions						
Churches	C	C	P	P	C	C
Monasteries, Convents, or Similar Religious Quarters	C	C	P	P	C	C
Repair Services						
Electrical and Household Appliances Repair	N	N	C	C	P	N
Furniture Refinishing	N	N	N	N	P	N

Furniture Reupholstering	N	N	N	N	P	N
Lawnmower Repair/Sales Shops	N	N	C	N	P	N
Machine Shops	N	N	N	N	C	N
Welding Shops	N	N	N	N	C	N
Residential Uses						
Accessory Guest Houses	P	P	P	P	N	P
Accessory Dwelling Units	P	P	P	P	N	P
Boarding or Rooming Houses	C	N	C	C	N	C
Caretaker's Unit	P	P	P	P	P	P
Congregate Care Facilities	N	N	C	C	P	C
Day Care Centers, Small Family—1 to 8 Children	P[1]	P	P	P	N	P
Day Care Centers, Large Family—7 to 14 Children	P[1]	P	P	P	N	P
Duplexes	P	P	P	P	N	P
Group or Community Care Facilities - 6 or fewer persons	P[1]	P	P	P	P	P
Group or Community Care Facilities - 7 or more persons	C[1]	C	C	C	C	C
Home Occupation Businesses	P	P	P	P	N	P
Mobile Home Parks	N	N	N	N	C	N
Mobile Home or Manufactured Housing Units Single Lot	N	P	N	N	N	P
Multiple-Family, Apartments & Condominiums	P[1,10]	N	P[10]	P[10]	N	P[10]
Planned Residential Developments	P	P	P	P	N	P
Senior Housing Developments	P	P	P	P	N	P

Single-Family Dwellings	N	P[10]	N	N	N	P[10]
Restaurants						
Delicatessens	P	P	P	P	P	N
Fast-Food Restaurants - Without a Drive-Through [4,11]	P	P	P	P	P	N
Fast-Food Restaurants - With a Drive-Through [4,11]	N	N	C	C	P	N
Sit-Down Restaurants	P	C	P[5]	P[5]	P	N
Sit-Down Restaurant with live entertainment	C	C	C[5]	C[5]	C[5]	N
Restaurant, serving alcohol	See Alcohol Sales, Restaurants with Alcoholic Beverage Sales					
Service Organizations						
Philanthropic and Charitable Institutions	P	C	P	P	P	N
Service Organizations	P	C	P	P	P	N
Temporary Uses						
Street/Craft Fairs and Farmers' Markets - Ongoing	C[12]	C[12]	C[12]	C[12]	C[12]	N
Temporary Structures (Subdivision sales Office)	P[12]	P[12]	P[12]	P[12]	P[12]	N
Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 30 Days	P[12]	P[12]	P[12]	P[12]	P[12]	N
Outdoor Displays	C	C	C	C	C	N
Parking Lot Sales	P	P	P	P	P	N
Amusement Enterprises	C[12]	C[12]	C[12]	C[12]	C[12]	N
Transportation Facilities						
Bus Passenger Terminals	N	N	C	N	C	N
Charter Bus Companies	N	N	C	N	C	N

Motor Vehicle Transportation (Taxi/Shuttle)	N	N	C	C	C	N
Truck Stops and Terminals	N	N	N	N	C	N
Utilities						
Public Utility/Service Structures	N	N	N	N	N	N
Sewage Disposal Facilities/Waste Transfer	N	N	N	N	N	N
Utility Company Offices	P[1,7]	P[1,3]	P[1,7]	P[1,7]	P	N
Water Storage, Distribution, and Collection Facilities	N	N	N	N	N	N
Public Storage Facilities	N	N	N	N	N	N
Wind Energy Conversion Systems	See 17.11.140					

N = Not Permitted
P = Permitted
C = Conditionally Permitted
A = Permitted as an Accessory Use

Footnotes:

1. Use is allowed only on upper floor locations on parcels fronting 6th Street and Beaumont Avenue. Limited lobby or entry areas are allowed on the ground floor.
2. Use is not allowed on parcels fronting 6th Street and Beaumont Avenue.
3. Use is limited to 2,500 square feet.
4. These uses shall not be located on any parcel which is located within 1,000 feet of any school providing instruction in 12th grade or below, day care center, or youth center.
5. New liquor stores shall not be located within 1,000 feet of another liquor store.
6. Must comply with step back standards (Figure 17.19-2) and setbacks per zone if adjacent to single family residential use. Performance standards per Chapter 17.04 apply.
7. Use is limited to 5,000 square feet.
8. Use is limited to 10,000 square feet.
9. CUP required if proposed use is larger than 10,000 square feet.
10. A Live/work unit is only permitted in the primary structure.
11. New fast food restaurants should not be located within 1,000 feet of another fast food restaurant.
12. Temporary Use Permit required

GENERAL PLAN UPDATE

Planning Commission

October 27, 2020

TODAY'S ROADMAP

- Project Overview
- Summary of Engagement
- Review of Draft General Plan
- Zoning Ordinance + Map
- Environmental Impact Report
- Questions?

PROJECT OVERVIEW

The General Plan sets a road map for the future of Beaumont. It is a policy document and forms the foundation for all city ordinances and guidelines.

GENERAL PLAN PROCESS

Existing Conditions (Spring 2017) → Visioning (Fall 2017) → Plan Alternatives (Winter 2018) → Policy Framework (Spring 2019) → Draft General Plan + EIR (Fall 2020) → Final General Plan (Winter 2020)

WE ARE HERE!

COMMUNITY ENGAGEMENT

- Stakeholder Interviews
- Cherry Festival Community Workshop Community Survey Visual Preference Survey Task Force
- Community Character Survey Youth Group Task Force Alternatives Survey Economic Development Commission
- City Council presentation Planning Commission
- Public Comment (via mail or email)

ENGAGEMENT

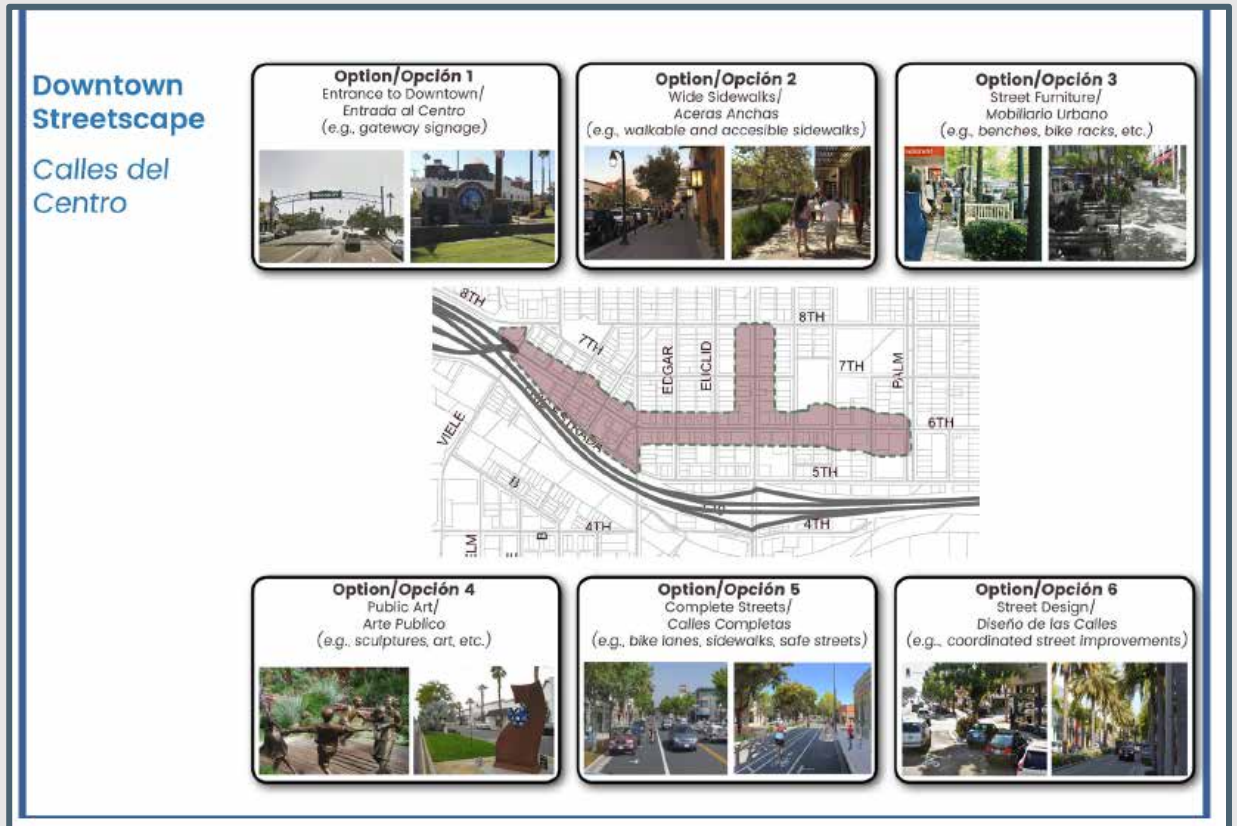
COMMUNITY SURVEYS

Community Survey Issues + Opportunities): 564 Responses

Visual Preference Survey: 854 Responses

Community Character Survey: 678 Responses

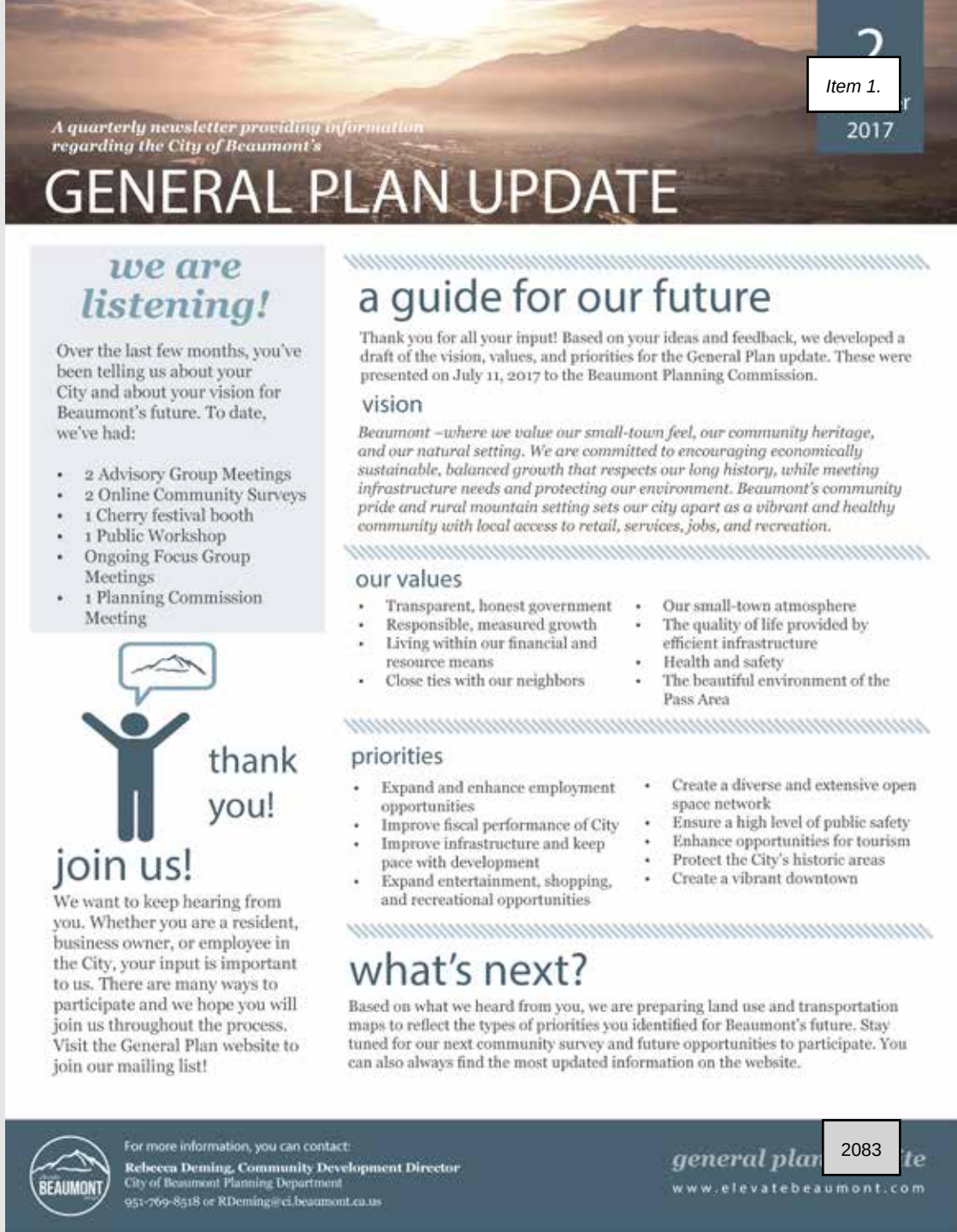
Preferred Alternative: 733 Responses



Preferred Alternative Survey options (September 2017).

