

City of Beaumont General Plan



**City of Beaumont
550 East Sixth Street
Beaumont, California 92223**

Approved March 2007



Table of Contents

Section	Page
1. Introduction	3
1.1 Authority of the General Plan	4
1.2 Scope of the General Plan	4
1.3 Vision Statement	6
1.4 Overview of the City	8
2. Community Development Element	13
2.1 Introduction to the Element	14
2.2 Community Development Policies.....	14
2.3 Community Development Plan.....	20
3. Circulation Element.....	37
3.1 Introduction to the Element	38
3.2 Circulation Policies	38
3.3 Circulation Plan	41
4. Resource Management Element	47
4.1 Introduction to the Element	48
4.2 Resource Management Policies.....	48
4.3 Resource Management Plan	53
5. Safety Element	57
5.1 Introduction to the Element	58
5.2 Safety Policies.....	59
5.3 Safety Plan	65
6. Implementation Element.....	73
6.1 Introduction to the Element	74
6.2 Implementation Programs	74
6.3 Implementation Strategy	79



Table of Contents (continued)

7. Community Profile Report	95
7.1 Location of the Planning Area	96
7.2 Environmental Setting	96
7.3 Overview of the General Plan	97
7.4 Land Use	98
7.5 Population and Housing	100
7.6 Earth and Geology	102
7.7 Water and Hydrology.....	105
7.8 Air Quality.....	107
7.9 Biological Resources.....	109
7.10 Risk of Upset.....	111
7.11 Noise	112
7.12 Public Services.....	115
7.13 Utilities	118
7.14 Cultural Resources.....	119
7.15 Traffic and Circulation	120
8. Approvals.....	125
8.1 Resolution 2007-18	126
8.2 Land Use Map	173



Section 1.0 Introduction

City of Beaumont General Plan



1.1. Authority of the General Plan

This *City of Beaumont General Plan* will serve as the blueprint for future planning and development in the City. This General Plan indicates the City’s vision for the future through the policies, programs, and plans contained herein. The information contained in the individual sections or *Elements* that comprise this General Plan will shape the physical development of the City. Public and private decision-makers will refer to this General Plan to formulate decisions with respect to land use and development.¹

Organization of the General Plan...

General Plans prepared by local governments contain a set of chapters, or elements, that address a wide range of issues that are relevant to future land use planning and development. All General Plans must include a land use element, circulation element, housing element, noise element, safety element, conservation element, and open space element. These “Elements” may be reorganized or expanded, as long as the relevant issues are addressed.

1.2 Scope of the General Plan

The scope and content of a general plan prepared by a local government, as well as the process that must be followed in its adoption and amendment, are governed by the State of California planning laws.² State law requires every city and county to prepare and adopt a comprehensive general plan to serve as a master plan for development.³ In addition, the courts have further refined the interpretation of the legislature’s intent over the past decades. The importance of the general plan is clearly described in the government code that states the general plan “serves as the constitution of the local government for which it has been

¹ State of California Government Code. Section 65300.

² California, State of. Government Code § 65302

³ The Beaumont General Plan has been prepared pursuant to California Government Code Section 65300, et. seq., which requires the City to adopt a comprehensive, long-range general plan to guide the physical development of the community.

prepared.” The foundation of the United States Constitution rests on the Bill of Rights and its 26 Amendments. As with the United States Constitution, the foundation of the Beaumont General Plan rests on the policies contained within it. With regard to policies, the State of California General Plan Guidelines indicate the following:

“The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principals, standards and plan proposals. A development policy is a general plan statement that guides action. Development policies include goals, objectives, principles, plan proposals, and standards. Therefore, with regard to general plans, “policy” has both a specific and general meaning.”⁴

The Beaumont General Plan consists of an integrated and internally consistent set of policies and programs that address the seven issue areas that the State requires local general plans to consider: land use, circulation, housing, noise, safety, conservation, and open space.⁵ The Elements that comprise the Beaumont General Plan includes the following:

- The *Community Development Element* designates the general distribution and intensity of land use and development contemplated within the land area governed by the General Plan. This Element complies with the State’s requirements for a land use element. The scope of the Community Development Element has also been broadened to include issues related to urban design and economic development.
- The *Circulation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities,

⁴ California, State of. General Plan Guidelines – 1990. Chapter 1: The Nature, Content, and Format of the General Plan. Page 14. 1990

⁴ State of California Government Code. Section 65302.



railroads, transportation terminals, and other transportation facilities. This Element complies with the State requirements for a circulation element.

- The *Resource Management Element* indicates the City's policies concerning the conservation and preservation of important natural and man-made resources. This Element complies with the State requirements for a conservation element and an open space element.
- The *Safety Element* identifies the City's policies relative to the mitigation of natural and man-made hazards as a means to improve the safety of its citizens. This Element complies with the State requirements for both a noise element and a safety element.
- The *Housing Element* details plans and programs for the rehabilitation of existing housing, and the development of new housing to accommodate future demand.
- The *Implementation Element* details the programs that will be effective in ensuring that the policies and plans contained in the

City of Beaumont General Plan become reality.

Each of the Elements that comprise this General Plan are organized in the following manner:

- The *Introduction* section provides an overview of the key issues germane to the Element, and discusses its relationship to the other Elements that comprise the City of Beaumont General Plan.
- The *Policies* section provides an overview of those issues that are relevant to the Element's scope and indicates the corresponding policies that address a particular issue.
- The *Plan* section outlines the strategies that will be effective in guiding the implementation of the Element's policies.

Table 1-1 indicates the relationship of those Elements that comprise the Beaumont General Plan with those mandated by the State of California.

Beaumont General Plan	State Mandated Elements						
	Land Use	Housing	Circulation	Open Space	Conservation	Safety	Noise
Community Development	■						
Housing		■					
Circulation			■				
Resource Management				■	■		
Safety						■	■
Implementation	■	■	■	■	■	■	■



1.3 Vision Statement

As part of this General Plan update, it is appropriate to take an inventory of both the “unfinished business” as well as those challenges that face the community in the opening decades of the 21st Century. Some of the issues and challenges the City will face in the coming years are shared with the neighboring communities, while others are unique to Beaumont.

This General Plan represents the cornerstone in the long-range planning for land use and development in the City. The importance of this General Plan is clearly stated in the government code that indicates the Plan “serves as the constitution of the local government for which it has been prepared.”⁶

Some of the issues and challenges the City will face in the coming years are shared with the neighboring communities while others are unique to the City. Towards this end, the City vision for the future is embodied in a number of goals included in each Element. The Community Development Element includes the following goals:

- *Goal 1 (Community Development).* The City of Beaumont will continue its comprehensive planning process.
- *Goal 2 (Community Development).* The City of Beaumont will preserve the existing residential neighborhoods and promote the development of new housing in the City.
- *Goal 3 (Community Development).* The City of Beaumont will maintain and, where appropriate, expand the City’s commercial base;
- *Goal 4 (Community Development).* The City of Beaumont will promote the expansion of

industrial and other employment generating land uses.

- *Goal 5 (Community Development).* The City of Beaumont will phase development where appropriate, to ensure the timely provision of services.
- *Goal 6 (Community Development).* The City of Beaumont will promote quality urban design as a means to make Beaumont a more desirable place to live and work.
- *Goal 7 (Community Development).* The City of Beaumont will continue to provide for the development and maintenance of critical public facilities and services to ensure that existing needs and future demands can be met.
- *Goal 8 (Community Development).* The City of Beaumont will continue to cooperate with the local school district to ensure the existing and future demands are met.
- *Goal 9 (Community Development).* The City of Beaumont will continue to explore innovative strategies to pay for needed infrastructure.
- *Goal 10 (Community Development).* The City of Beaumont will continue to use redevelopment as a means to eliminate blight, to promote economic revitalization, and to provide affordable housing.

The following goals focus on circulation and transportation:

- *Goal 1 (Circulation Element).* The City of Beaumont will participate in the improvement and upgrading of the regional transportation system.
- *Goal 2 (Circulation Element).* The City of Beaumont will promote the development and maintenance of a local roadway system that

⁶ California, State of. Government Code § 65302



will meet both current and future transportation needs.

- *Goal 3 (Circulation Element).* The City of Beaumont will ensure that new development provides sufficient parking to meet demand.
- *Goal 4 (Circulation Element).* The City of Beaumont will work to facilitate the maintenance and enhancement of rail transportation in and through the City.
- *Goal 5 (Circulation Element).* The City of Beaumont will promote the enhancement of public transportation and alternative modes of transportation to meet existing and future demands.

The following goals are included in the Resource Management Element:

- *Goal 1 (Resource Management Element).* The City of Beaumont will promote the maintenance of soil and agricultural resources.
- *Goal 2 (Resource Management Element).* The City of Beaumont will promote the maintenance and management of water resources.
- *Goal 3 (Resource Management Element).* The City of Beaumont will cooperate in regional efforts to improve air quality.
- *Goal 4 (Resource Management Element).* The City of Beaumont will promote the protection of biological resources;
- *Goal 5 (Resource Management Element).* The City of Beaumont will promote in cultural resources management and/or preservation efforts.
- *Goal 6 (Resource Management Element).* The City of Beaumont will maintain and

enhance open space that will be used for resource preservation and/or recreation.

The following goals are included in the Safety Element:

- *Goal 1 (Safety Element).* The City of Beaumont will make every effort to mitigate the seismic hazards that are present within the Planning Area.
- *Goal 2 (Safety Element).* The City of Beaumont will cooperate in those efforts that are directed towards flood control and safety.
- *Goal 3 (Safety Element).* The City of Beaumont will continue to support law enforcement efforts both locally and in the surrounding area.
- *Goal 4 (Safety Element).* The City of Beaumont will continue to enhance fire and emergency response services in the community.
- *Goal 5 (Safety Element).* The City of Beaumont will promote and cooperate with ongoing efforts to reduce the health and safety hazards related to the exposure of hazardous materials.
- *Goal 6 (Safety Element).* The City of Beaumont will strive to control the adverse effects of noise in the environment.
- *Goal 7 (Safety Element).* The City of Beaumont will promote preparedness related to the adverse effects of high winds common in the Pass area.

The individual General Plan Elements include a listing of policies that underscore the City's commitment in implementing the aforementioned goals. Collectively, these goals and policies reflect the City's long-term vision for the community. The State's General Plan



Guidelines provide guidance in the formulation of policies by indicating the following:

- A policy is a specific statement that guides decision-making and indicates a clear commitment of the City,
- A policy should be based on the General Plan's goals and objectives as well as the analysis of data.
- A policy is effectuated by implementation measures. Consequently, a realistic policy is one that is adopted by local legislators who are mindful of the General Plan's implementation.
- For a policy to be useful as a guide to the decision-makers, it must be clear and unambiguous. Clear policies are particularly important when it comes to judging whether zoning decisions, subdivisions, public works projects, etc., are consistent with a general plan.
- When writing policies, local officials need to be aware of the difference between "shall" and "should." "Shall" indicates an unequivocal directive. "Should" signifies a less rigid directive, to be honored in the absence of compelling or contravening considerations. Use of the word "should," to give the impression of more commitment than actually intended, is a common though an unacceptable practice. It is better to adopt no policy than to adopt a policy with no backbone.

Solid policy is based on solid information. The analysis of data collected as part of a General Plan's development should provide local officials with a knowledge of trends, existing conditions, and projections they need to formulate policy. If projected community conditions are not in line with a General Plan's goals and objectives, local

legislative bodies may adopt policies that will help bring about a more desirable future.⁷

1.4 Overview of the City

The City of Beaumont was incorporated in November 1912. The City is located in the westernmost portion of Riverside County and is bounded on the west by Calimesa and unincorporated areas, on the north by the unincorporated County areas (Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning. The City straddles the San Gorgonio Pass, the only easterly link with the greater Los Angeles Metropolitan area.⁸ Beaumont is located approximately 70 miles east of downtown Los Angeles, 21 miles northeast of Riverside, and 21 miles southeast of San Bernardino. The City's location in a regional context and local context are shown in Exhibits 1-1 and 1-2, respectively.

The City and its designated sphere of influence, encompass approximately 48 square miles. The land area within the City's corporate boundaries is approximately 26 square miles. In the coming years, the City will likely be among the fastest growing areas of the Southern California region due to the availability of developable land, the relatively low housing costs, and its desirability as a retirement community. The City's location in relation to the major regional transportation facilities that include the I-10 and SR-60 freeway and the Union Pacific railroad, has also enhanced its desirability as an industrial location.

According to the most recent 2000 Census, the City's population was 11,384 persons. This is an increase of 1,699 persons or 17.2% over the number identified in the 1990 Census.⁹

⁷ California, State of. General Plan Guidelines – 1990. Chapter 1: The Nature, Content, and Format of the General Plan. Page 17. 1990

⁸ Unites States Geological Survey. Beaumont and Banning 7.5 Minute Quadrangles.

⁹ Unites States Bureau of the Census. 1990 Statistics from 1990 Census Lookup and the 2000 Census is from American Factfinder.



According to the most recent State Department of Finance (DOF) estimates, the City's population as of January 1, 2005, was 18,982 persons.¹⁰

The geographic area governed by the Beaumont General Plan includes the City's corporate boundaries as they existed in 2005 and the City's established Sphere of Influence. Because there is considerable variation within the area governed by this General Plan, the larger Beaumont Planning Area has been subdivided into eight smaller Planning Areas. These planning areas are described below.

- *Town Center Planning Area.* This planning area corresponds to the original, older residential section of the City. The Planning 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 Planning Area largely consists of single-family residential development with multiple-family residential development occupying in-fill lots.
- *Oak Valley Planning Area.* This Planning Area is dominated by the Oak Valley development, 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 Planning Area is bounded by the I-10 Freeway on the west and south, Elm Avenue on the east, and Brookside Avenue on the north.
- *North Beaumont Planning Area.* This Planning Area is also dominated by residential land uses generally characterized by newer single-family developments such as the Mountain Meadows and Cougar Ranch developments. The Planning Area is bounded by Beaumont Avenue on the west, Cherry Avenue on the east, the Oak Valley

Parkway on the south, and Brookside Avenue on the north.

- *East Beaumont Planning Area.* This Planning Area includes the Sundance development. The Planning Area is generally bounded by Brookside Avenue on the north, Cherry Avenue on the west, 8th Street on the south, and Highland Springs Avenue on the east. The Highland Springs resort is also included in this Planning Area.
- *6th Street Corridor Planning Area.* This Planning Area is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on 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 Planning Area. A large number of homes are also found in the Planning Area, south of 8th Street.
- *Southeast Beaumont Planning Area.* This Planning Area is located to the south of the I-10 Freeway and east of Highway 79 (Beaumont Avenue) and contains large tracts of undeveloped land and farmland. Industrial development is located south of the I-10 Freeway and Union Pacific railroad. The Planning Area is bounded by the I-10 Freeway on the north and Highland Springs Road on the east.
- *Southwest Beaumont Planning Area.* This Planning Area is located to the south of the I-10 Freeway and west of Highway 79 (Beaumont Avenue). This Planning Area contains large tracts of undeveloped land, farmland, and industrial development located south of the I-10 Freeway and Union Pacific railroad. The Planning Area is bounded by the I-10 and the SR-60 Freeways on the north.
- *West Beaumont Planning Area.* This large Planning Area is located west of the I-10 Freeway and includes the areas located

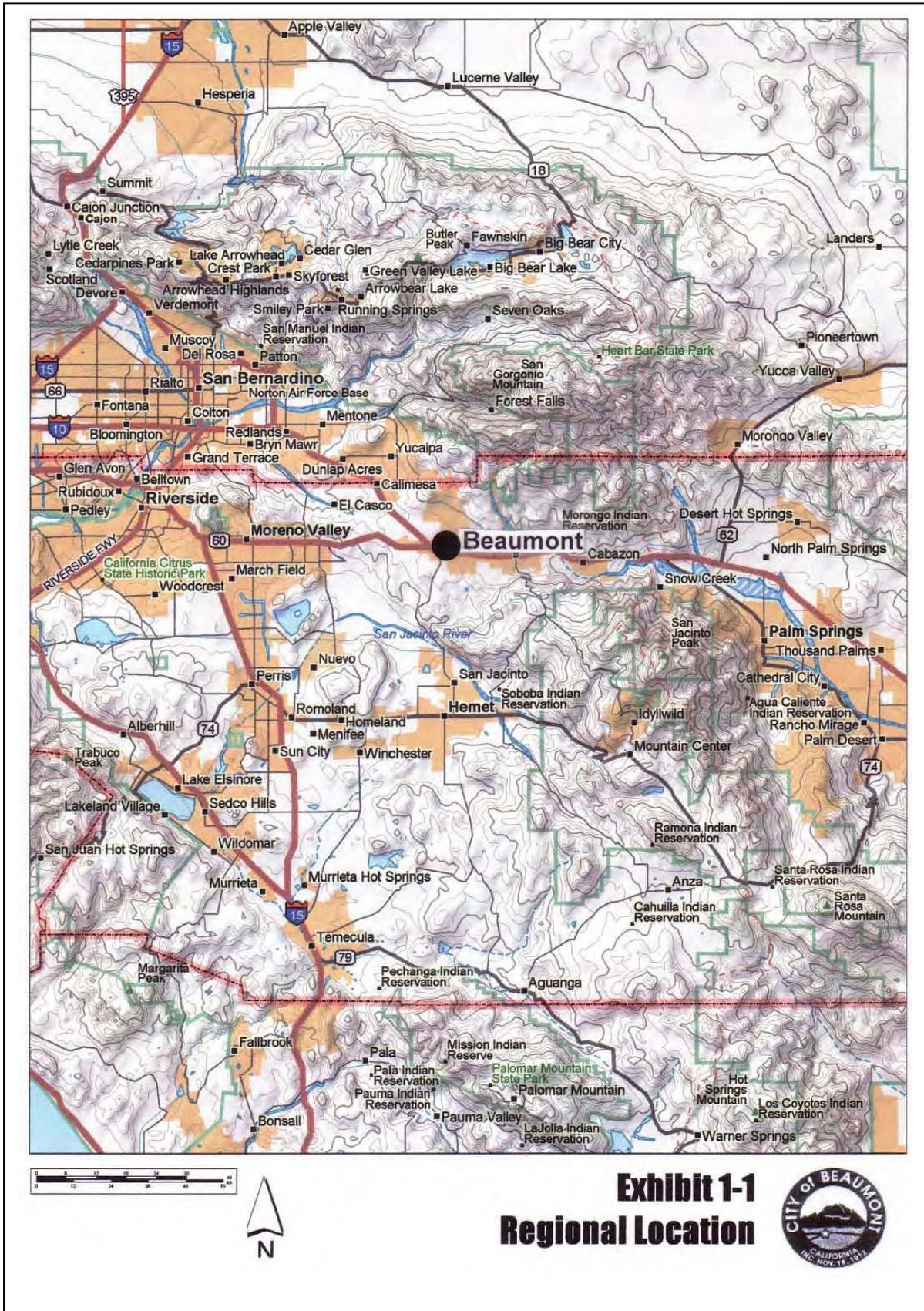
¹⁰ State of California Department of Finance. Population and Housing Estimates. Report E-5



north of the SR-60 Freeway. The majority of the Planning Area is currently undeveloped though new residential projects are planned.

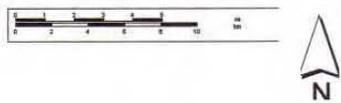
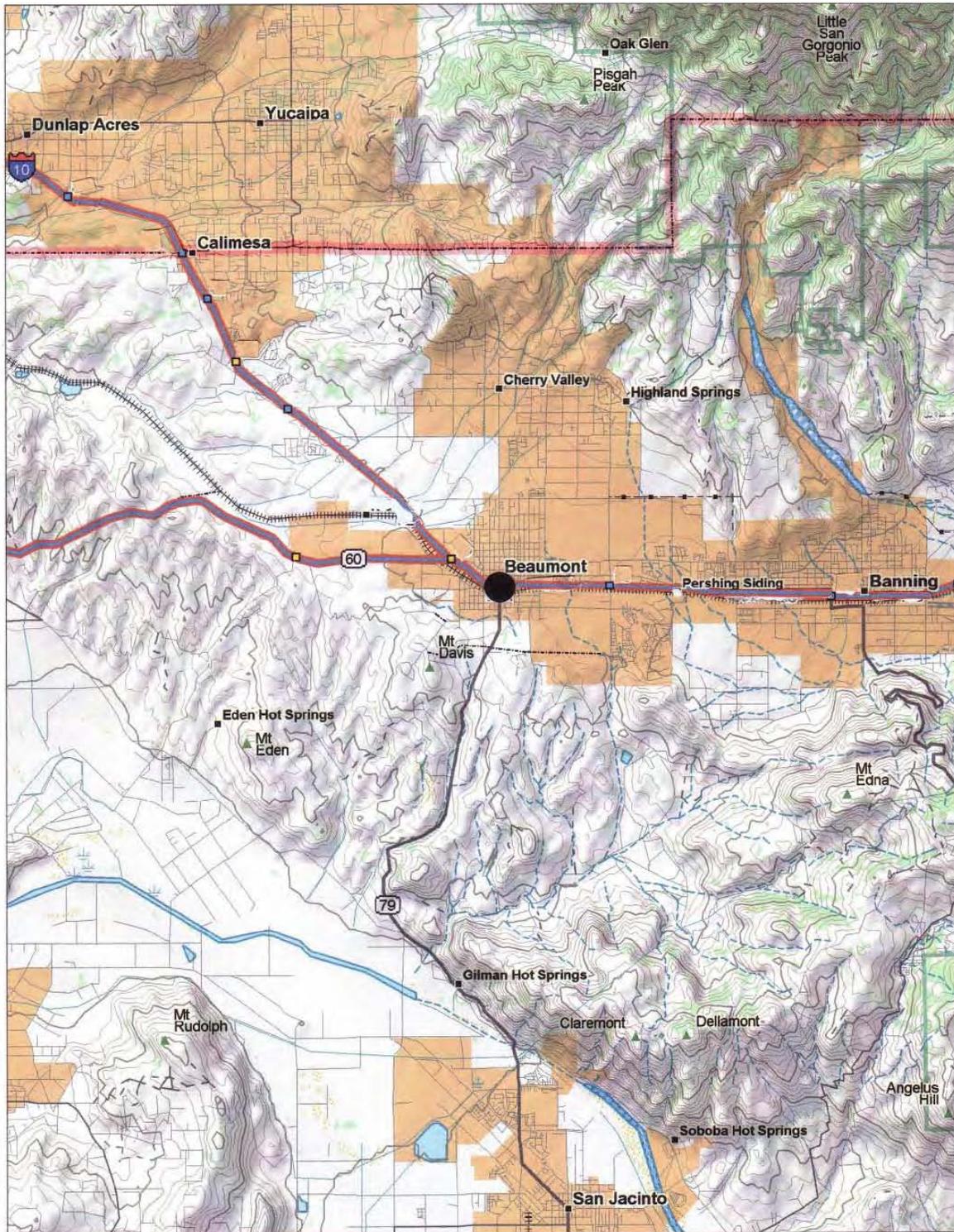
A detailed inventory of existing conditions is provided in the Community Profile Report

included as an *Appendix to this General Plan*. In addition, the *Environmental Impact Report* (EIR) included detailed information with respect to existing conditions as well as indicating the potential impacts anticipated to result from the General Plan' implementation.



**Exhibit 1-1
Regional Location**





**Exhibit 1-2
Local Vicinity**





Section 2.0 Community Development Element

City of Beaumont General Plan



2.1 Introduction to the Element

This *Community Development Element* serves as a guide for land use and development within the City of Beaumont. These issues, combined with land use and development, constitute the City's planning and policy framework.

This Element indicates the location and extent of land uses, the type of development permitted throughout the City, and identifies those areas where existing land uses and development will be maintained, as well as those areas where new development or redevelopment will be encouraged. The primary objectives of the Community Development Element are to assist in the management of future growth, to improve the City's physical appearance, and to minimize potential land use conflicts that may arise from future development.

The scope and content of the Community Development Element are governed by State law (Section 65302(a) of the Government Code), which indicates the Element must establish standards for population density and building intensity for each land use category covered by the General Plan. In addition, the Element must indicate appropriate land uses for those areas subject to development constraints, such as flooding.

Format of the Community Development Element

The **Introduction to the Element** provides an overview of the Element's scope and content.

The **Community Development Policies** discussion includes an overview of those issues related to land use, economic development, and urban design.

The **Community Development Plan** includes the land use plan map and indicates those programs related to land use and development in the City.

The California Government Code states, "The General Plan and the parts and elements thereof, shall comprise an integrated and internally consistent and compatible statement of policies." This Community Development Element contains policies that both complement and support the other Elements of this General Plan.

The Housing Element contains policies for residential development that are also considered in the Community Development Element. The Circulation Element provides for the maintenance of a transportation network that will support the ultimate land uses and development intensities contemplated under the Land Use Plan. The development of the Circulation Element involved the creation of traffic analysis zones (TAZs) that evaluated the potential traffic that would be generated by the land uses and development permitted within each TAZ. The Circulation Plan included in the Circulation Element indicates the type, location, and extent of future roadways that will be required to accommodate this future demand. The Safety Element indicates those hazards that will need to be considered in the planning for future development in the City.