OTHER OUTREACH

- Stakeholder Interviews (12)
- Community Workshop (1)
- Newsletters (3)
- Taskforce Meetings (3)
- Focus Groups (2)
  - Youth
  - Economic Development Commission
- Mailing list (~280 subscribers)
- Website
- Updates to Planning Commission + City Council



Item 1.

2

2017

A quarterly newsletter providing information regarding the City of Beaumont's

GENERAL PLAN UPDATE

we are listening!

Over the last few months, you've been telling us about your City and about your vision for Beaumont's future. To date, we've had:

- 2 Advisory Group Meetings
- 2 Online Community Surveys
- 1 Cherry festival booth
- 1 Public Workshop
- Ongoing Focus Group Meetings
- 1 Planning Commission Meeting

thank you!

join us!

We want to keep hearing from you. Whether you are a resident, business owner, or employee in the City, your input is important to us. There are many ways to participate and we hope you will join us throughout the process. Visit the General Plan website to join our mailing list!

a guide for our future

Thank you for all your input! Based on your ideas and feedback, we developed a draft of the vision, values, and priorities for the General Plan update. These were presented on July 11, 2017 to the Beaumont Planning Commission.

vision

Beaumont –where we value our small-town feel, our community heritage, and our natural setting. We are committed to encouraging economically sustainable, balanced growth that respects our long history, while meeting infrastructure needs and protecting our environment. Beaumont's community pride and rural mountain setting sets our city apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation.

our values

- Transparent, honest government
- Responsible, measured growth
- Living within our financial and resource means
- Close ties with our neighbors
- Our small-town atmosphere
- The quality of life provided by efficient infrastructure
- Health and safety
- The beautiful environment of the Pass Area

priorities

- Expand and enhance employment opportunities
- Improve fiscal performance of City
- Improve infrastructure and keep pace with development
- Expand entertainment, shopping, and recreational opportunities
- Create a diverse and extensive open space network
- Ensure a high level of public safety
- Enhance opportunities for tourism
- Protect the City's historic areas
- Create a vibrant downtown

what's next?

Based on what we heard from you, we are preparing land use and transportation maps to reflect the types of priorities you identified for Beaumont's future. Stay tuned for our next community survey and future opportunities to participate. You can also always find the most updated information on the website.

BEAUMONT

For more information, you can contact:
Rebecca Deming, Community Development Director
City of Beaumont Planning Department
951-769-8518 or RDeming@ci.beaumont.ca.us

general plan update

www.elevatebeaumont.com

VISION STATEMENT

"Beaumont – where we value our small-town feel, our community heritage, and our natural setting. We are committed to encouraging economically sustainable, balanced growth that respects our long history, while meeting infrastructure needs and protecting our environment. Beaumont's community pride and rural mountain setting sets Beaumont apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation."

GUIDING PRINCIPLES

Transparent, honest government

Responsible, measured growth

Living within our financial + resource means

Close ties with our neighbors

Small-town atmosphere

Quality of life provided by efficient infrastructure and multi-modal transportation

Health + safety

The beautiful environment of the pass area

CHAPTERS

Land Use + Community Design

Mobility

Economic Development + Fiscal

Health + Environmental

Community Facilities + Infrastructure

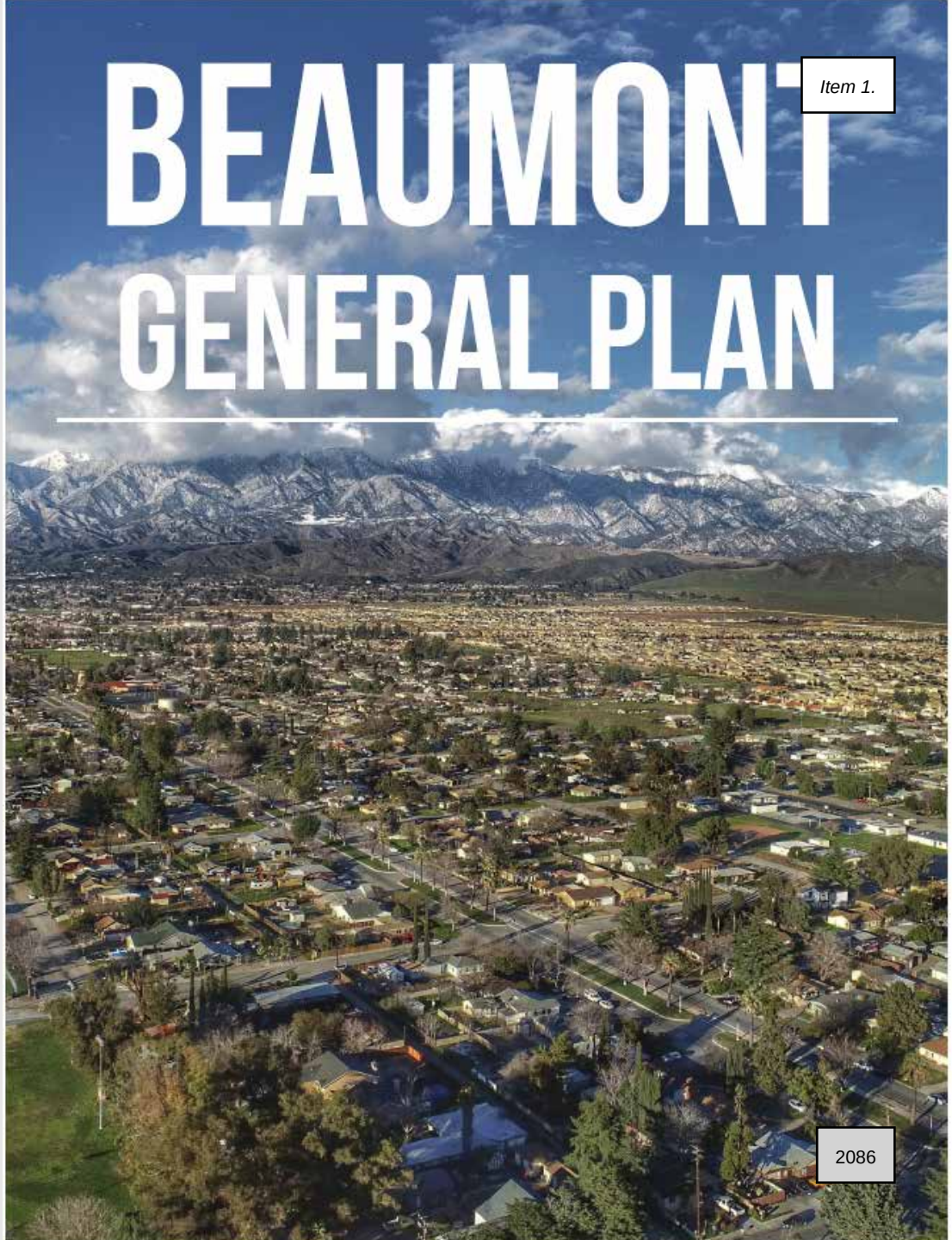
Conservation + Open Space

Safety

Noise

Downtown Area Plan

Implementation



LAND USE

PLAN PRIORITIES

Create a vibrant downtown

Pursue an infill strategy

Improve retail corridors

Expand housing choices

Protect the city's historic resources

Expand and enhance employment opportunities

Improve fiscal performance of the City

Improve infrastructure and keep pace with development

Improve health outcomes

Create a diverse and extensive open space network

Enhance opportunities for tourism

Ensure high level of public safety

LAND USE CHANGE

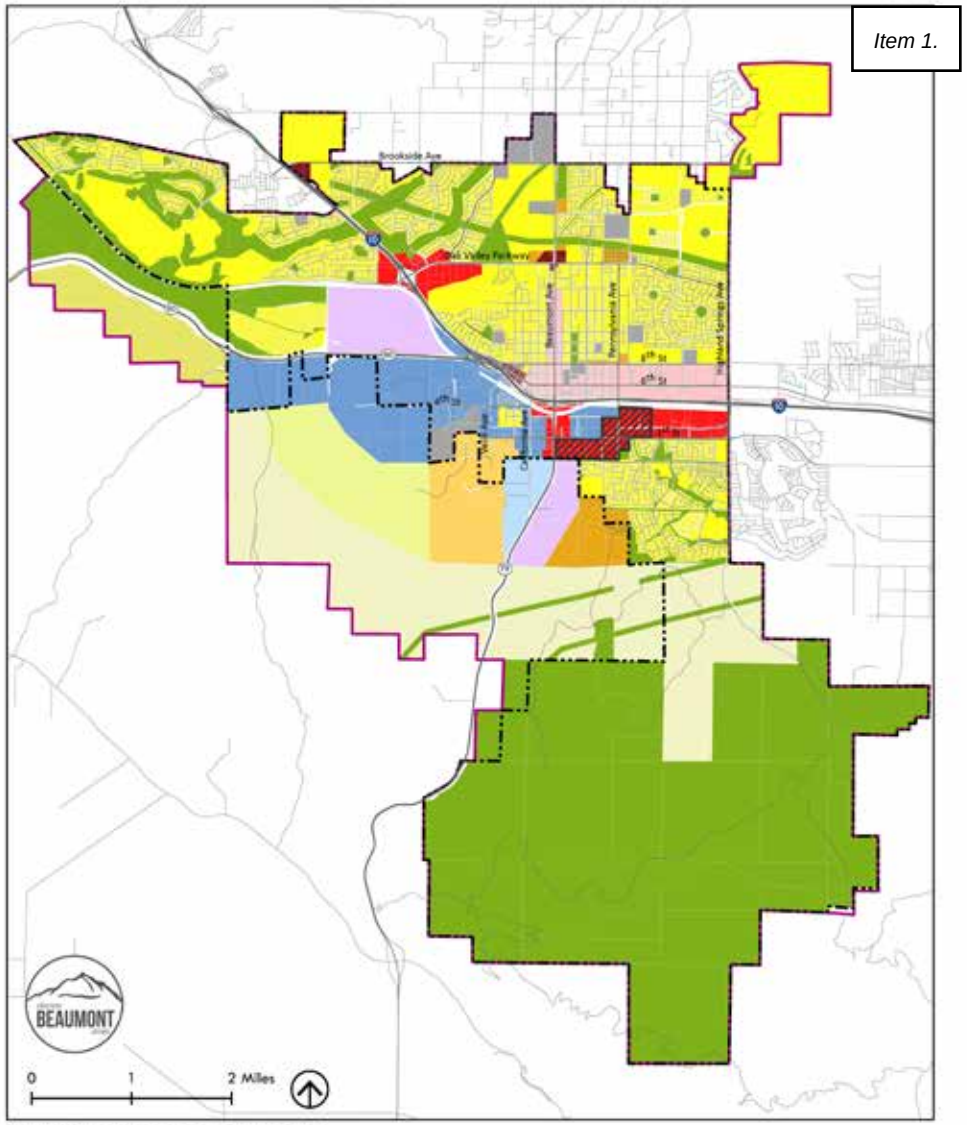
Most undeveloped land within the City limits is already entitled for development

Areas in downtown will experience the most change

Strategic focus:

- *Preserving existing neighborhoods*
- *Creating additional jobs*
- *Expanding housing choices*

Preparing for potential development in sphere of influence (south of City limits)



LAND USE DESIGNATIONS

- City Boundary
- Sphere of Influence
- TOD Overlay
- Open Space
- Employment District
- Industrial
- High Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural Residential (1 DU per acre)
- Rural Residential (1 DU per 10 acres)
- Rural Residential (1 DU per 40 acres)
- Urban Village
- Downtown Mixed-Use
- General Commercial
- Neighborhood Commercial
- Public Facilities

LAND USE DESIGNATIONS

Land Use Designation	Description	Density/ Intensity Range
RESIDENTIAL DESIGNATIONS		
Rural Residential (RR40)	Single family detached homes on 40 acre lots in a rural mountaineous setting	40 acre lots
Rural Residential (RR10)	Single family detached homes on 10 acre lots in a rural setting	10 acre lots
Rural Residential (RR1)	Single family detached homes on 1 acre lots in a hillside setting	1 acre lots
Single Family Residential (SFR)	Single-family residential (attached or detached).	0-4 du/acre
Traditional Neighborhood (TN)	Single-family detached houses and small-scale multi-family housing (such as duplexes, garden apartments and rowhouses)	4-6 du/acre
High-Density Residential (HDR)	Multi-family housing (townhomes, condominums, apartments, etc.) near transit, commercial, civic and recreational uses	12-30 du/acre
NON-RESIDENTIAL DESIGNATIONS		
Neighborhood Commercial (NC)	Range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.	FAR up to 1.0
General Commercial (GC)	Variety of "big box" and "large format" retailers in commercial shopping centers that serve adjacent neighborhoods.	FAR up to 0.75
Employment District (ED)	Employment uses for market-supported light industrial, research and development, creative office and maker space type uses. Includes retail, service and other supportive uses.	FAR 0.5 to 1.0
Industrial (I)	Range of industrial uses, including "stand-alone" industrial activities, general industrial, light industrial, research parks, private trade schools, colleges, and business parks.	FAR 0.25 to 0.75
MIXED USE DESIGNATIONS		
Downtown Mixed Use (DMX)	Mixed-use buildings with active ground floor retail uses, upper level professional office, service activities in conjunction with multi-family residential uses and live/work units.	0-22 du/acre; FAR up to 0.5
Urban Village (UV)	Variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses and abundant open space and recreation amenities.	12-24 du/acre; FAR up to 1.0
Transit Oriented District Overlay (TOD Overlay)	Residential and supportive employment and commerical uses near the future Metrolink transit station.	18-30 du/acre; FAR up to 1.0
OTHER/PUBLIC DESIGNATIONS		
Public Facilities (PF)	Public and/or civic use, including Civic Center, city yard, libraries, and K-12 public schools.	FAR up to 1.0
Open Space (OS)	Passive and active parks, trails, golf courses, public community centers, supportive maintenance sheds, etc.	n/a

RURAL RESIDENTIAL

Rural Residential 40 (RR40): Single family detached homes on 40 acre lots in a rural mountainous setting

Rural Residential 10 (RR10): Single family detached homes on 10 acre lots in a rural setting

Rural Residential 1 (RR1): Single family detached homes on 1 acre lots in a hillside setting

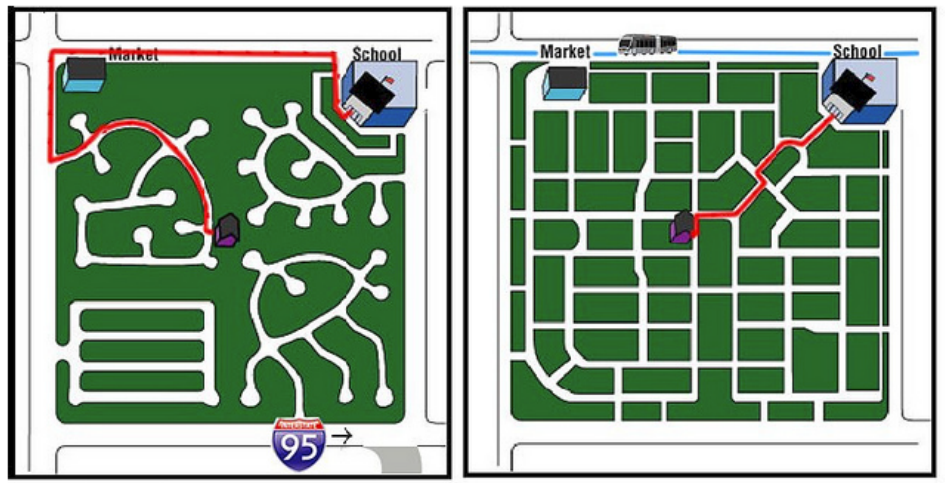
RESIDENTIAL

Single Family Residential (SFR): Single-family residential (attached or detached).

High Density Residential (HDR): Multi-family housing (townhomes, condominiums, apartments, etc.) near transit, commercial, civic and recreational uses

TRADITIONAL NEIGHBORHOOD (TN)

Traditional Neighborhood (TN)*: Single-family detached houses and small-scale multi-family housing (such as duplexes, garden apartments and rowhouses)



Driving-only transportation pattern Walkable connected transporation network

*New Designation

COMMERCIAL

Neighborhood Commercial (NC): Range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.

General Commercial (GC): Variety of "big box" and "large format" retailers in commercial shopping centers that serve adjacent neighborhoods.

EMPLOYMENT + INDUSTRIAL

Employment District* (ED): Employment uses for market-supported light industrial, research and development, creative office and maker space type uses. Includes retail, service and other supportive uses.

Industrial (I): Range of industrial uses, including “stand-alone” industrial activities, general industrial, light industrial, research parks, private trade schools, colleges, and business parks.

**New Designation*

MIXED USE

Downtown Mixed Use (DMX)*: Mixed-use buildings with active ground floor retail uses, upper level professional office, service activities in conjunction with multi-family residential uses and live/work units.

Urban Village (UV)*: Variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses and abundant open space and recreation amenities.

**New Designation*

TRANSIT ORIENTED DISTRICT OVERLAY

Transit Oriented District Overlay* (TOD Overlay): Residential and supportive employment and commercial uses near the future Metrolink transit station.

**New Designation*

PUBLIC FACILITIES + OPEN SPACE

Public Facilities (PF): Public and/or civic use, including Civic Center, city yard, libraries, and K-12 public schools.

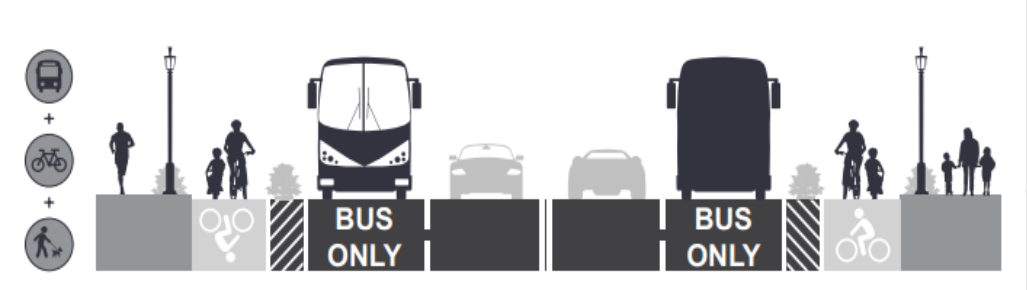
Open Space (OS): Passive and active parks, trails, golf courses, public community centers, supportive maintenance sheds, etc.

MOBILITY

STATE REGULATIONS

AB 1558 Complete Streets

Requires cities to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit. In addition, the act requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled

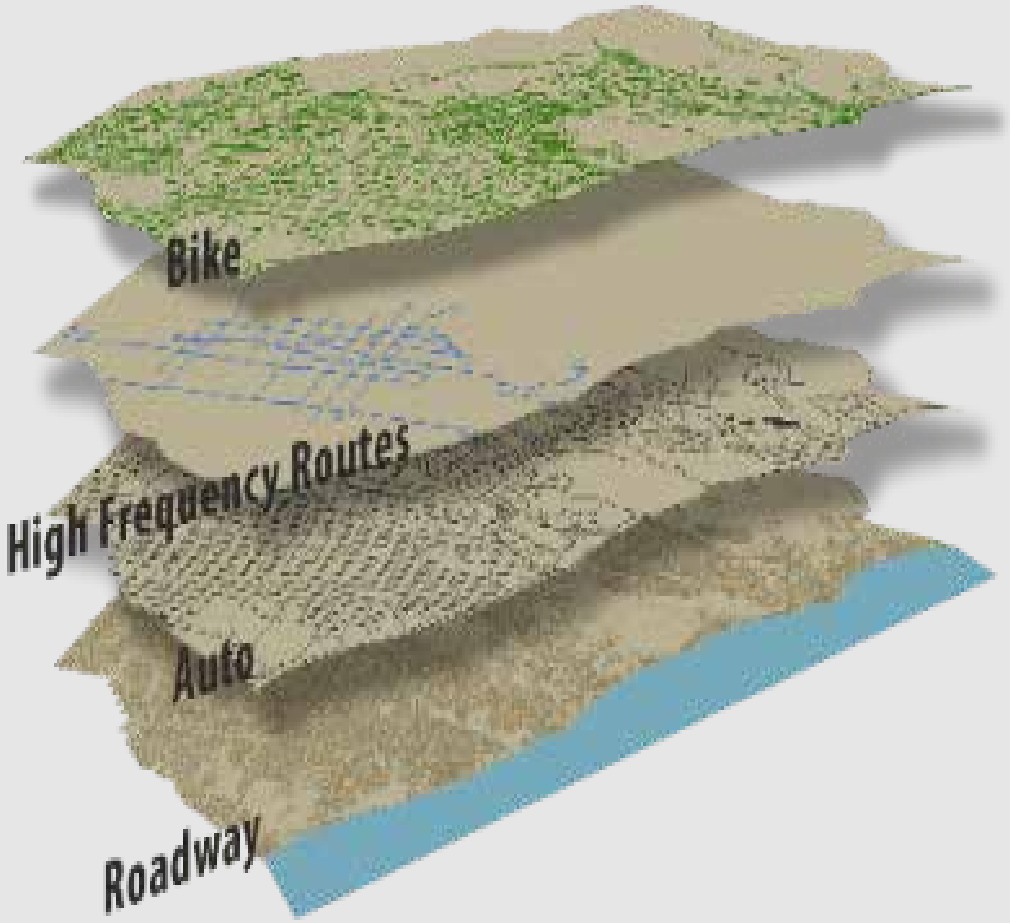


SB 743 General CEQA Reform, VMT

Shift from measuring auto delay (Level-of-Service) to vehicle miles traveled (VMT)

Aims to balance the needs of congestion management infill development, public health, and greenhouse gas reductions

COMPLETE STREETS – LAYERED NETWORK



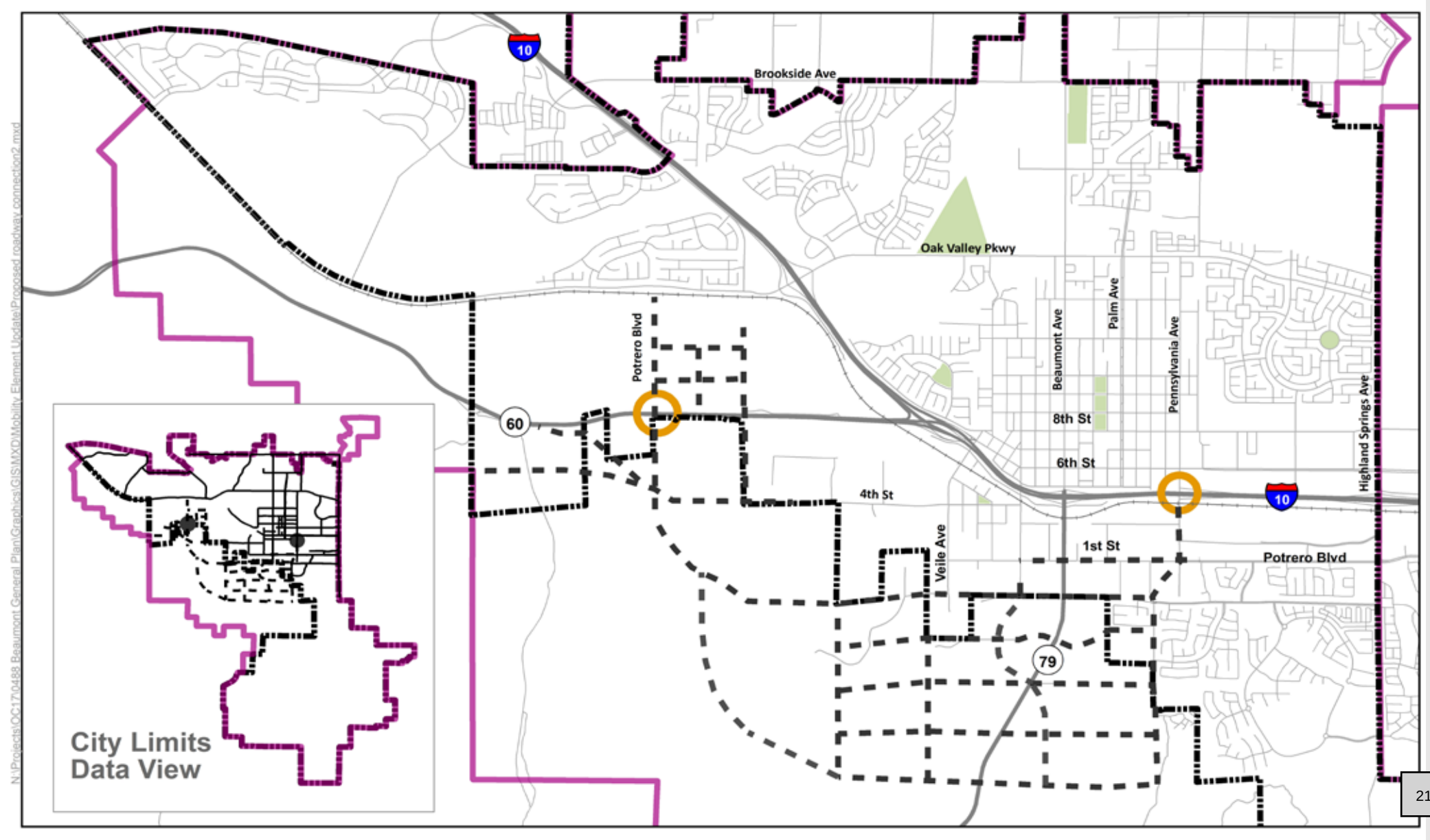
Mobility Element utilizes a layered networks approach to provide a balanced mobility system

Complete Streets are designed to enable safe access for users of all ages and all modes of transportation