2.2 Community Development Goals & Policies

The policies included in this section of the Community Development Element serve as the framework for the land use plan depicted in Exhibits 2-1 (detail maps are included in Exhibits 2-2 through 2-5) at the end of this Element. The policies included in this Element focus on the following goals:

- **Goal 1 (Community Development).** The City of Beaumont will continue its comprehensive planning process.
- **Goal 2 (Community Development).** The City of Beaumont will preserve the existing residential neighborhoods and promote the development of new housing in the City.



- *Goal 3 (Community Development).* The City of Beaumont will maintain and, where appropriate, expand the City's commercial base;
- *Goal 4 (Community Development).* The City of Beaumont will promote the expansion of industrial and other employment generating land uses.
- *Goal 5 (Community Development).* The City of Beaumont will phase development where appropriate, to ensure the timely provision of services.
- *Goal 6 (Community Development).* The City of Beaumont will promote quality urban design as a means to make Beaumont a more desirable place to live and work.
- *Goal 7 (Community Development).* The City of Beaumont will continue to provide for the development and maintenance of water supply and delivery infrastructure to ensure that existing needs and future demands can be met.
- *Goal 8 (Community Development).* The City of Beaumont will continue to provide for the development of wastewater treatment infrastructure to accommodate future demand.
- *Goal 9 (Community Development).* The City of Beaumont will continue to cooperate with the local school district to ensure the existing and future demands are met.
- *Goal 10 (Community Development).* The City of Beaumont will continue to explore innovative strategies to pay for needed infrastructure.
- *Goal 11 (Community Development).* The City of Beaumont will continue to use redevelopment as a means to eliminate

blight, to promote economic revitalization, and to provide affordable housing.

Community Development Goal 1. The City of Beaumont will continue its comprehensive planning process.

The original City center, containing the homes and businesses that correspond to the original town-site developed at the turn of the century, is located to the north of the I-10 Freeway. Residential subdivisions have been constructed north, west, and east of the original town site. Commercial land uses are concentrated along the 6th Street corridor located approximately one block north of the I-10 Freeway. Industrial uses will continue to be encouraged along the railroad corridor south of the I-10 Freeway. Through past planning efforts, the City has successfully preserved and enhanced its neighborhoods while, at the same time, accommodated the rapidly changing demands related to newer planned developments.

- *Community Development Element Policy 1.* The City of Beaumont, through the implementation of this General Plan, will promote a balance of land use and development types throughout the City.
- *Community Development Element Policy 2.* The City of Beaumont will implement an integrated land use and transportation system that accommodates existing and future service and utility demands.
- *Community Development Element Policy 3.* The City of Beaumont will require major centers and larger residential developments to be accessible to major transportation facilities.
- *Community Development Element Policy 4.* The City of Beaumont will use specific plans and other master planning tools for the



design and development of quality development projects.

- *Community Development Element Policy 5.* Prior to the approval of any specific plan or tract map in the area bounded by the future Potrero Boulevard right-of-way on the north, the Seneca Springs and Four Seasons projects on the east, and State Route 79 on the west, a comprehensive subregional land use and circulation plan shall be developed. The Plan shall be considered by the Planning Commission and City Council in the approval of any projects in this area.

Community Development Goal 2. The City of Beaumont will preserve the existing residential neighborhoods and promote the development of new housing in the City.

There is considerable variation in the character of the residential neighborhoods in the City as characterized by the development found in the “Town Center” area, the Oak Valley area, the Cougar Ranch development, and the Three Rings Ranch subdivision. According to the most recent 2000 Census, there were 2,693 single-family units in the City.¹¹ There are some higher density residential uses located within the “Town Center” area and along the 6th Street commercial corridor. Residential land uses in Beaumont account for approximately 47.7% of the City’s total land area and represent the dominant land use. The residential neighborhoods found in the City will continue to be a central element in the City’s land use planning policy.

- *Community Development Element Policy 6.* The City of Beaumont will continue to support the development of new housing opportunities as defined by the Land Use Plan contained in the Community Development Element.

¹¹ State of California Department of Finance. Population and Housing Estimates. Report E-5

- *Community Development Element Policy 7.* The City of Beaumont will continue to maintain and conserve its existing residential neighborhoods.
- *Community Development Element Policy 8.* The City of Beaumont will continue to examine future opportunities for new residential development.
- *Community Development Element Policy 9.* The City of Beaumont will encourage the development of new housing at varying densities to accommodate a variety of incomes and lifestyles and special needs groups.
- *Community Development Element Policy 10.* The City of Beaumont encourages and supports 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.

Community Development Goal 3. The City of Beaumont will maintain and, where appropriate, expand the City’s commercial base.

Commercial development in the City is characterized by retail activities and businesses that typically cater to the daily household needs of the area residents. A substantial portion of the businesses caters to patrons traveling on the City’s roadways and freeways that pass through the City. Local businesses provide a wide range of goods and service-related businesses that include gas stations, convenience stores, fast-food restaurants, and other transportation-related services.

- *Community Development Element Policy 11.* The City of Beaumont will continue to promote development that capitalizes on the



City's location near the I-10 and the SR-60 Freeways while ensuring that there is not an "over-zoning" of commercial *development*.

- *Community Development Element Policy 12.* The City of Beaumont will continue to promote the development of larger, more efficient, commercial retail centers as opposed to "strip commercial" along the City's traffic corridors.
- *Community Development Element Policy 13.* The City of Beaumont will continue to promote the redevelopment and revitalization of the 6th Street commercial district.
- *Community Development Element Policy 14.* The City of Beaumont will continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways.

Community Development Goal 4. The City of Beaumont will promote the expansion of industrial and other employment-generating land uses.

Industrial development in the City is likely to increase in coming years due to the City's location adjacent to major transportation corridors: the I-10 Freeway, the SR 60 Freeway, and the Union Pacific railroad. These transportation corridors will continue to be important considerations in any future development and land use planning. Industrial development is located on scattered infill parcels along 6th Street and within larger parcels located to the south of the I-10 Freeway.

Industrial development will become an increasingly more important component of the City's economic base. This is due to the lack of available land and the relatively high cost for land elsewhere in Southern California.

- *Community Development Element Policy 15.* The City of Beaumont will continue to

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

- *Community Development Element Policy 16.* The City of Beaumont will encourage the continued expansion of the City's industrial districts to accommodate economic development and growth.
- *Community Development Element Policy 17.* The City of Beaumont will promote the development of modern and attractive business activities that will enhance the City's economic well-being.

Community Development Goal 5. The City of Beaumont will phase development where appropriate, to ensure the timely provision of services.

The City, and its designated sphere of influence, contains significant tracts of undeveloped land. The majority of the developed areas in the City are located to the north of the I-10 Freeway that bisect Beaumont into northerly and southerly halves. Current entitlements, including those of adopted specific plans would permit the development of more than 20,000 new housing units. These entitlements have occurred over a number of years that predated the current General Plan Update. Most, if not all, of this new development will occur under this General Plan's implementation period. The following policies will ensure that new development will be coordinated with the provision of public services.

- *Community Development Element Policy 18.* The City of Beaumont will strive to ensure that there will be adequate water and wastewater system capacity to meet projected demand.
- *Community Development Element Policy 19.* The City of Beaumont will continue to implement comprehensive water and



wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.

- *Community Development Element Policy 20.* The City of Beaumont will continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

Community Development Goal 6. The City of Beaumont will promote quality urban design as a means to make Beaumont a more desirable place to live and work.

The City, through code enforcement, property maintenance programs, and redevelopment, will initiate a process of creating an attractive and livable community.

- *Community Development Element Policy 21.* The City of Beaumont will continue to enforce the maintenance of existing properties.
- *Community Development Element Policy 22.* The City of Beaumont will continue to work towards improving the appearance of the entryways and entry points leading into the City.
- *Community Development Element Policy 23.* The City of Beaumont will continue to work towards the implementation of streetscape and sign standards.
- *Community Development Element Policy 24.* The City of Beaumont will continue to promote quality design in the review of commercial and industrial development.

Community Development Goal 7. The City of Beaumont will continue to provide for the development and maintenance of water supply and delivery infrastructure to ensure that existing needs and future demands can be met.

During the 1990's, the City oversaw the development of a water treatment and delivery system. The Beaumont/Cherry Valley Water District provides service in the City and portions of the surrounding sphere of influence. The District draws groundwater from shallow wells in Little San Gorgonio Canyon, which is located in the southern foothills of the San Bernardino Mountains, and from deeper wells that extract water from the Beaumont Storage Unit (BSU).

The District utilizes the shallow wells whenever feasible to reduce pumping costs related to groundwater extraction and storage. During periods of drought and low precipitation, the canyon wells become less reliable and the District increases production from the BSU to meet demands.

- *Community Development Element Policy 25.* The City of Beaumont will continue to encourage the development of a water storage and delivery system to accommodate existing and projected demand.
- *Community Development Element Policy 26.* The City of Beaumont will continue to work with local purveyors to maintain and expand, as needed, a water storage and distribution system that will meet existing needs and projected demand.
- *Community Development Element Policy 27.* The City of Beaumont will promote the development of a system that will use reclaimed water for irrigation.



Community Development Goal 8. The City of Beaumont will continue to provide for the development of wastewater treatment infrastructure to accommodate future demand.

The City of Beaumont Wastewater Treatment Plant was recently expanded to accommodate up to 4.0 million gallons per day of effluent. The City estimates that up to 2,240 acre-feet of recycled wastewater are made available to the community through this plant's operation on an annual basis.

- *Community Development Element Policy 28.* The City of Beaumont will continue to protect water quality through effective wastewater system management.
- *Community Development Element Policy 29.* The City of Beaumont will continue to ensure that future development is adequately served by wastewater treatment facilities.
- *Community Development Element Policy 30.* The City of Beaumont will continue to plan for the development of a system that will use reclaimed water for irrigation.

Community Development Goal 9. The City of Beaumont will continue to cooperate with the local school district to ensure the existing and future demands are met.

The following policies underscore the City's commitment in working with the Beaumont Unified School District to ensure that there are adequate services and facilities to meeting existing and future demand.

- *Community Development Element Policy 31.* The City of Beaumont will cooperate with the

Beaumont Unified School District and the community college district to promote the provision of high quality services and facilities for local residents.

- *Community Development Element Policy 32.* The City of Beaumont will continue to maintain a proactive relationship with the Beaumont Unified School District as a means to promote quality school facilities and programs.

Community Development Goal 10. The City of Beaumont will continue to explore innovative strategies to pay for needed infrastructure.

While much of the Planning Area is currently undeveloped, most of this undeveloped land has entitlements for future development. Many thousands of new housing units and millions of square feet of commercial and industrial development are contemplated under the General Plan's land use policy. The timely provision of new infrastructure to meet both existing and projected demand is an important consideration that is addressed in the policies contained herein.

- *Community Development Element Policy 33.* The City of Beaumont will continue to require future development to pay their pro-rata share for infrastructure and public facilities.
- *Community Development Element Policy 34.* The City of Beaumont will continue to explore the feasibility of using assessment districts, benefit assessment districts, traffic mitigation fees, Mello-Roos, or other financial mechanisms as a means to finance the construction of new infrastructure.
- *Community Development Element Policy 35.* The City of Beaumont will continue to assist



in the provision of public services and facilities through the collection of appropriate development fees to cover the cost of providing expanded facilities and services.

Community Development Goal 11. The City of Beaumont will continue to use redevelopment as a means to eliminate blight, to promote economic revitalization, and to provide affordable housing.

The City has an established redevelopment project area, *Project Area Number 1*, that includes much of the Town Center, 6th Street Corridor, and North Beaumont Planning Areas. Redevelopment will become increasingly important in the revitalization of those areas of the City that are experiencing blight.

- *Community Development Element Policy 36.* The City of Beaumont will continue to implement its adopted redevelopment plan for the established project areas.
- *Community Development Element Policy 37.* The City of Beaumont will continue its current redevelopment efforts to revitalize the 6th Street commercial corridor.
- *Community Development Element Policy 38.* The City of Beaumont will evaluate the feasibility of expanding redevelopment for those areas of the City that exhibit blighted conditions.

2.3 Community Development Plan

This section of the Community Development Element indicates the location and extent of the planned land uses as the applicable standards. This section begins by describing the land use designations that are applicable to the Planning Area. The description of land use designations is then followed by the Land Use Plans for each

of the eight Planning Areas. Finally, this section concludes with an overview of the Land Use Policy.

General Plan Land Use Designations

The Community Development Element indicates the location and extent of development and land uses throughout the City and the intensity and population density of this development. To accomplish this task, the Land Use Map indicates the location of the various categories of land uses. The land use categories, or "designations," indicate the type of development permitted for specific areas of the City. State law requires that these land use designations include a description of standards for *development intensity* and *population density*. The reason for these standards is to ensure that the types of development permitted under the various land use designations are understood by the public, decision-makers, and prospective developers. Development intensity may be described in different ways. In the Beaumont General Plan, the residential development intensities are defined as the number of units per acre. For non-residential development, intensity standards rely on a *floor area ratio*, or *FAR*, which is simply the ratio of a building's floor area to the lot area on which the building is located.