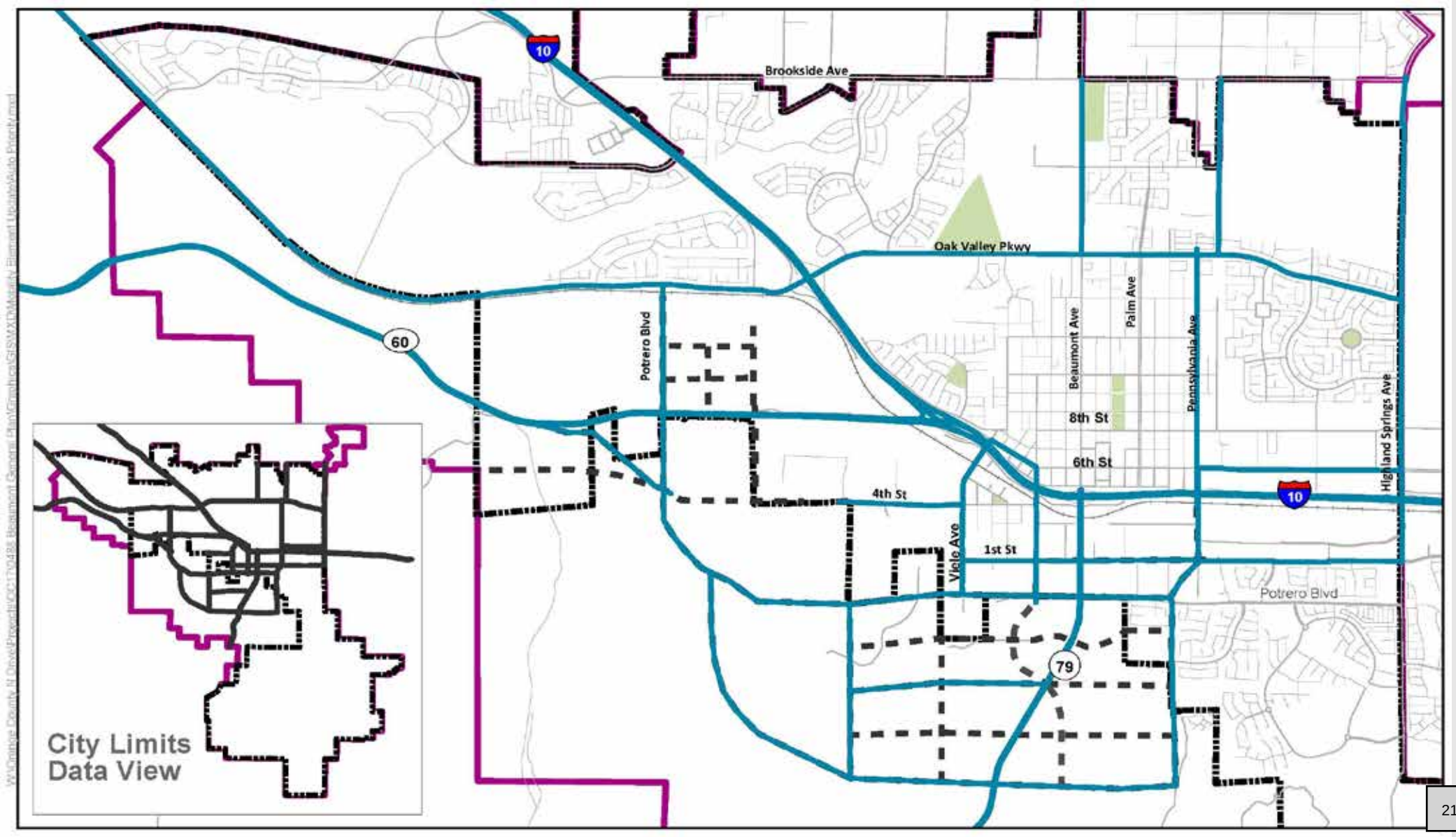
Travel modes were prioritized along certain streets based on:

- *Surrounding land use*
- *Roadway classification*
- *Street typology*

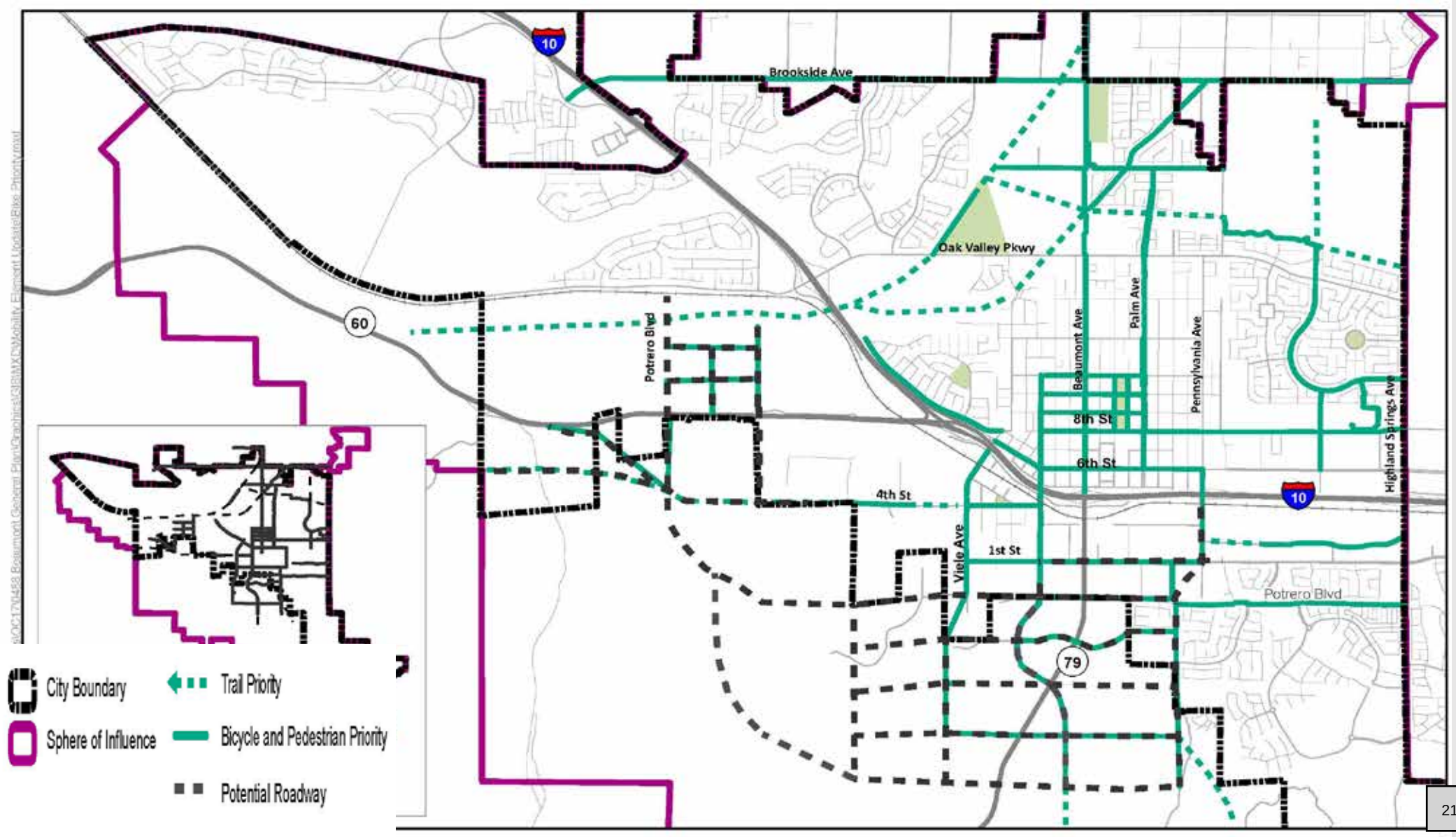
INCREASE CONNECTIVITY



AUTO-PRIORITY STREETS

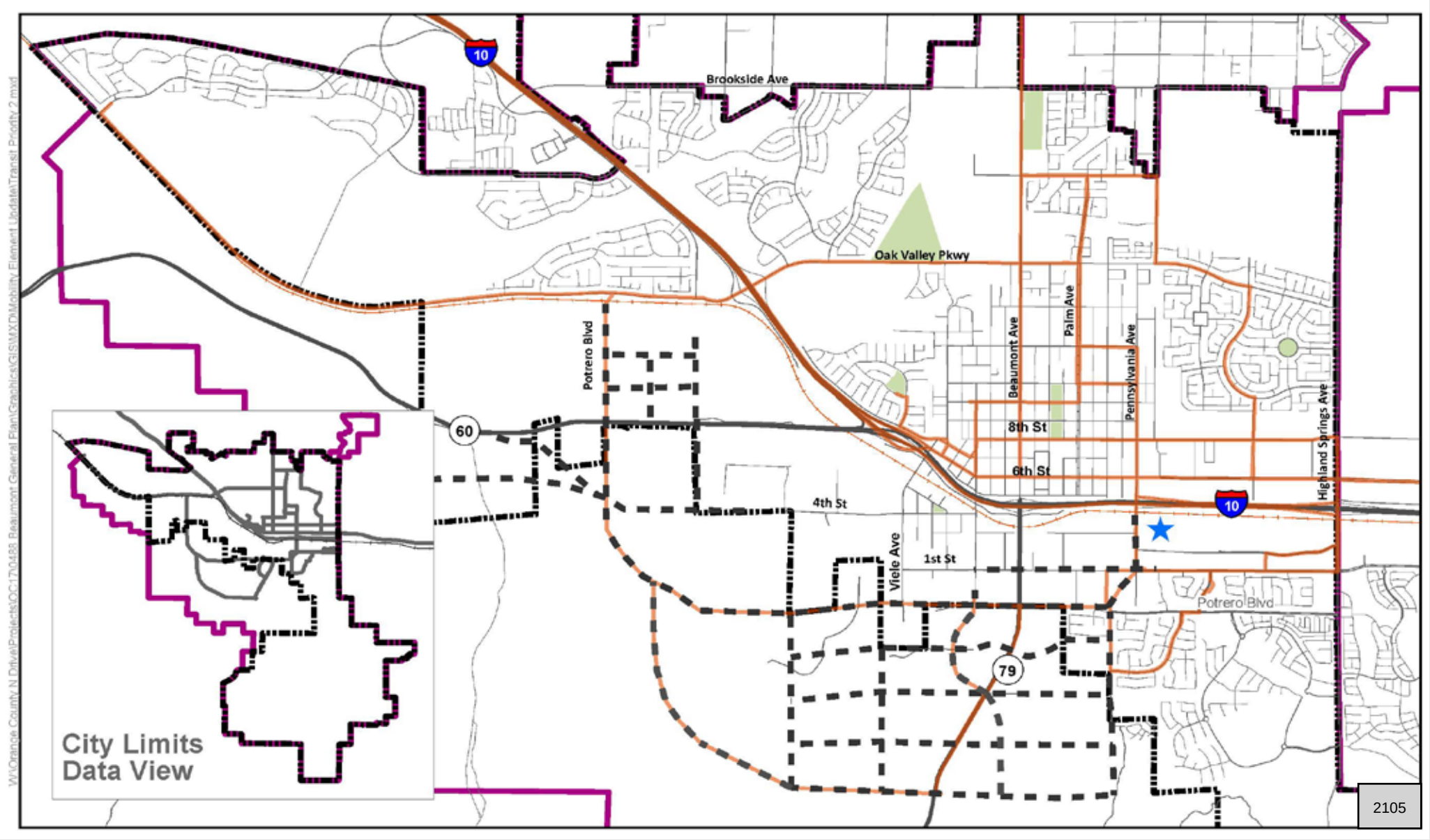


BIKE/PED PRIORITY

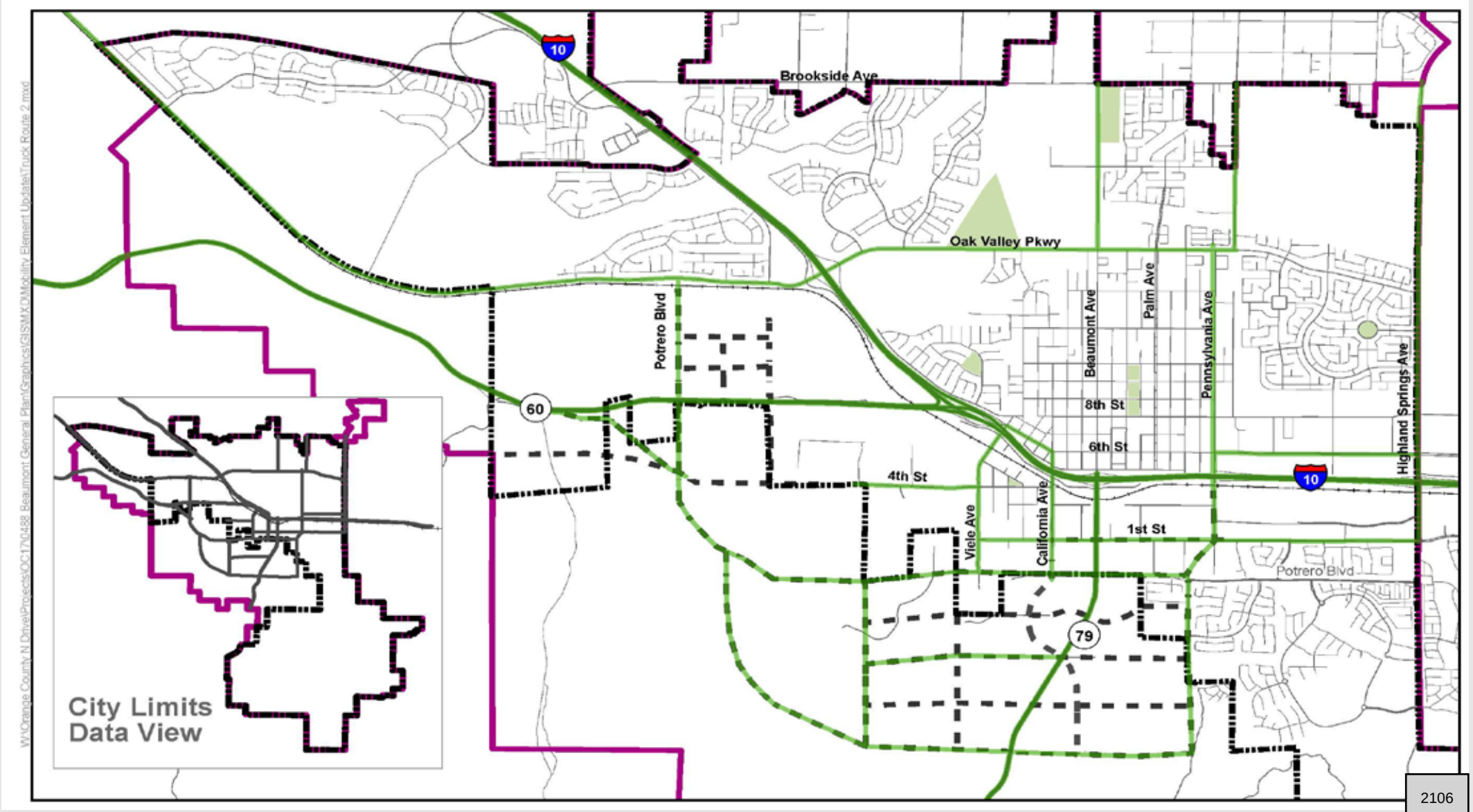


TRANSIT PRIORITY

Item 1.

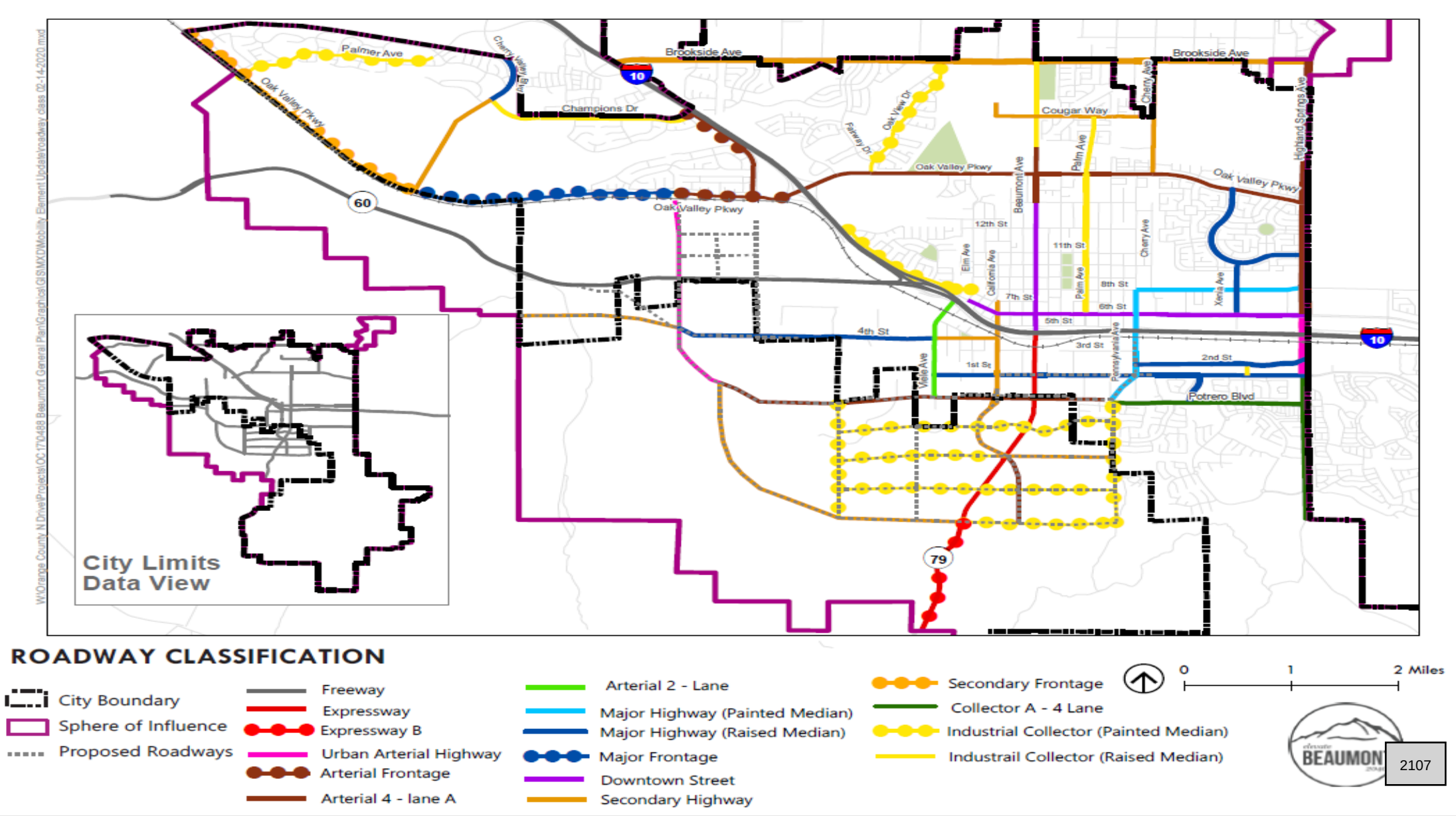


GOODS MOVEMENT – TRUCK PRIORITY

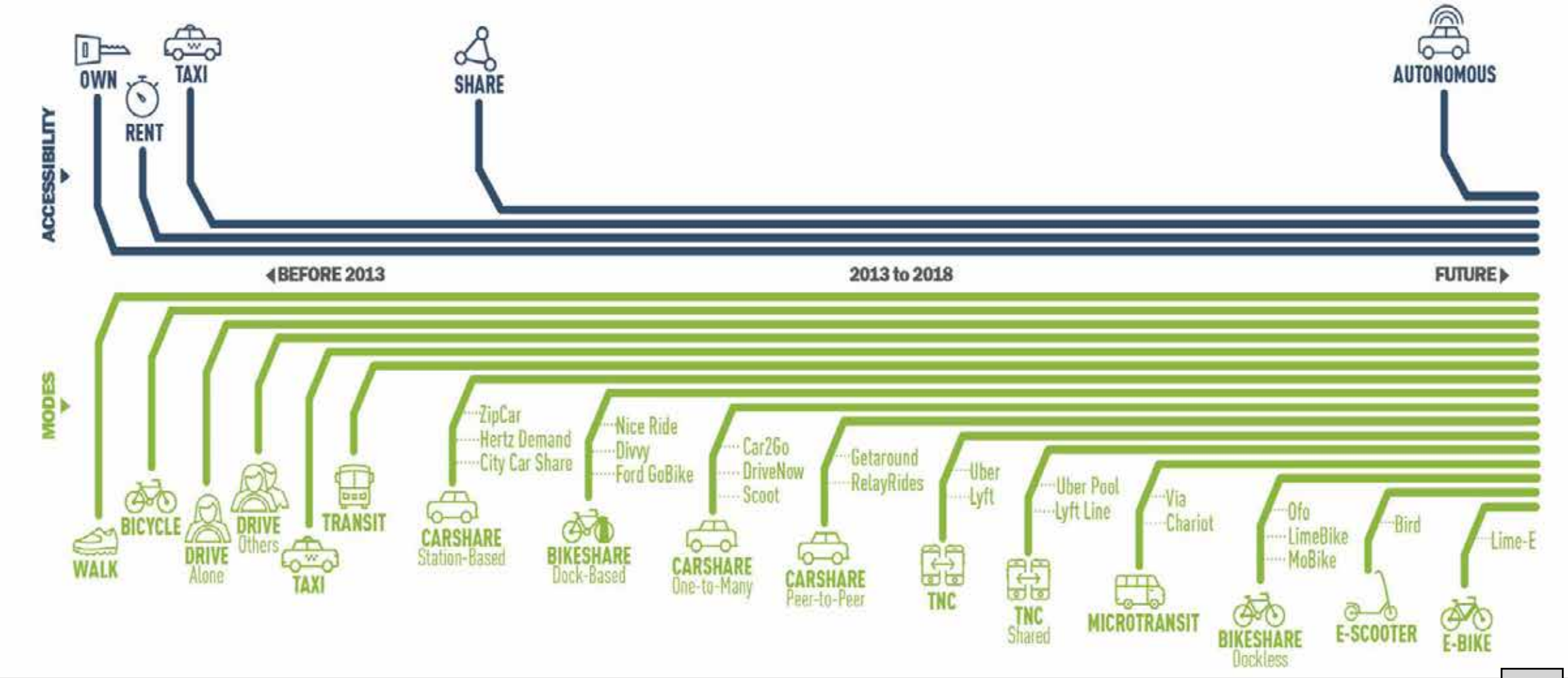


CONSOLIDATED CLASSIFICATIONS MAP

Item 1.



VEHICLE ACCESSIBILITY & TRAVEL MODELS



DOWNTOWN AREA PLAN

DOWNTOWN VISION

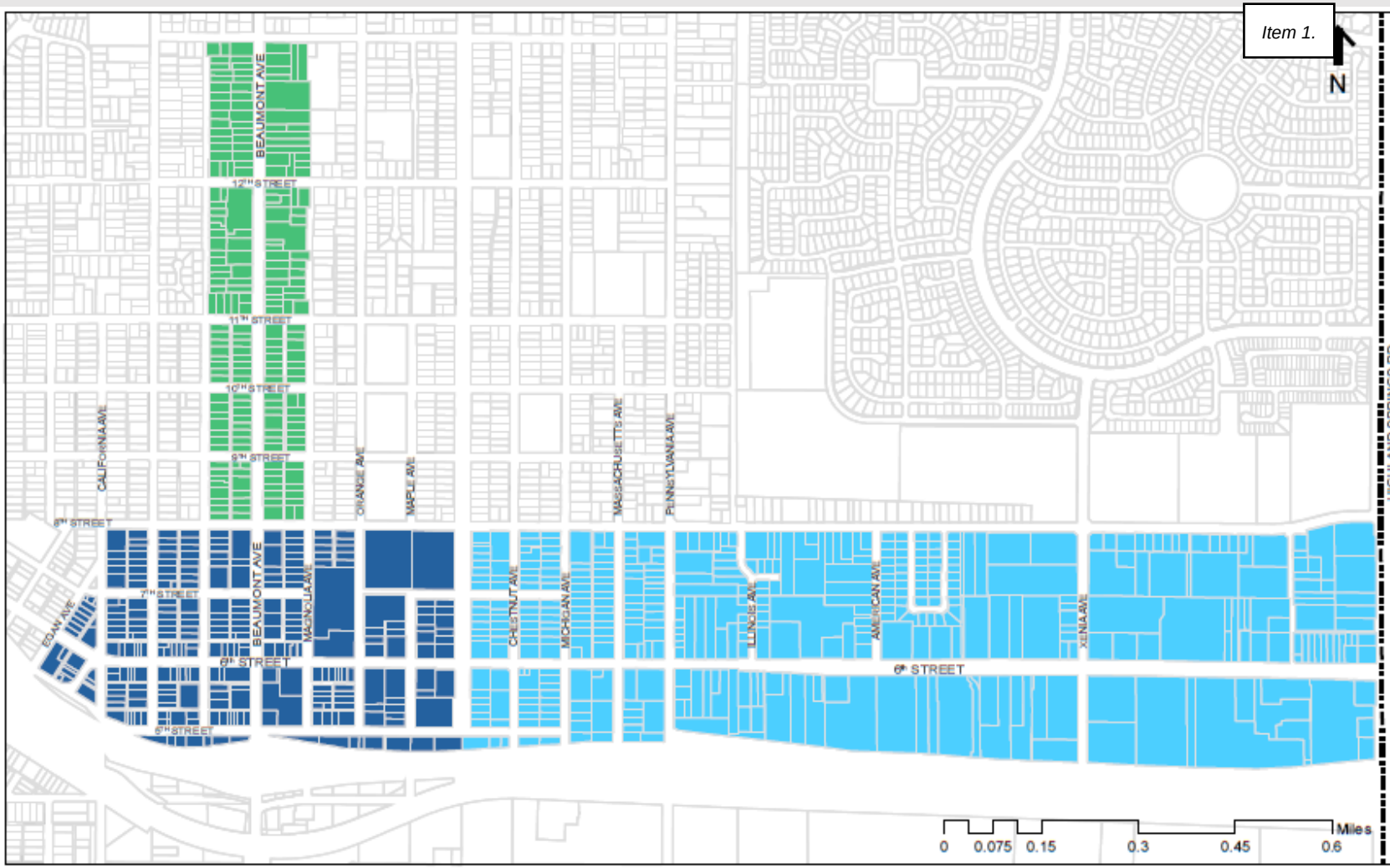
Focused interventions in area along Sixth Street and Beaumont Avenue

Defining the City's center:

- *Civic anchor*
- *Walkable, active, and pedestrian-oriented*
- *Retail and entertainment*
- *Mixed residential uses*

Downtown Beaumont will be the heart of the City, providing an exciting diversity of economic, residential, and cultural opportunities. It will be a vibrant and dynamic place to work, live, shop, and gather for special events. It will also be a pedestrian-friendly environment with comfortable sidewalks and an inviting streetscape. The Downtown Area Plan will create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings and create a lively and dynamic environment. This Plan encourages opportunities for public gathering spaces and parks for civic and cultural events that are supported by a street network which meets the needs of pedestrians, bicyclists, and motor vehicles.