Population Density & Development Intensity

State planning law requires that land uses identified on a land use map or diagram indicate standards for *development intensity* and *population density*. The purpose of the requirement is to aid in the understanding of the type and extent of development contemplated for each land use designation depicted on the land use map.

Development Intensity may be described in different ways. In the Beaumont General Plan, the residential development intensities are defined as the number of units per acre. For non-residential development, intensity standards rely on a *floor area ratio*, or *FAR*, which is simply the ratio of a building's floor area to the lot area on which the building is located.

Population density is typically applied to residential land use designations to enable decision-makers to understand the potential population associated with the land use plan's implementation. Population density is typically derived by multiplying the number of housing units permitted under a particular land use designation by the average household size of the community.



Base Land Use Designations

Population density is typically applied to residential land use designations to enable decision-makers to understand the potential population associated with the land use plan's implementation. Population density is typically derived by multiplying the number of housing units permitted under a particular land use designation by the average household size of the community.

The Beaumont General Plan contains 9 land use designations. Of this total, 3 designations apply to residential development, 2 designations are applicable to commercial development, and 1 designation each for industrial uses, mixed-use development, public facilities, and recreation/conservation areas. These General Plan land use designations include the following:

- *Rural Residential* is characterized by very low-density residential development. A large portion of the City is undeveloped or consists of large tracts of land with few homes. This land use designation permits between 0 to 2 units per acre. The corresponding population density will be 7 persons per acre assuming an average household size of 3.5 persons per unit. The purpose of this land use designation is to maintain and preserve the rural, agricultural character of those areas located in the extreme southern and northern portions of the City.
- *Single-family Residential* corresponds to residential development consisting of single-family detached units. Under this land use designation, development intensities of between 0 to 4 units per acre are permitted. The corresponding population intensity is 14 persons per acre. The majority of the residential neighborhoods, including those located within Specific Plan areas, are included in this land use designation.
- *Multiple-family Residential* is characterized by higher density multiple-family development. Multiple-family developments

in the City included both apartments and condominiums. The majority of the parcels included in this land use designation are located between 6th Street and 8th Street. Under this land use designation, development intensities of between 0 to 22 units per acre are permitted. The corresponding population density for this land use designation is 70 persons per acre. Additional development densities are possible under affordable density bonuses.

- *Mixed-Use* is characterized by higher density multiple-family development in conjunction with commercial uses or other employment-related development. A single area located to the south of SR-60 Freeway, in the Southwest Beaumont Planning Area, has been included in the designation. Any future mixed-use development within the Southwest Planning Area will be subject to a specific plan.
- *General Commercial* corresponds to smaller commercial retail and service-related activities found along 6th Street, Beaumont Avenue, and elsewhere in the Town Center Planning Area. Under this land use designation, the maximum permitted floor area ratio is 2.0 to 1.0. This land use designation permits a range of retail and service-oriented land uses.
- *Community Commercial* is characterized by commercial shopping centers that serve adjacent neighborhoods. The majority of the parcels included in this land use designation are located along Highland Springs Avenue and in the Oak Valley Planning Area. Other parcels included in this designation are found at key locations near the freeway interchanges. This land use designation also applies to a portion of the West Beaumont Planning Area between the SR-60 and I-10 freeways where a regional shopping center complex is proposed. Under this land use designation, the maximum permitted floor area ratio is 0.3 to 1.0.



- *Industrial* 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 activities. The majority of the parcels included in the Industrial land use designation are found in a corridor located south of the I-10 Freeway. Under this land use designation, the maximum permitted floor area ratio is 0.7 to 1.0.
- *Public Facilities* applies to those land uses that serve a public and/or civic use. Land uses included in this category include the Civic Center, City Yard, and the schools. Under this land use designation, the maximum permitted floor area ratio is 1.0 to 1.0.
- *Recreation/Conservation* refers to open space lands used for recreation and conservation including parks, trails, and golf courses. There is no maximum permitted floor area ratio for this land use designation.

In addition to the *base land use designations*, there are a number of *overlay designations* that help to implement the City’s land use and development policy. These overlay designations are specific to geographic areas and indicate additional development requirements and/or standards that are applicable to a parcel.

- *6th Street Specific Plan Overlay* applies to a number of parcels located along 6th Street within the 6th Street Planning Area. There are a number of larger, underutilized properties along the corridor that are presently zoned for commercial use. This overlay designation permits these properties to be developed in either commercial (General Commercial) or residential (Multiple-family Residential) or a combination of these land uses. This designation also indicates urban design

standards that are unique to the 6th Street corridor.

- *Beaumont Avenue Overlay* applies to a number of parcels located along that segment of Beaumont Avenue located between 6th Street (on the south) and 14th Street (on the north). The purpose of this overlay designation 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. This specialized land use overlay designation will ensure that future non-residential development is compatible with neighboring residential development. This land use overlay designation also provides for development standards that are unique to the Beaumont Avenue corridor.
- *Specific Plan Overlay* 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 the time a development concept is proposed. Those Specific Plans that were adopted prior to this General Plan have been incorporated into the Plan by reference. Any future Specific Plan or Specific Plan Amendment must be consistent with this General Plan unless a General Plan Amendment is part of the development requested.
- *Urban Village Specific Plan Overlay* 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. This area will be developed in phases as development proceeds within the larger West Beaumont Planning Area.
- *Commercial Industrial Overlay* applies to a single area of the City located in the



Southwest Planning Area, south of the SR-60 Freeway. This land use designation permits either industrial or commercial land uses or a combination of both.

In addition to the aforementioned land use designations, an *Affordable Housing Density Bonus* applies to those residential developments that qualify for a relaxation in development standards and/or increased development density because a specified percentage of the units will be reserved for lower income households. The specific provisions of the City's density bonus regulations are outlined in the City of Beaumont Zoning Ordinance.

General Plan Land Use Map

The location and distribution of the various land use categories provided under this General Plan are depicted in Exhibits 2-1 through 2-5. The land uses depicted in these exhibits were drawn to a sufficient level to correspond with the City's zoning map. The land use policy for each of the individual Planning Areas is described in this section.

Town Center Planning Area

This Planning Area includes the older residential neighborhoods in the City within an area bounded by 8th Street on the south, Cherry Avenue on the east, Elm Avenue on the west, and Oak Valley Parkway on the north. Existing land uses within this area largely consists of single-family residential development with multiple-family residential development occupying in-fill lots. The units exhibit varying degrees of maintenance that reflect the age and style of the individual units. The homes within this area were constructed individually and the development of infill lots is continuing. Subdivision patterns are generally uniform in the southerly portion of the planning area though there are numerous flag-lots and subdivided parcels found within this area.

Land use policy for this Planning Area generally corresponds to the location and extent of development within the Planning Area. The primary objective of the land use policy

applicable to this Planning Area is to facilitate the revitalization of the 6th Street and Beaumont Avenue corridors while maintaining the integrity of the residential neighborhoods found adjacent to the corridors. Over time, the Beaumont Avenue will be redeveloped to a thriving professional service district. For the 6th Street corridor, mixed-use development containing both commercial and/or residential development will be promoted. A Specific Plan Overlay has been applied to the parcels located along 6th Street that will include design guidelines and other development standards that will be unique to the corridor.

Oak Valley Planning Area

This Planning Area is dominated by the Oak Valley Greens development (located north of the Oak Valley Parkway and east of the I-10 Freeway) and the Three Rings Ranch development (located to the south of the Oak Valley Parkway). The majority of the homes found within this planning area were constructed as part of the aforementioned planned unit developments/specific plans. Land use policy that applies to the Planning Area largely mirrors the development permitted under the aforementioned Specific Plans and Planned Unit Developments.

North Beaumont Planning Area

This Planning Area is bounded by Brookside Avenue on the north, Cherry Avenue on the east, Beaumont Avenue on the west, and the Oak Valley Parkway on the south. Residential land uses within this Planning Area are generally characterized by single-family developments such as the Mountain Meadows and Cougar Ranch developments. Some older homes and a manufactured housing development are also located within this planning area. The majority of the Planning Area is designated as Single-family Residential with limited areas reserved for Community Commercial and Multiple-family Residential. The location and extent of permitted development within the North Beaumont Planning Area generally mirror the existing development and entitlements for future development.



East Beaumont Planning Area

This Planning Area includes the Sundance development that was recently developed. The northeasterly portion of the Planning Area also includes the Highland Springs Resort. Existing residential development is located in the aforementioned Highland Springs resort area, along Norman, Maureen, and Sandra Streets, and in the southerly portion of the Planning Area along the south side of 8th Street. The majority of the Planning Area is designated as Single-family Residential with a Specific Plan Overlay Zone. Multiple-family Residential and Community Commercial uses are designated south of 8th Street.

6th Street Corridor Planning Area

Development along the 6th Street corridor is largely commercial and industrial in character. However, a large number of single-family and multiple-family residences are located between the commercial parcels with frontage along the north side of 6th Street and 8th Street. Many of the existing homes located in the easternmost portion of the Planning Area, north of 6th Street, exhibit signs of dilapidation. There is a mix of smaller commercial, manufacturing, and automotive related uses between 6th Street and the I-10 Freeway. The land use policy that is applicable to the 6th Street corridor supports on-going revitalization and redevelopment efforts along this roadway. As previously indicated, land uses found within this Planning Area include a mix of commercial, smaller industrial, and residential uses. The 6th Street Overlay designation is the cornerstone of the land use policy for this Planning Area. This overlay designation permits these properties to be developed in either commercial or residential uses or a combination of both. In this way, higher density residential development may be used as infill for those commercially-zoned parcels that are unproductive and/or underutilized.

West Beaumont Planning Area

This Planning Area is located west of the I-10 Freeway and includes the areas located north of

the SR-60 Freeway. The majority of the planning area is currently undeveloped. Scattered homes on large lots are found within the Planning Area. This Planning Area includes a number of adopted Specific Plans including the Heartland Specific Plan, the Southern California PGA Specific Plan, and the Oak Valley Specific Plan. The development contemplated under these specific plans will consist of single-family homes and abundant open space for recreational uses. The land use policy for this Planning Area provides for the development of an “urban village” near the junction of the SR-60 and the I-10 Freeways. This area, because of its location in relation to the I-10 and SR-60 Freeways, is anticipated to emerge as a major commercial and destination center in the Banning Pass area. A specific plan will guide future land uses within this area though the elements of future development will include a major regional commercial center, hotels, and entertainment activities. Residential development, including higher density residential development, will be integrated into the overall land use scheme. A greenbelt corridor will include areas along San Timeteo Creek. The Urban Village Overlay designation will ensure the City’s vision for this key location is considered as part of any future planning.

Southeast Beaumont Planning Area

This Planning Area, located to the south of the I-10 Freeway and east of Highway 79, contains large tracts of undeveloped land and farmland. Residential uses within this Planning Area are characterized by individual homes within large lots or as part of farms. Commercial and industrial uses are found within individual parcels scattered throughout the Planning Area. Of the seven Planning Areas that comprise the City, this is the largest in terms of land area. This Planning Area includes the Seneca Springs Specific Plan and the Hovchild Specific Plan. The land use policy for this Planning Area provides for industrial and commercial development south of the I-10 Freeway and along Highway 79. Residential development (Rural Residential and Single-family Residential) is contemplated within the remainder of the Planning Area.



Southwest Beaumont Planning Area

This Planning Area, located to the south of the I-10 Freeway and west of Highway 79, also contains large tracts of undeveloped land and farmland. Industrial uses are found within individual parcels scattered throughout the northerly portion of the Planning Area. The land use policy for this Planning Area provides for industrial and commercial development south of the I-10 Freeway and along Highway 79. Residential development (Rural Residential and Single-family Residential) is contemplated within the remainder of the Planning Area.