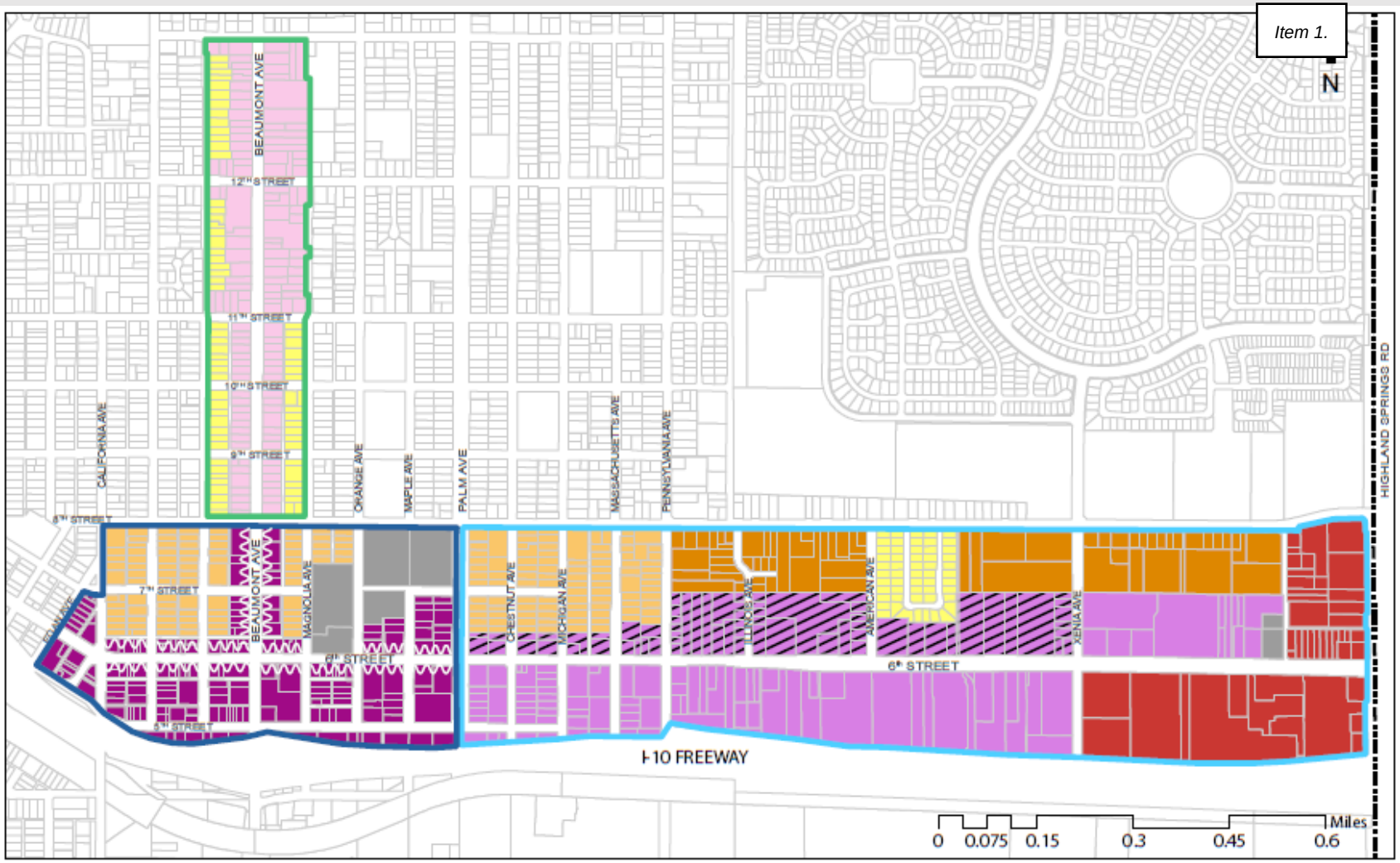
DOWNTOWN AREA PLAN



Downtown Core District

- City Boundary
- Beaumont Avenue District
- Downtown District
- Extended Sixth Street District

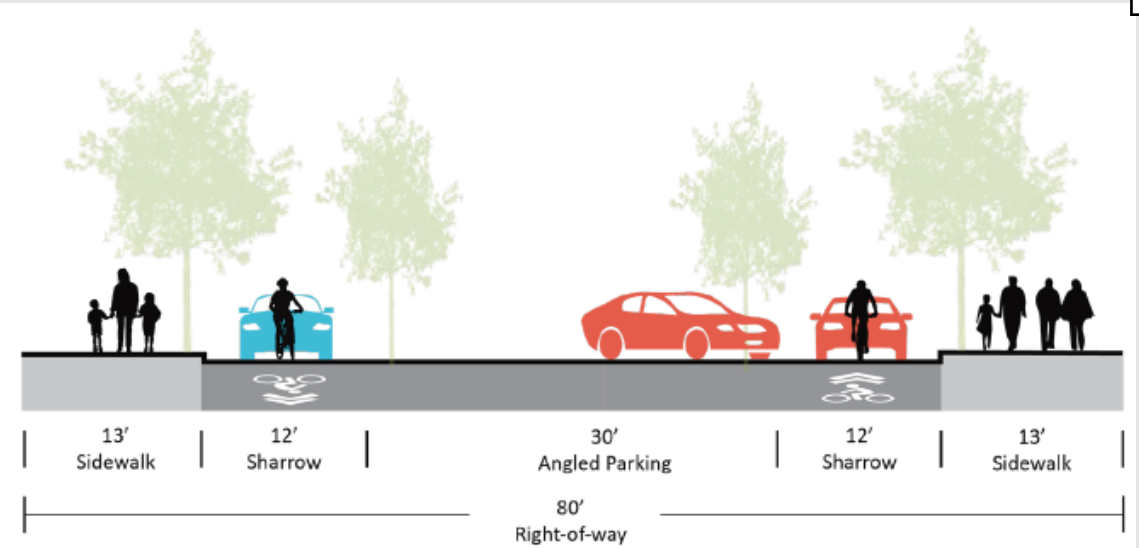
CORE DISTRICTS



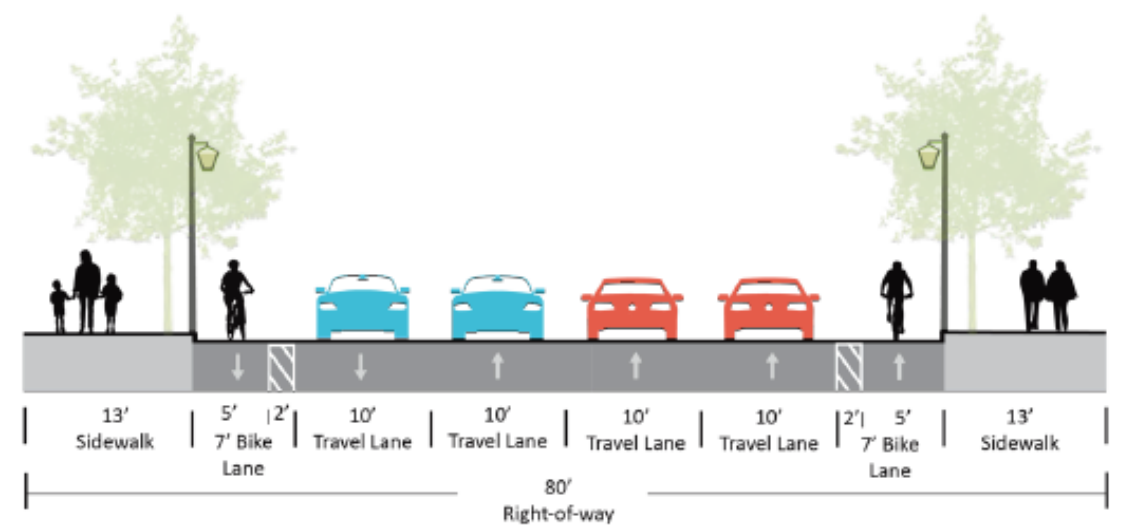
Downtown Core District Land Use

- City Boundary
- Beaumont Avenue District
- Downtown District
- Extended Sixth Street District
- Downtown Residential Single Family
- Downtown Mixed Residential
- Downtown Residential Multifamily
- Downtown Mixed Use
- Beaumont Mixed Use
- Sixth Street Mixed Use
- Sixth Street Mixed Use - Residential
- Local Commercial
- Public Facilities
- Active Ground Uses Required

SIXTH STREET

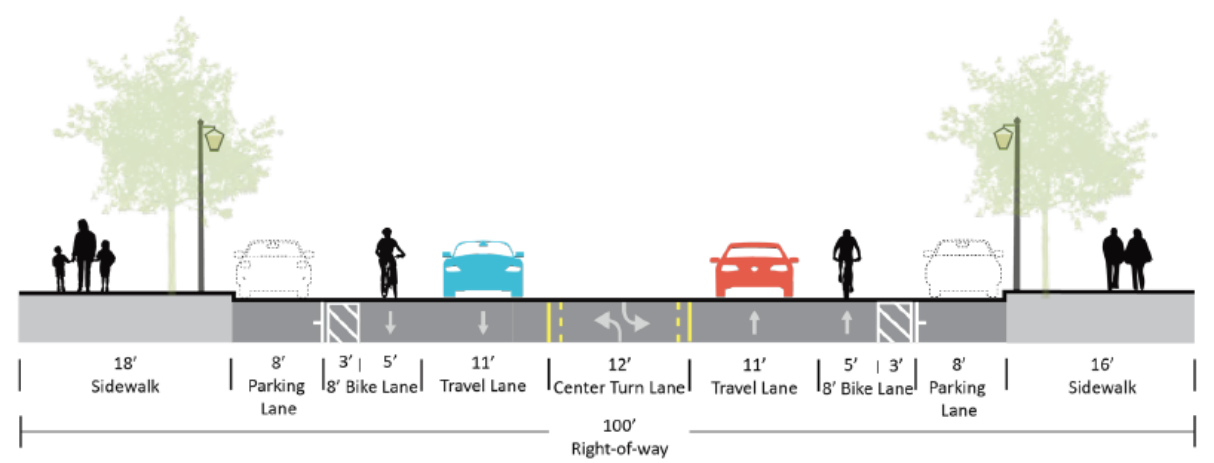


Beaumont Avenue to Palm Avenue

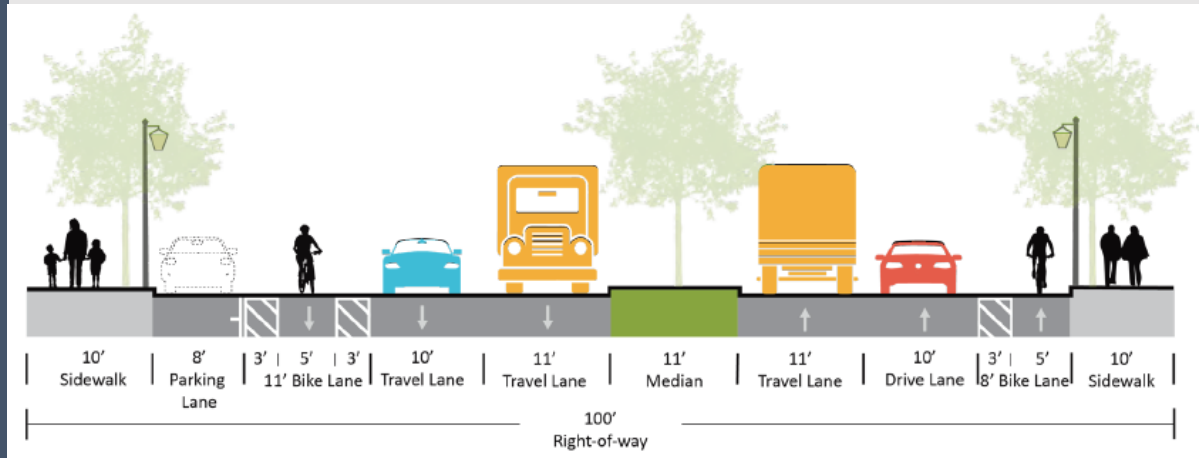


Palm Avenue to Pennsylvania Avenue

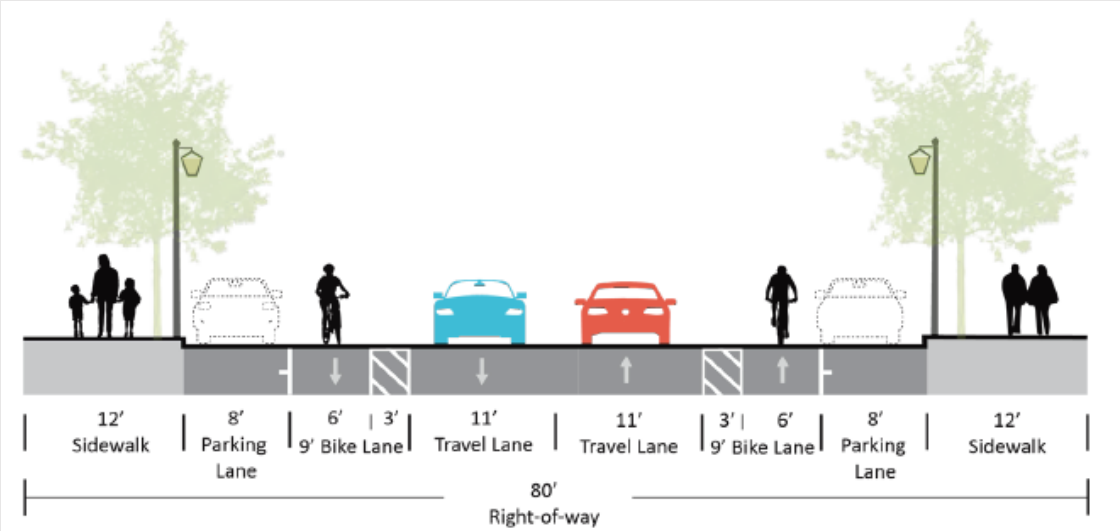
SIXTH STREET



Veile Avenue to California Avenue

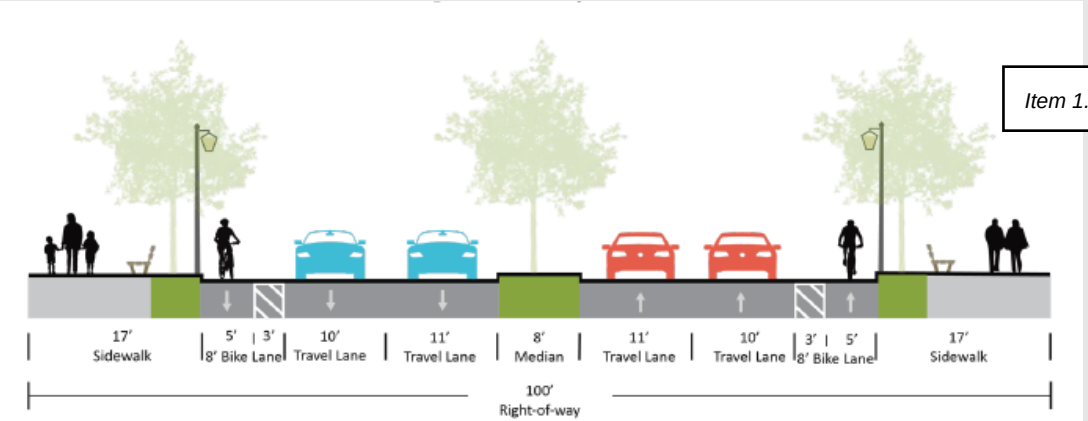


Pennsylvania Avenue to Highland Springs Avenue

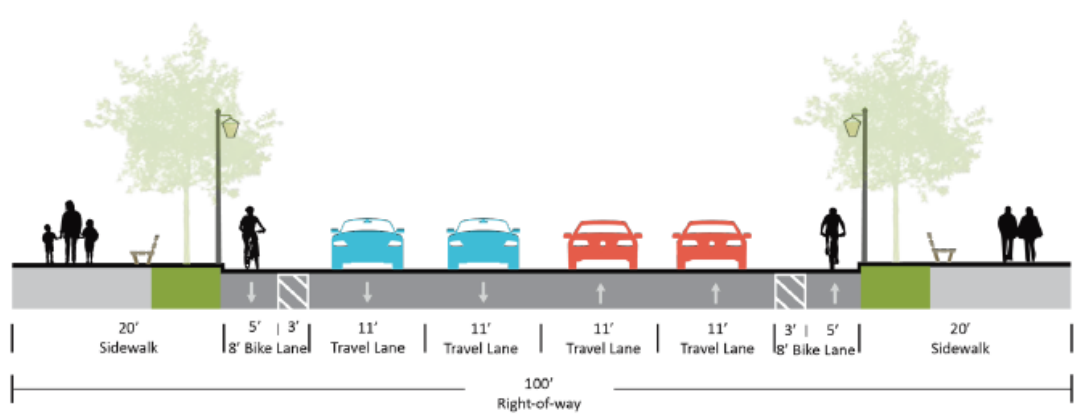


California Avenue to Beaumont Avenue

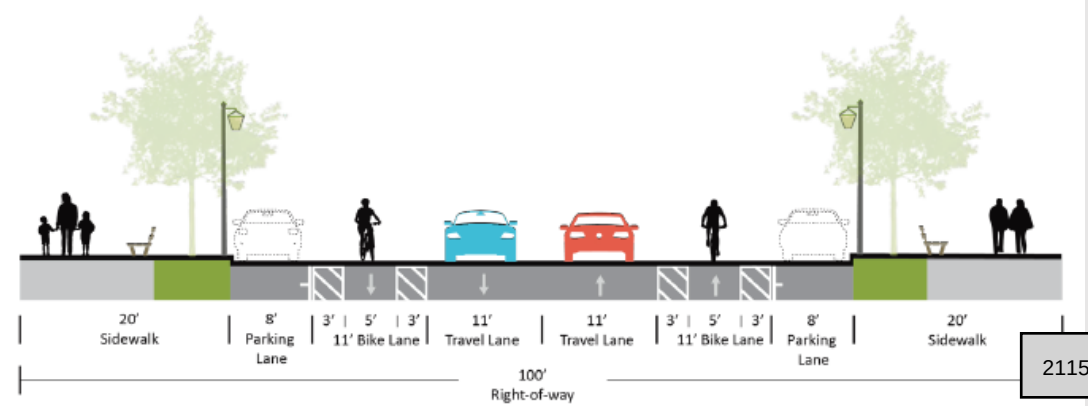
BEAUMONT AVENUE



Fifth Street to Sixth Street



Sixth Street to Eighth Street



Eighth Street to Twelfth Street

HEALTH + ENVIRONMENTAL JUSTICE

HIGH PRIORITY ACTIONS

Health Resources Inventory. Develop an inventory of health resources in the City in cooperation with the RUHS-PH.

Joint Use of Community Facilities. Create a formal shared use agreement with the Beaumont Unified School District where the public and organizations (such as youth and adult intramural leagues) can access school fields/property after normal school hour

Vision Zero Policies. Adopt and implement a Vision Zero program that reduces vehicle related fatalities to zero.

COMMUNITY FACILITIES + INFRASTRACTURE

HIGH PRIORITY ACTIONS

Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- *Greywater capture and reuse systems*
- *Wind generation on residential and commercial buildings*
- *Electric vehicle infrastructure requirements*
- *Green building performance standards*

Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

School District Planning. Work in partnership with Beaumont Unified School District to promote collaborative planning efforts, including analysis of future student impacts, joint use opportunities, and arts and culture programming.

CONSERVATION + OPEN SPACE

HIGH PRIORITY ACTIONS

Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).

SAFETY

HIGH PRIORITY ACTIONS

Police Department Staffing Ratio. Work with the police department to establish resource needs to sustain minimum staffing levels.

Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets.

Fire Hazard Risk Assessment. Inventory all buildings, assigning risk level for all wildfire hazards in the City and developing regulations for each level to minimize wildfire risk.

California Building Codes. Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released.

NOISE

HIGH PRIORITY ACTIONS

Update the City's Noise Ordinance. Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City's noise standards.

Project Design Guidelines. Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities.

Construction Noise Limits. Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations.

ECONOMIC DEVELOPMENT + FISCAL

HIGH PRIORITY ACTIONS

Streamline Permit Review. Create a "One Stop Permitting" process to streamline the permit review process that facilitates business attraction, retention, and expansion of projects.

Online Site Inventory. Create and maintain an online inventory of shovel-ready sites and provide individualized site selection assistance to expanding and new businesses.

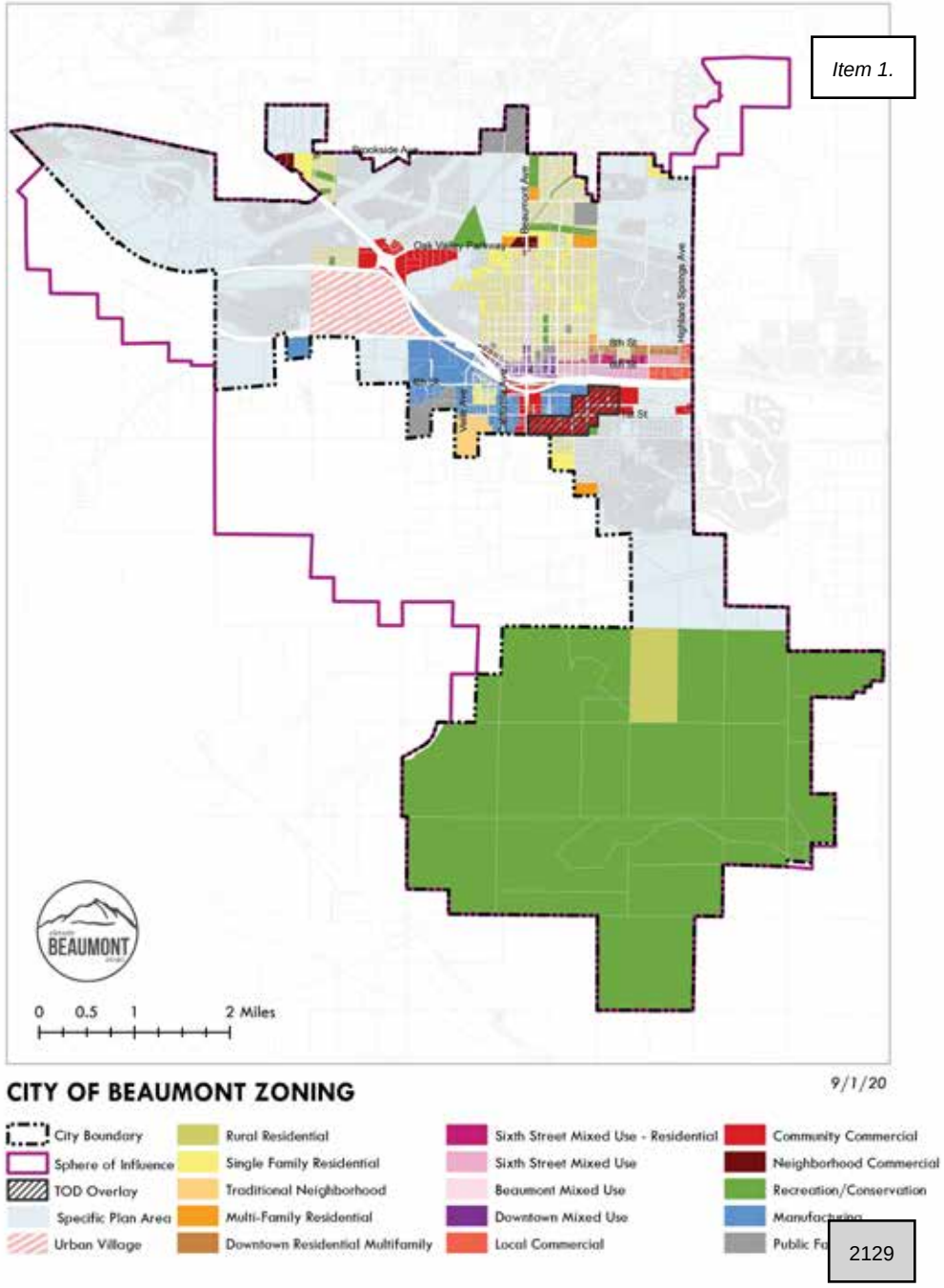
Retail Recruitment Strategy. Create and implement a retail recruitment strategy that utilizes direct communications with targeted retailers to reverse sales tax leakage in key sectors, such as dining, entertainment, and specialty retail.

ZONING ORDINANCE + MAP

ZONING ORDINANCE

Zoning Ordinance: establishes zoning districts that govern the use of land, indicates standards for structures and improvements that are permitted, and establishes procedures for the granting of permits and entitlements.