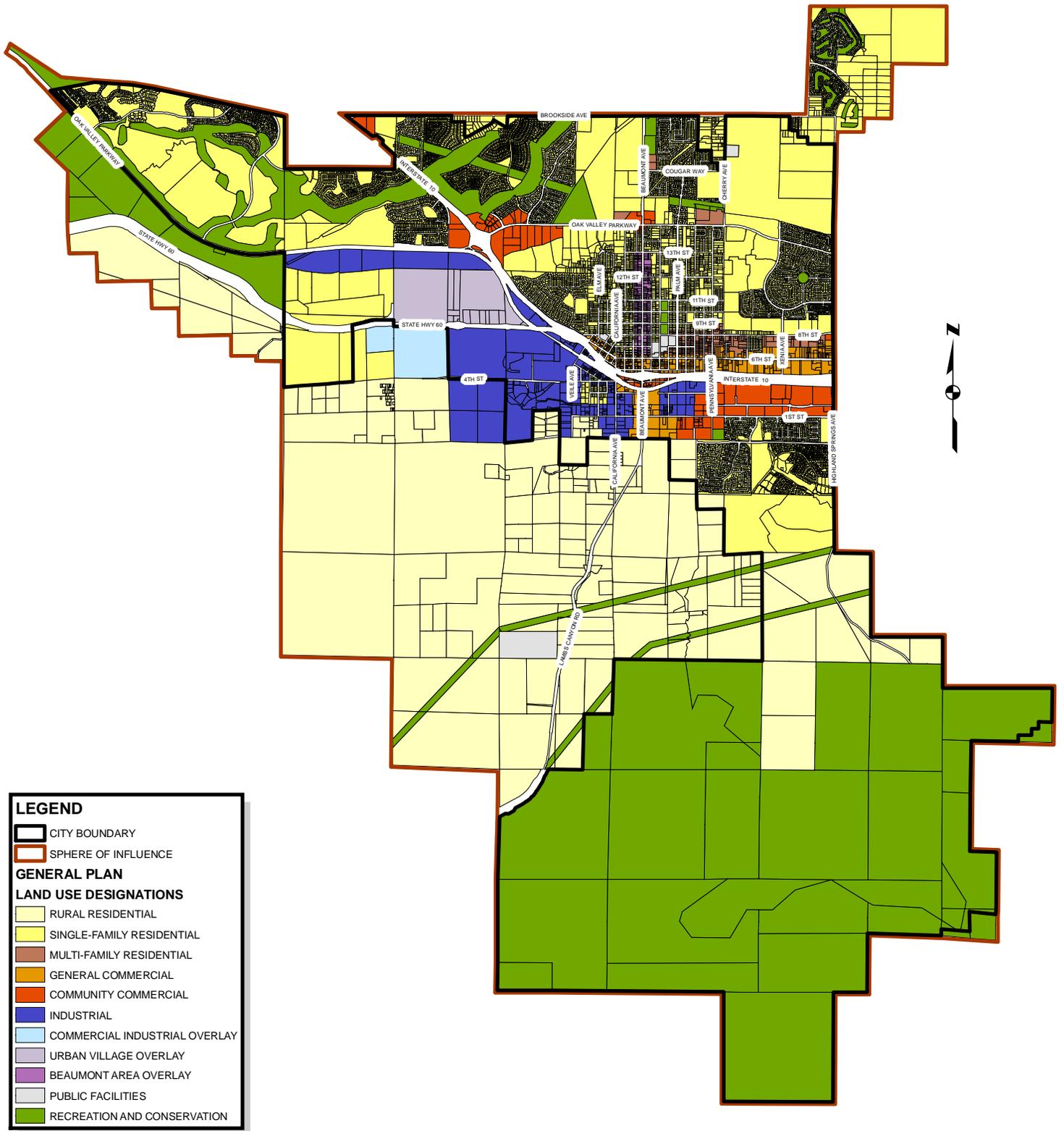
Overview of Land Use Policy

This section of the Community Development Element provides an overview description of the

potential development theoretically possible under the land use policy depicted in Exhibits 2-1 through 2-5 for the individual Planning Areas. Table 2-1 summarized the distribution of the land use designations contemplated as part of this General Plan. Table 2-1 indicates the land area for each of the land use designations for the entire Planning Area that includes the City of Beaumont and its designated Sphere of Influence. As is apparent from examination of the figures provided in the Table, residential land uses will continue to be the dominant land use designation. The Land Use Plan designates over 17,853 acres of land for residential development. This translates into a potential development of 29,464 housing units with a corresponding population of approximately 87,200 residents

Table 2-1 Distribution of Land Uses within the Beaumont Planning Area			
Land Use Designation	Area (in acres)	Area (in Sq. Miles)	% of Total
Rural Residential	10,946	17.10	35.36
Single-family Residential	6,765	10.57	21.85
Multiple-Family Residential	142	0.22	0.5
Mixed Use	240	0.38	0.8
6 th St. Overlay	211	0.33	0.7
Community Commercial	471	0.74	1.5
General Commercial	84	0.13	0.3
Industrial	1,254	1.96	4.1
Public Facilities	234	0.37	0.8
Recreation/Conservation	9,849	15.39	31.8
Beaumont Avenue Overlay	80	0.13	0.3
Urban Village Specific Plan	684	1.07	2.2
Total	30,960	48.38	100.0

CITY OF BEAUMONT General Plan



LEGEND

- CITY BOUNDARY
- SPHERE OF INFLUENCE

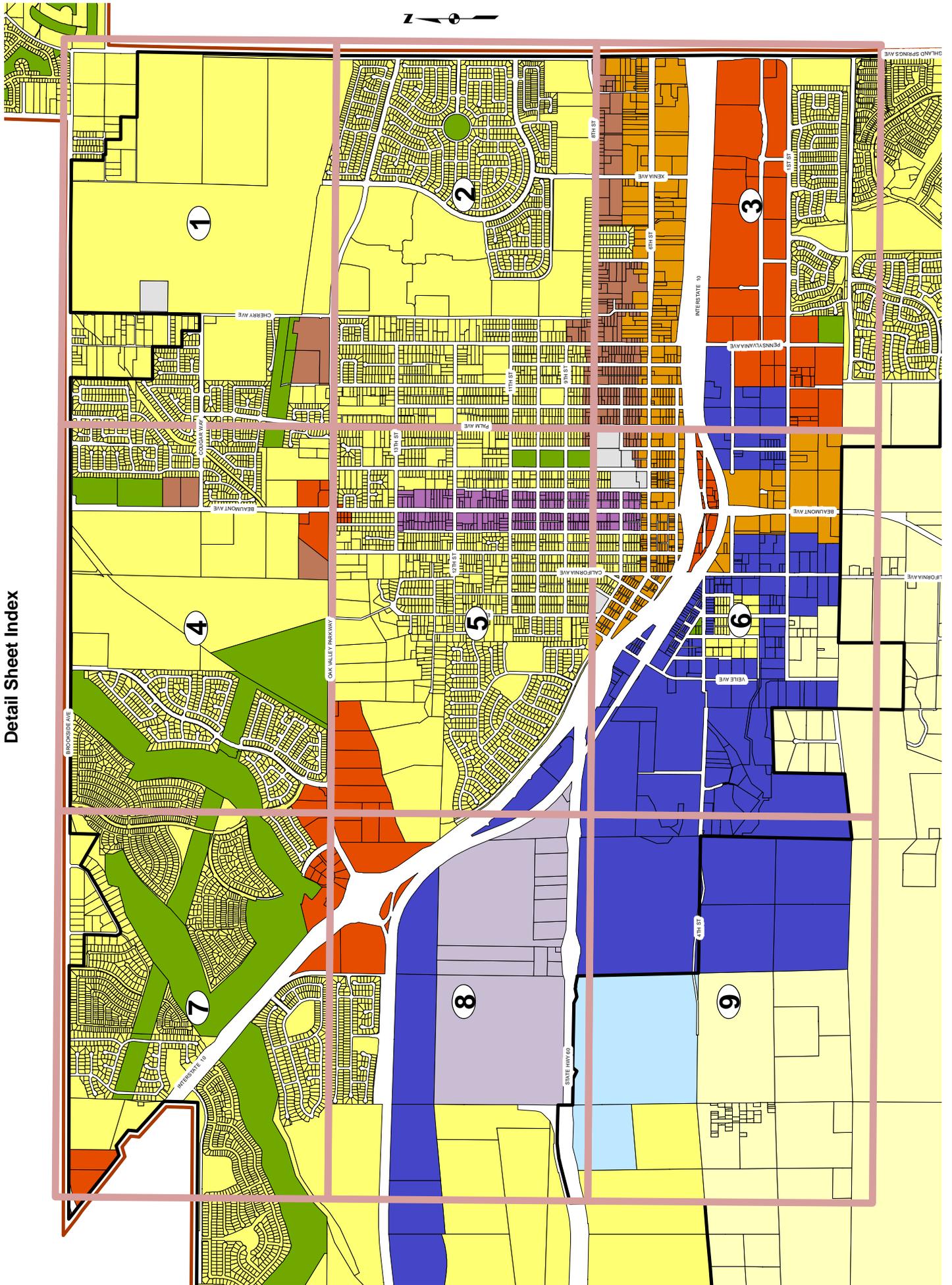
GENERAL PLAN

LAND USE DESIGNATIONS

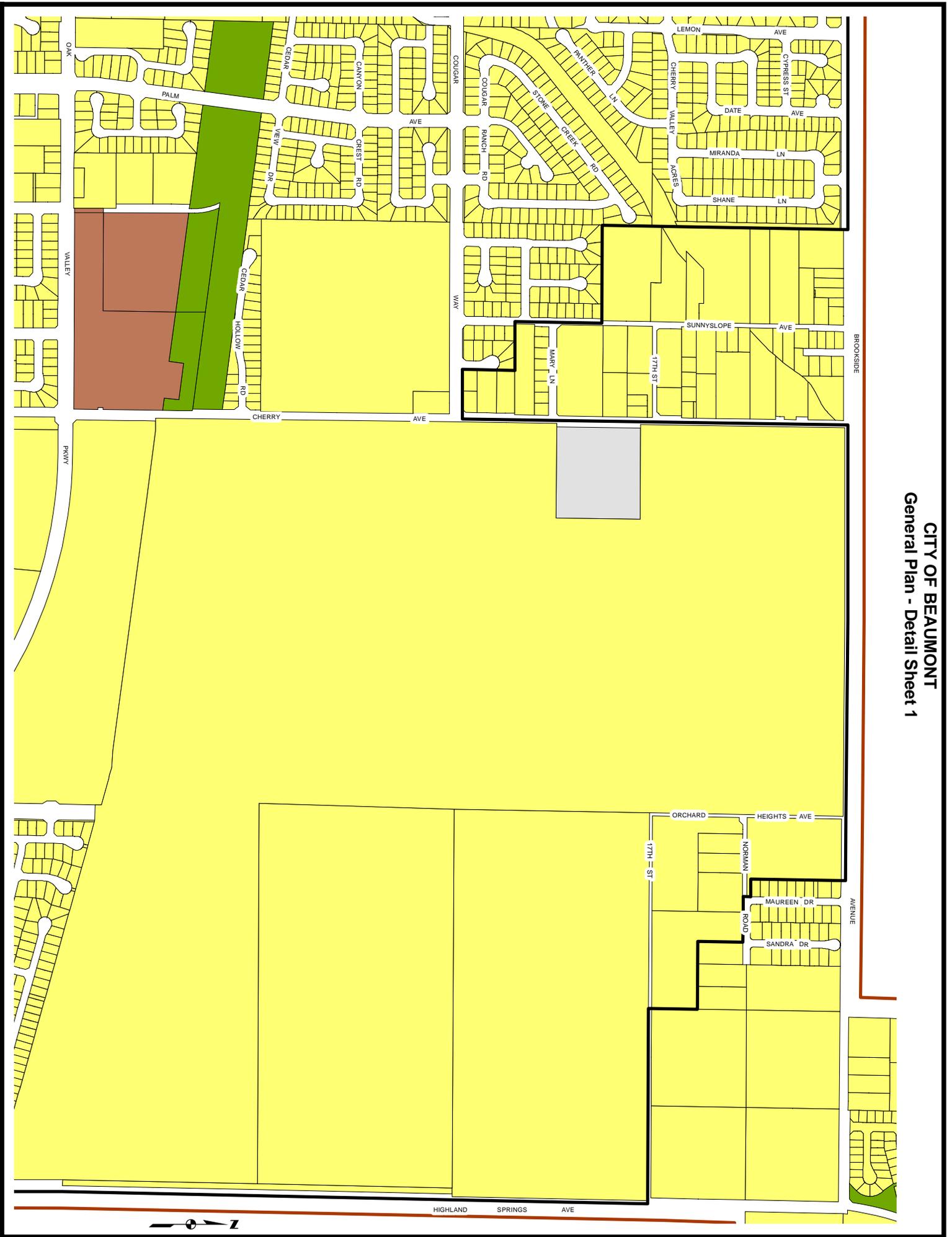
- RURAL RESIDENTIAL
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- GENERAL COMMERCIAL
- COMMUNITY COMMERCIAL
- INDUSTRIAL
- COMMERCIAL INDUSTRIAL OVERLAY
- URBAN VILLAGE OVERLAY
- BEAUMONT AREA OVERLAY
- PUBLIC FACILITIES
- RECREATION AND CONSERVATION



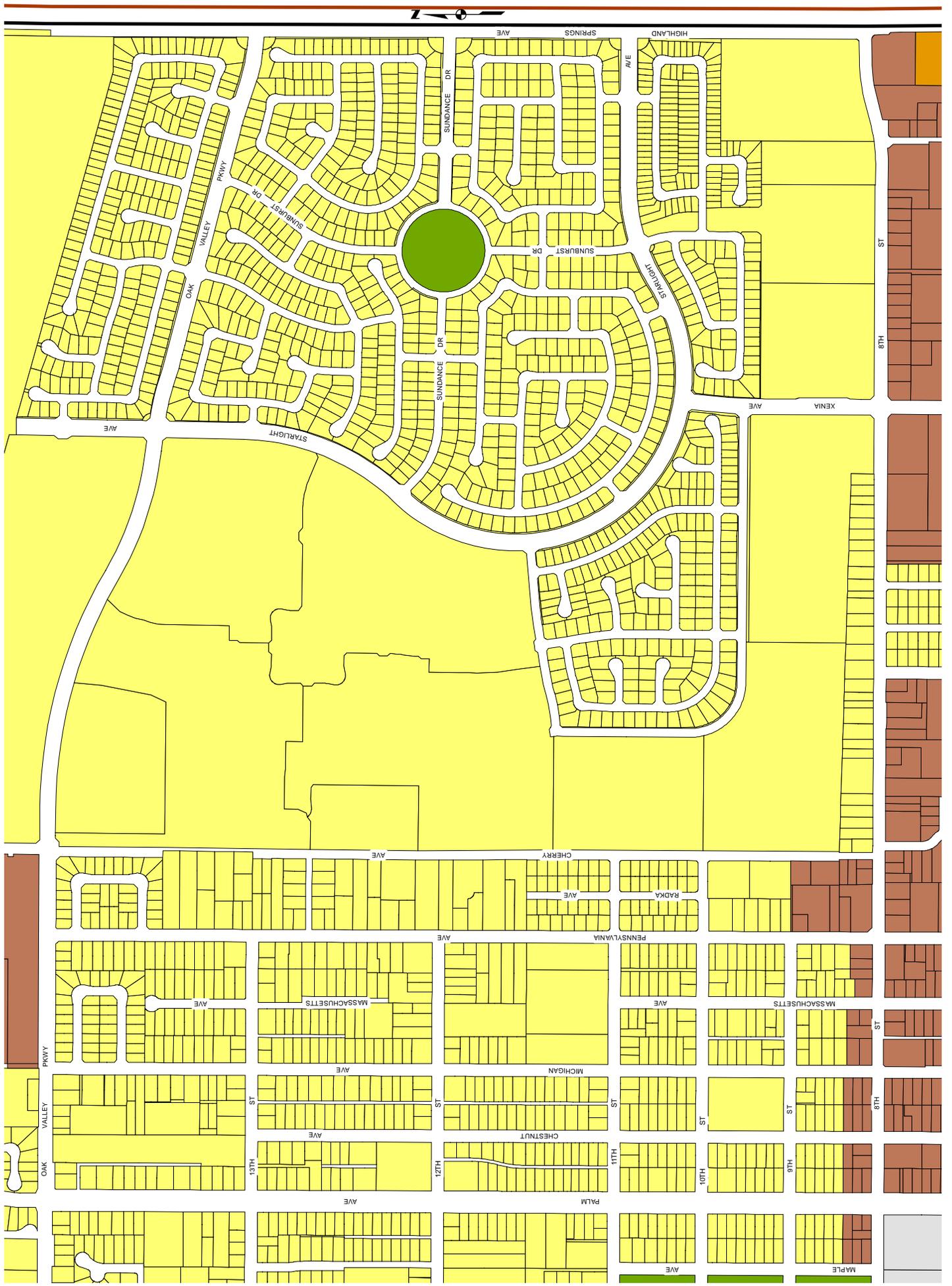
CITY OF BEAUMONT
General Plan
Detail Sheet Index



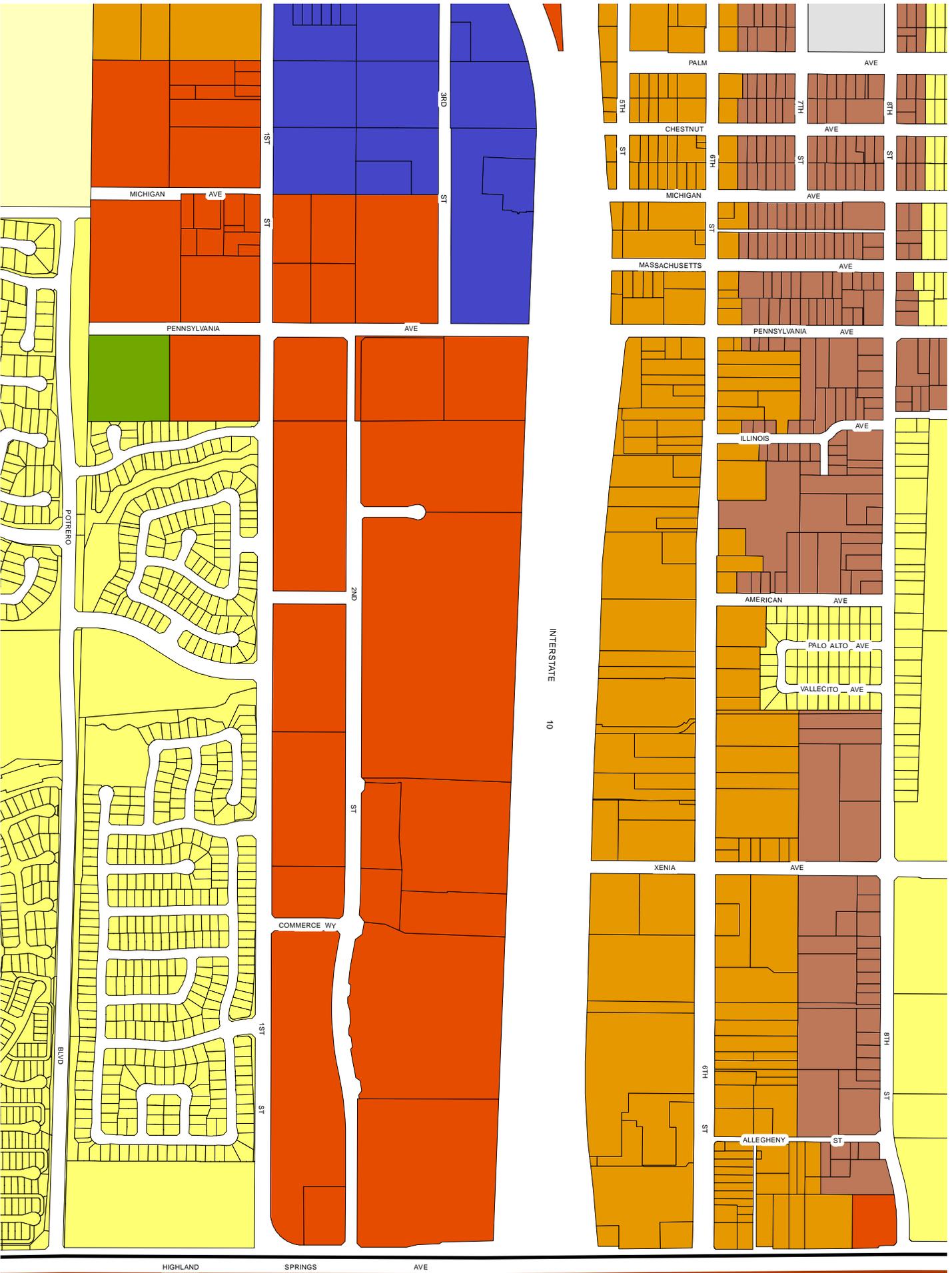
CITY OF BEAUMONT
General Plan - Detail Sheet 1



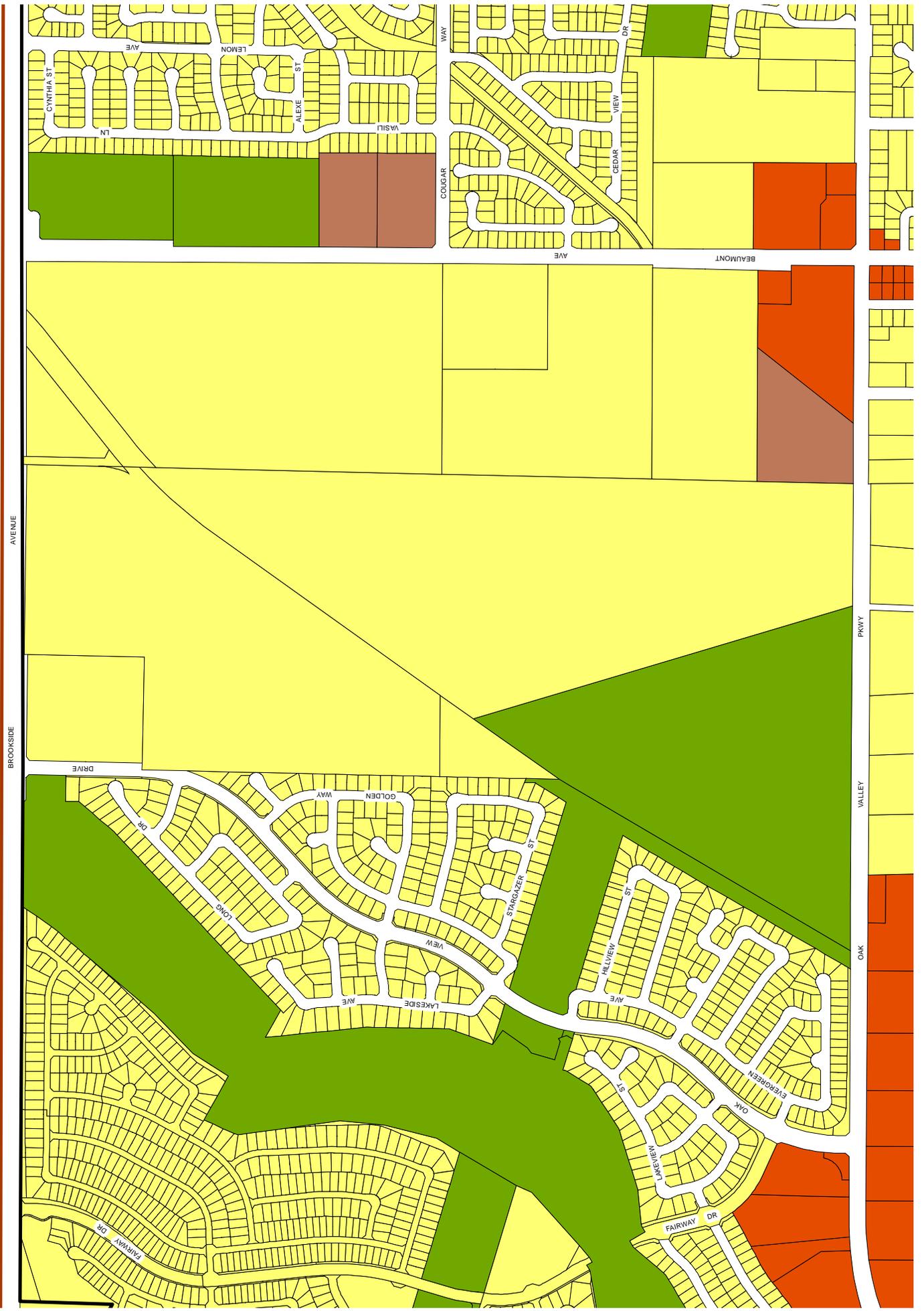
CITY OF BEAUMONT
General Plan - Detail Sheet 2