Zoning Map: shows boundaries of the zoning districts applicable to specific properties within the City.



KEY CHANGES

State law requires consistency between zoning map and zoning code. Zoning language and maps were changed to ensure:

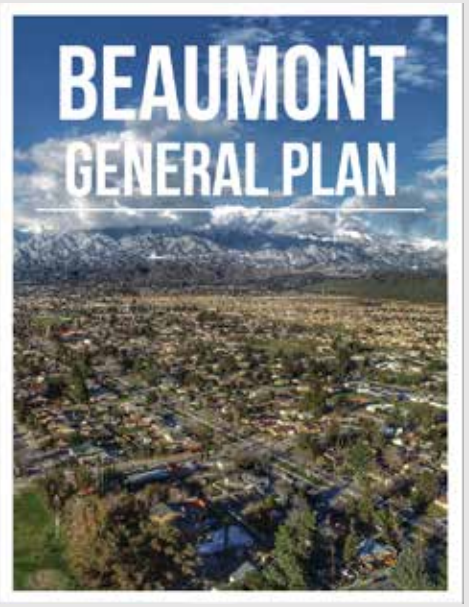
- *Better integration of land use and transportation infrastructure*
- *Walkable, multi-modal streets*
- *Establishment of retail, business and employment centers*
- *Neighborhood commercial uses*
- *Discourage incompatible land uses (e.g., sensitive land uses near air pollution sources)*
- *Preservation of open spaces, greenbelts, and habitat*

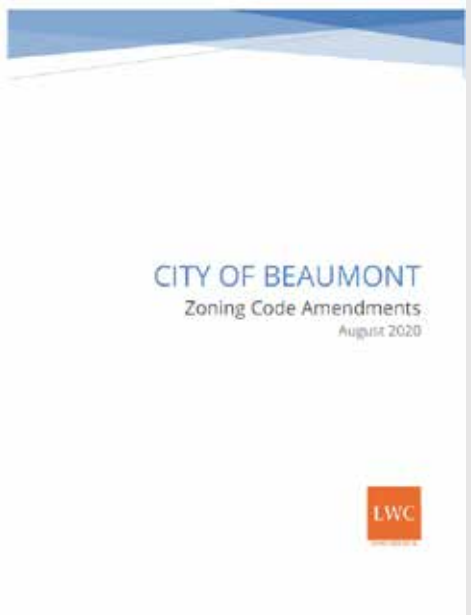
ZONING CODE AMENDMENTS

While the General Plan sets the community's long-term vision, the Zoning Code dictates how land can be used to achieve that vision

Focused Zoning Code amendments are proposed to implement the updated General Plan's policies and programs

No change to overall Zoning Code organization or structure

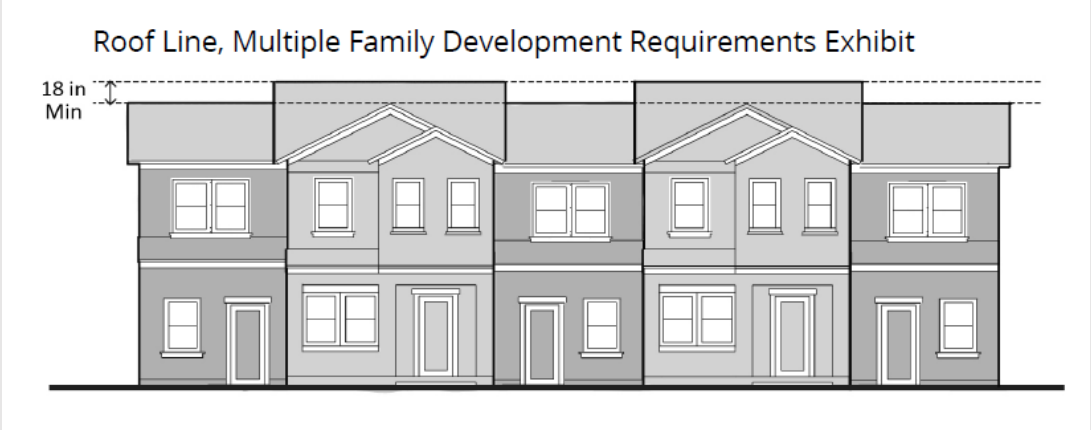


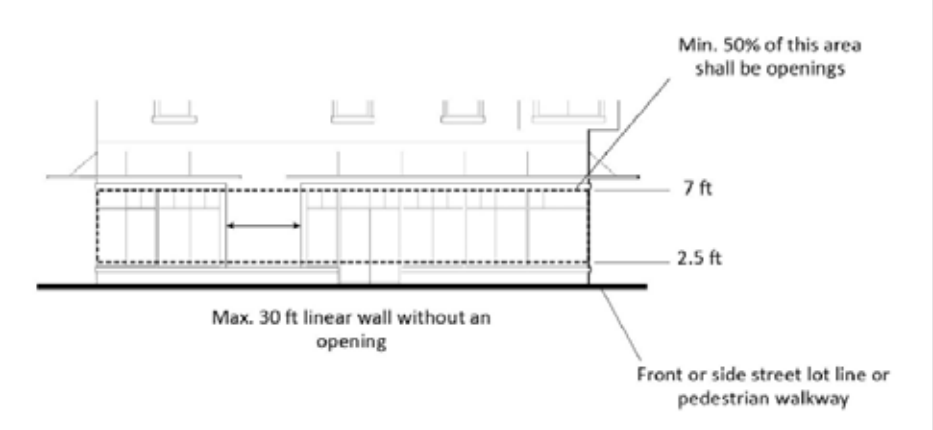


ZONING CODE AMENDMENTS - ZONES

Standards and allowed uses updated to reflect those in General Plan (e.g., lot size, density, FAR, lot coverage, height, etc.)

Standards for pedestrian connectivity; building placement, modulation, and transparency; and others added to appropriate zones





Modifications to Existing Zones

Current Zone	Proposed Zone	Notes
Commercial General (CG Zone)	Commercial Neighborhood (CN Zone)	Name change more accurately reflects purpose and intent of zone
Urban Village Overlay	Urban Village Zone	Changed from an overlay to a base zone because functions as a base zone

New Zones

Current Zone	Proposed Zone	Notes
N/A	Residential, Traditional Neighborhood (R-TN Zone)	Implements TN General Plan Land Use Designation
N/A	Transit Oriented District Overlay (TOD Overlay)	Implements TOD Overlay General Plan Land Use Designation

Eliminated Zones

Current Zone	Proposed Zone	Notes
Commercial, Light Manufacturing (CM Zone)	N/A	Area along West Sixth Street. Addressed and zoned with Neighborhood Commercial Zone.
Beaumont Avenue Overlay	N/A	Addressed through Downtown Zone District: Beaumont Mixed Use Zone (BMU Zone)
6th Street Overlay	N/A	Addressed through Downtown Zone Districts: Sixth Street Mixed Use Zone (SSMU Zone) Sixth Street Mixed Use – Residential Zone (SSMU-R Zone) Downtown Mixed Use (DMU Zone)
Mineral Resources Overlay	N/A	No longer relevant or necessary

ZONING CODE AMENDMENTS - PROCEDURES

Certificates of Appropriateness to address historic resource protection

Temporary uses addressed through administrative site plan review

Minor modification of standards expanded (i.e., solar energy systems, parking, and open space requirement)

NOTIFICATIONS

1,032 letters sent

–

–

Key Themes

–

–

BEAUMONT
CALIFORNIA

Item 1.

September 21, 2020

Property Owner

RE: Proposed Change of Zone for your property in the City of Beaumont

To whom it may concern:

Your property is within the Beaumont Avenue Overlay which is being updated as part of the citywide General Plan Update. This update includes a proposal to change the zoning of your property for consistency with the new General Plan. This is a public process and we would like to hear your feedback about this change.

If a zone change is adopted, legally established uses, like a home or business, can continue. A zone change does not require you to change how you use your property, but it may affect how you can develop your property in the future.

Proposed Change
Current zoning: Commercial General (CG)
Proposed zoning: Local Commercial (LC)

A summary of the current zoning can be found on the City's website at:
https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.03ZOMAZODI_17.03.120PEUSBAZODI .
A summary of the proposed zoning can be found on the City's website at:
https://www.beaumontca.gov/121/General-Plan

If you have any questions or would like more information, please contact the City of Beaumont Planning Department at 951.769.8518 or via email at ctaylor@beaumontca.gov.

Sincerely,

Christina Taylor
Community Development Director

PUBLIC REVIEW

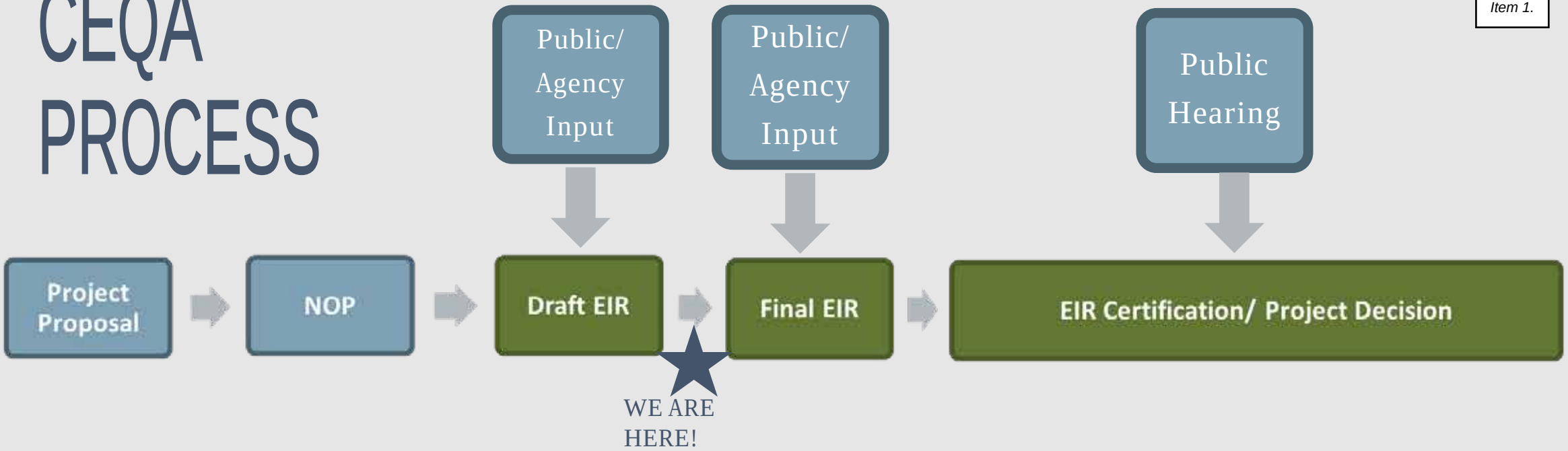
REQUESTS FOR CHANGES

The Public Comment period closed on October 22, 2020

These requests are being complied and will be available as an addendum to this presentation on October 27, 2020

EIR

CEQA PROCESS



Publish Notice of Preparation of Draft Program Environmental Impact Report (PEIR)

– *30-day public review period: March 9 – April 9, 2018*

– *Scoping Meeting: March 13, 2018 (Public Input)*

Prepare and Publish PEIR

– *45-day public review period: Sep 8 – Oct 22, 2020*

Prepare and Publish Final PEIR with Responses to Comments

Present the Final PEIR to the City Council for Certification

DRAFT PEIR RESULTS

Significance Determination	Environmental Issue
Less than Significant	Aesthetics, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Services Systems, Wildfire
Less than Significant with Mitigation	Agriculture and Forestry Resources, Biological Resources
Significant and Unavoidable	Air Quality, Greenhouse Gas Emissions, Noise, Traffic

A Statement of Overriding Considerations will be prepared for the significant and unavoidable impacts

DRAFT PEIR PUBLIC REVIEW

The Draft PEIR notice period closed on October 22, 2020

The comment letters are being complied and will be available as an addendum to this presentation on October 27, 2020

FINAL PEIR

Contents:

- *Written comments received and responses*
- *Errata to the Draft PEIR*
- *Mitigation Monitoring and Reporting Program (MMRP)*

Certification of the Final PEIR

- *The Final PEIR will be considered for certification by the City Council on November 17, 2020*

STAFF RECOMMENDATION

FINAL PEIR

Hold a Public Hearing and; forward the following recommendations to City Council:

1) Recommend that City Council adopt the General Plan Update (Beaumont 2040 Plan) and adopt the revised Zoning Ordinance and Zoning Map;

2) Recommend to the City Council certification of a Final PEIR in compliance with CEQA and:

a. The draft Project PEIR has been completed in compliance with the California Environmental Quality Act (CEQA);

b. There are no environmentally superior alternatives to the Project that will avoid or substantially lessen the significant environmental effects as identified in the Draft PEIR; and

c. Concur with the findings and mitigation measures contained in the Draft EIR; and

d. The City Council adopts a Statement of Overriding Considerations (SOC) prior to certification of the PEIR

GENERAL PLAN UPDATE

Planning Commission

October 27, 2020