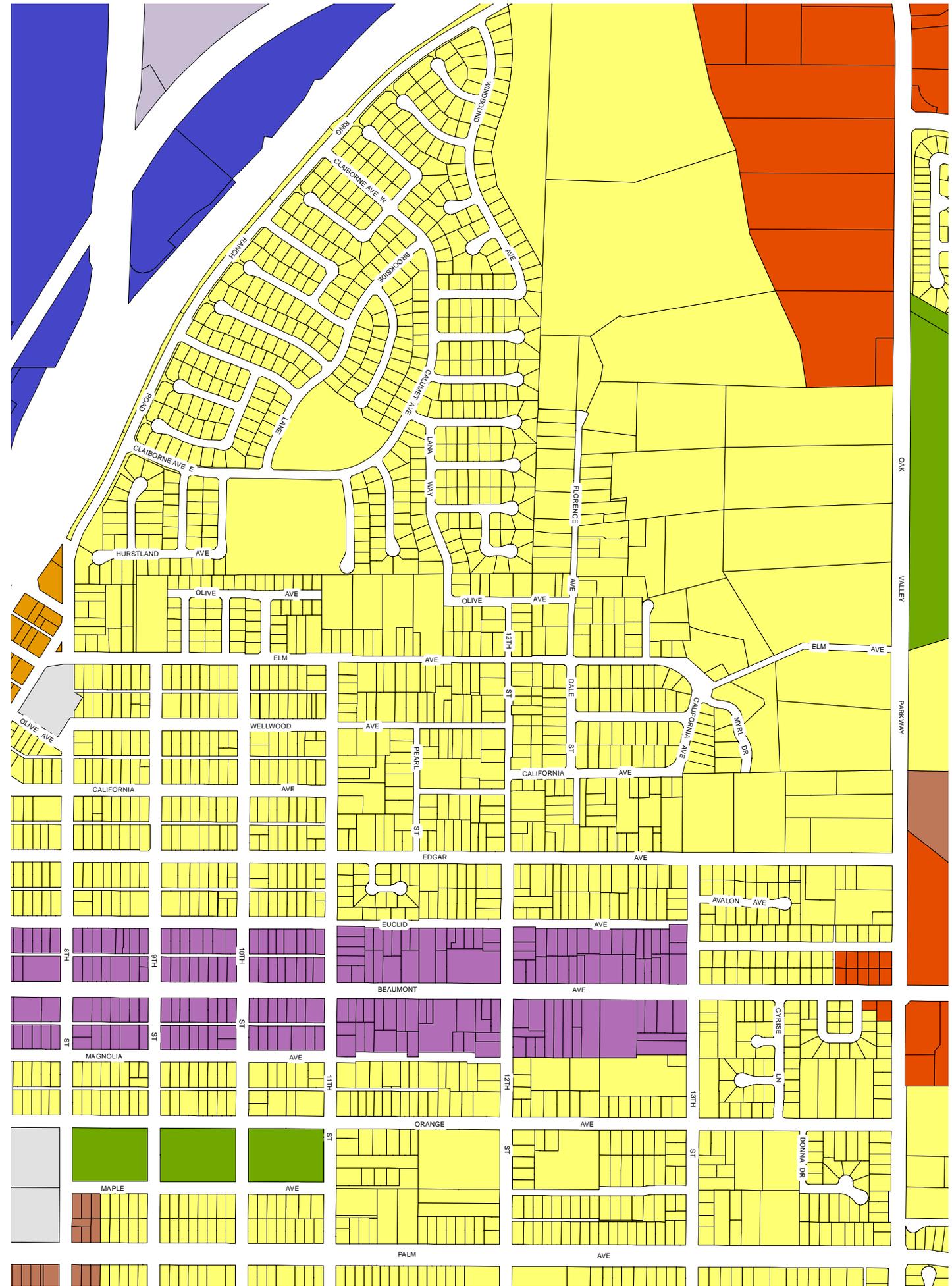
CITY OF BEAUMONT
General Plan - Detail Sheet 3



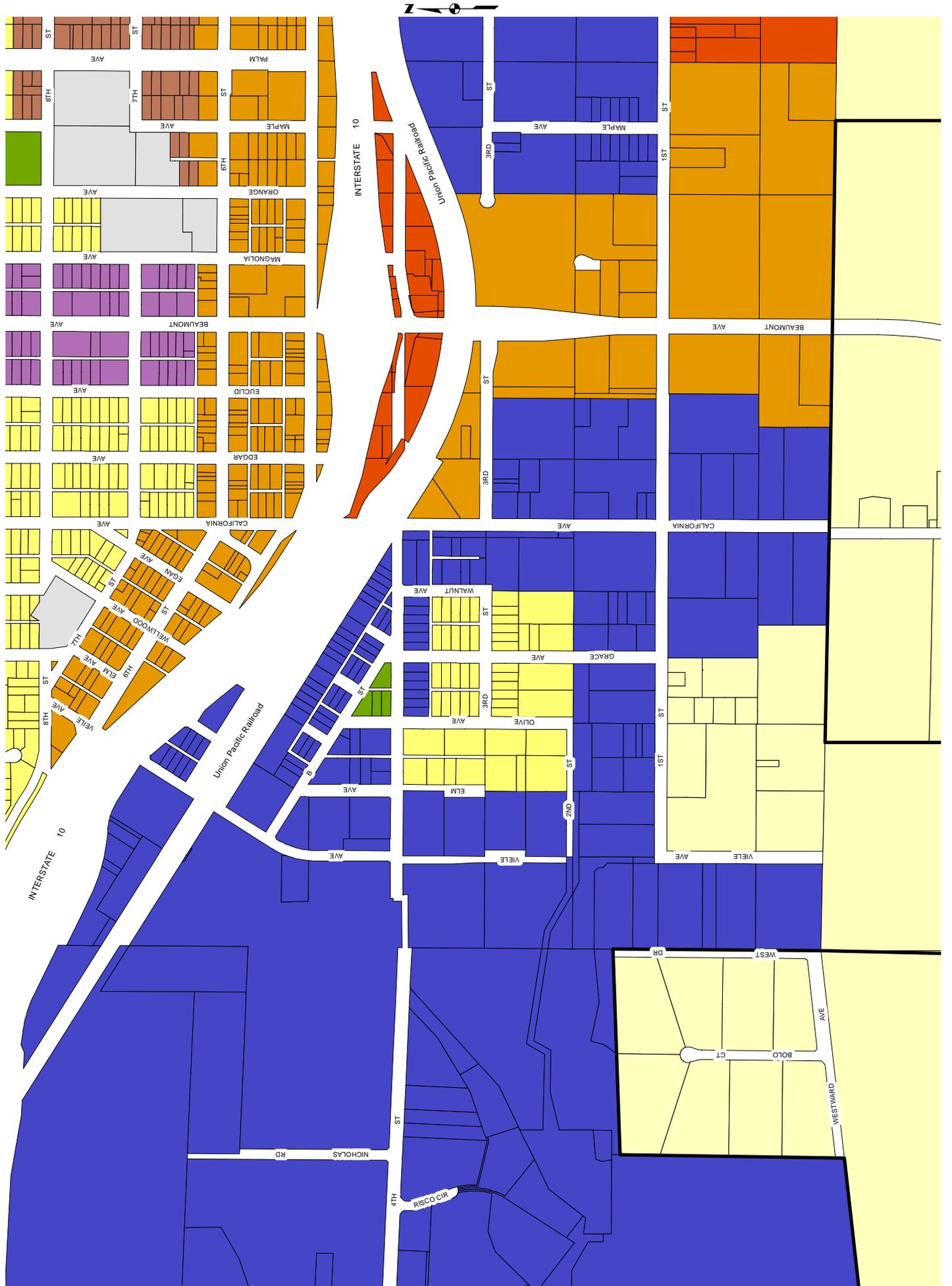
CITY OF BEAUMONT
General Plan - Detail Sheet 4



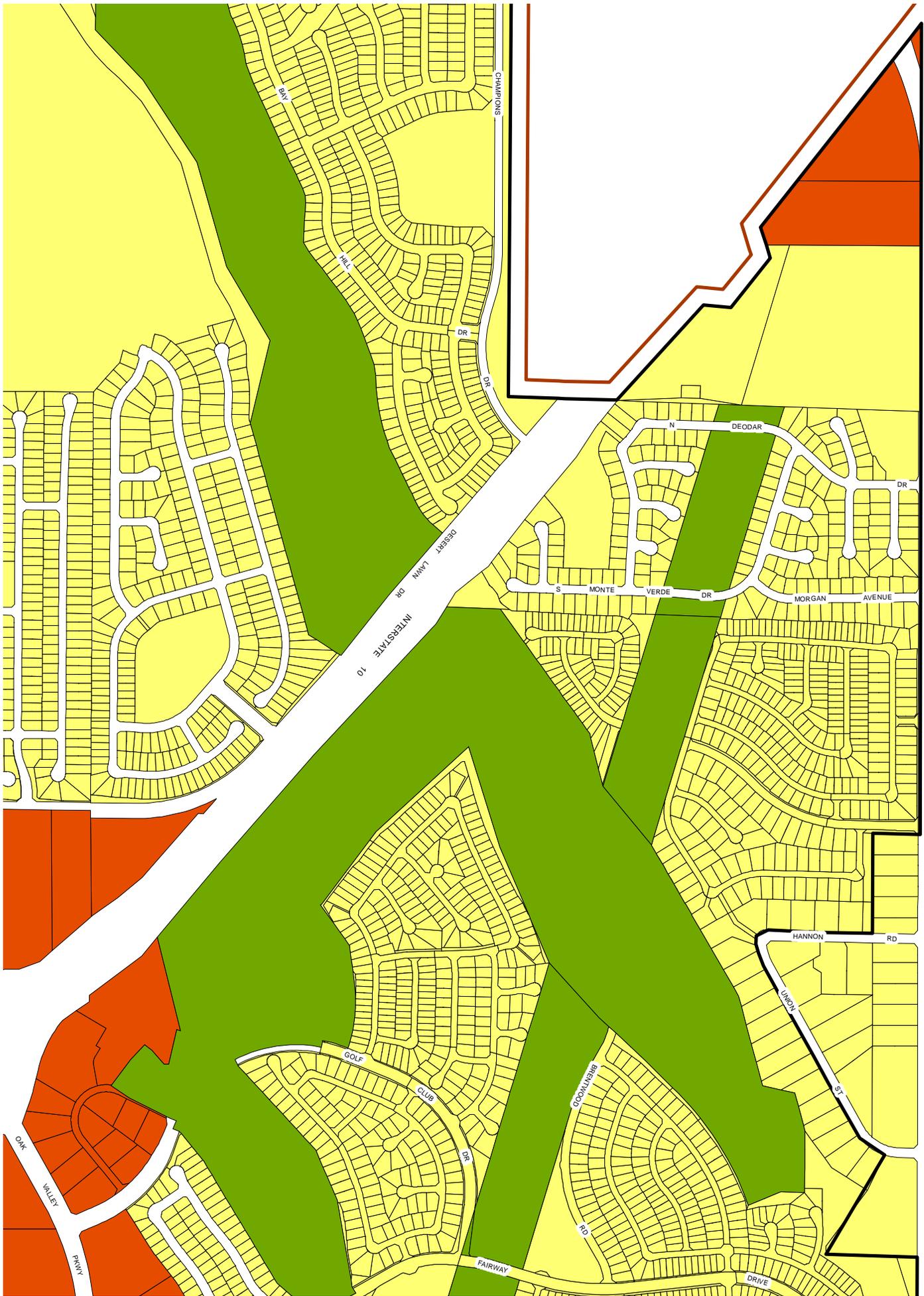
CITY OF BEAUMONT
General Plan - Detail Sheet 5



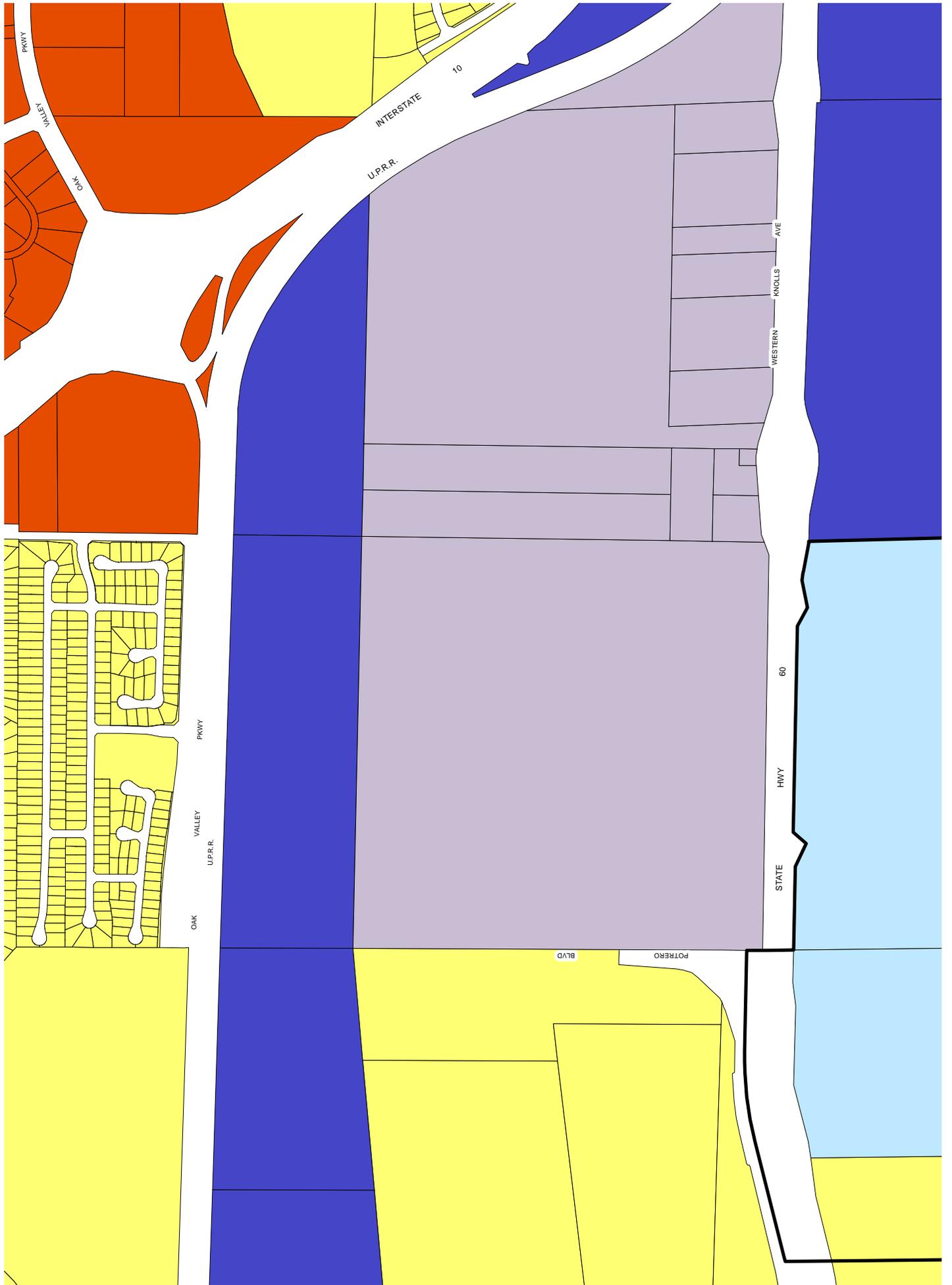
CITY OF BEAUMONT
General Plan - Detail Sheet 6

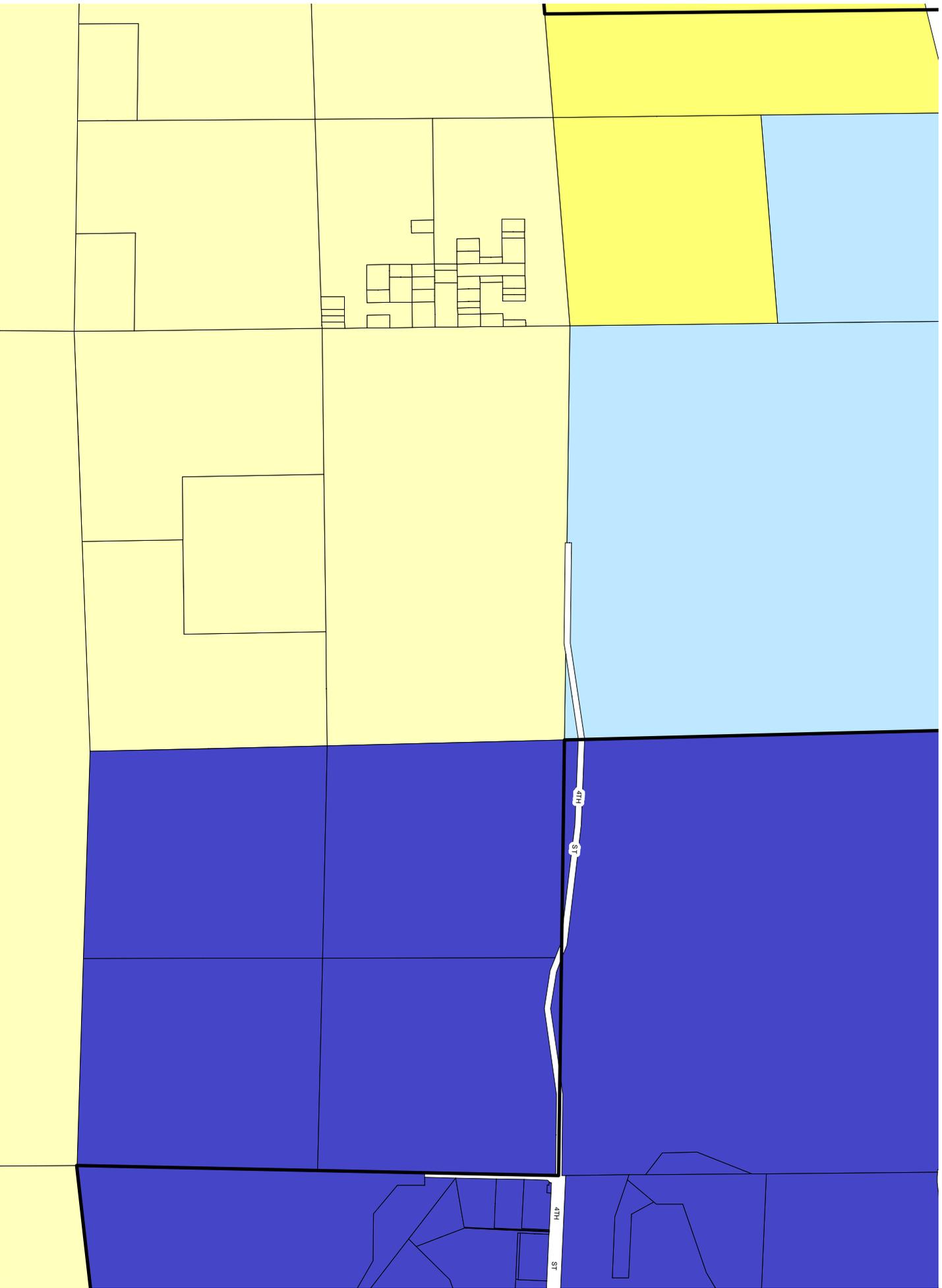


CITY OF BEAUMONT
General Plan - Detail Sheet 7



**CITY OF BEAUMONT
General Plan- Detail Sheet 8**







Section 3.0 Circulation Element

City of Beaumont General Plan



3.1 Introduction to the Element

This *Circulation Element* of the Beaumont General Plan is one of seven State-mandated Elements. The Element will guide the on-going development of the City's roadway system in a manner that is compatible with the Community Development Element. The purpose of the Circulation Element is to oversee the development and maintenance of a safe and efficient circulation system for the City. According to California Government Code Section 65302(b), this Element must identify "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan."

This Circulation Element also portrays the roadway system needed to serve traffic generated by the various land uses permitted under the Community Development Element.

Format of the Circulation Element

The **Introduction** provides an overview of the Element's scope and content;

The **Circulation Policies** identifies City policy with respect to traffic and parking in the City; and,

The **Circulation Plan** indicates roadway classification and performance standards. The Plan also includes a map indicating the location and extent of new road rights-of-ways in the larger Beaumont Planning Area.

The California Government Code states, "The General Plan and the parts and elements thereof shall comprise an integrated and internally consistent and compatible statement of policies." This Circulation Element includes a Circulation Plan that indicates the location and extent of the improvements required to serve the development contemplated in the Housing Element and the Community Development Element. Traffic forecasts included in the Circulation Element are also used to determine

future traffic noise levels and emergency evacuation routes.

3.2 Circulation Goals & Policies

The goals and policies included in this section of the Circulation Element provide the transportation framework for the City. The policies included in this Element focus on the following goals:

- *Goal 1 (Circulation Element).* The City of Beaumont will participate in the improvement and upgrading of the regional transportation system.
- *Goal 2 (Circulation Element).* The City of Beaumont will ensure the development and maintenance of a local roadway system that will meet both current and future transportation needs.
- *Goal 3 (Circulation Element).* The City of Beaumont will ensure that new development provides sufficient parking to meet demand.
- *Goal 4 (Circulation Element).* The City of Beaumont will work to facilitate the maintenance and enhancement of rail transportation in and through the City.
- *Goal 5 (Circulation Element).* The City of Beaumont will promote the enhancement of public transportation and alternative modes of transportation to meet existing and future demands.

Circulation Goal 1. The City of Beaumont will participate in the improvement and upgrading of the regional transportation system.



The circulation system in the City of Beaumont and its Sphere of Influence is dominated by two major freeways that meet in the geographic center of the greater planning area. Connections to these freeways are made from a network of collector streets that also serve the City and Sphere of Influence. The I-10 Freeway is the major east/west facility in the Los Angeles-Riverside-Coachella Valley region. This Freeway extends from the Pacific Ocean (in Santa Monica) easterly towards Blythe. The facility consists of four travel lanes in each direction east of its interchange with the SR-60. Full interchanges in the City are located at 14th Street/San Timoteo Canyon Road, Beaumont Avenue/SR-79, and Highland Springs Avenue. A half interchange is located at Pennsylvania Avenue. The SR-60 Freeway serves as the major alternative route to the I-10 Freeway from downtown Los Angeles to Beaumont

- *Circulation Element Policy 1.* The City of Beaumont will continue to cooperate with Caltrans in the implementation of any necessary freeway and State highway improvements.
- *Circulation Element Policy 2.* The City of Beaumont will continue to cooperate in the improvement of the existing regional transportation system.
- *Circulation Element Policy 3.* The City of Beaumont will continue to cooperate with other regional transit agencies to facilitate the timely improvement of regional roadway and transit facilities.
- *Circulation Element Policy 4.* The City of Beaumont will continue to actively pursue the required interchange and ramp improvements within the City.

Circulation Goal 2. The City of Beaumont will ensure the development and maintenance of a local roadway system that will meet both current and future transportation needs.

The roadway system that serves as the “backbone” circulation system for the City predates the freeway network. The local roadways are oriented in a typical “grid-iron” pattern common in older communities. This backbone system will require significant expansion to accommodate the future development contemplated under the land use policy.

- *Circulation Element Policy 5.* The City of Beaumont will continue to cooperate with Caltrans in the implementation of any necessary freeway and State highway improvements.
- *Circulation Element Policy 6.* The City of Beaumont will continue to cooperate in the improvement of the existing regional transportation system.
- *Circulation Element Policy 7.* The City of Beaumont will continue to cooperate with other regional transit agencies to facilitate the timely improvement of regional roadway and transit facilities.
- *Circulation Element Policy 8.* The City of Beaumont will continue to actively pursue the required interchange and ramp improvements within the City.
- *Circulation Element Policy 9.* The City of Beaumont will continue to oversee the development of a circulation system that will serve the needs of the City.
- *Circulation Element Policy 10.* The City of Beaumont will strive to maintain a minimum



LOS "D" as a target LOS standard and LOS "E" as a threshold standard.

- *Circulation Element Policy 11.* The City of Beaumont will consider the impacts of truck traffic in the review of new developments.
- *Circulation Element Policy 12.* The City of Beaumont will, as part of the planning and design of future major commercial and industrial projects, require that pedestrian and vehicular traffic be separated to the extent feasible.
- *Circulation Element Policy 13.* The City of Beaumont will preserve the quality of residential neighborhoods by minimizing the impacts of through traffic.
- *Circulation Element Policy 14.* The City of Beaumont will limit the environmental impacts associated with the construction of roadways and the installation of infrastructure improvements.
- *Circulation Element Policy 15.* The City of Beaumont will continue to oversee the development of an integrated transportation system capable of meeting the needs to move people and goods by private and public means with maximum efficiency, convenience, economy, safety, and comfort.
- *Circulation Element Policy 16.* The City of Beaumont will strive to achieve a safe, balanced and coordinated transportation system that allows for efficient, comfortable and convenient travel through and within the City and the region.

Circulation Goal 3. The City of Beaumont will ensure that new development provides sufficient parking to meet demand.

The lack of parking will often contribute to traffic congestion as well as limiting the success of a business establishment. As a result, this Circulation Element supports on-going efforts to ensure that sufficient parking is provided to accommodate demand.

- *Circulation Element Policy 17.* The City of Beaumont, as part of its review of future development, will ensure that an adequate supply of private off-street and public parking will meet the needs of residents and visitors to the City.
- *Circulation Element Policy 18.* The City of Beaumont will encourage the use of joint-use and public parking facilities where needed.
- *Circulation Element Policy 19.* The City of Beaumont will require developers to provide adequate on-site parking and/or to contribute to a program to acquire and/or maintain off-site joint use facilities.
- *Circulation Element Policy 20.* The City of Beaumont will strive to remedy the current parking deficiencies in the City's downtown central business district.

Circulation Goal 4. The City of Beaumont will work to facilitate the maintenance and enhancement of rail transportation in and through the City.

The Union Pacific Railroad traverses the City of Beaumont from the west to east. The railway is located adjacent to San Timoteo Canyon Road to its junction with the I-10 Freeway. The railway then runs adjacent to the I-10 Freeway through Beaumont. The railroad will continue to serve as a catalyst for economic development. At the same time, the City needs to work with the railroad to ensure that its operations do not contribute to traffic congestion in the City.



- *Circulation Element Policy 21.* The City of Beaumont will work with the railroad and the public utilities commission to coordinate planned roadway improvements with these entities.
- *Circulation Element Policy 22.* The City of Beaumont will encourage the railroad to continue in the development of improvements that will minimize the impact of railroad operations on vehicular traffic.
- *Circulation Element Policy 23.* The City of Beaumont will strive to ensure that future railroad operations and/or improvements (switching areas, autoveyor yards, etc.) do not adversely impact the City.

Circulation Goal 5 The City of Beaumont will promote the enhancement of public transportation and alternative modes of transportation to meet existing and future demands.

The Riverside Transit Authority (RTA) and the City of Beaumont Transit Department provide public transportation service in the City. The City's transit service operates three fixed routes and a curb-to-curb dial-a-ride service. The latter is reserved for disabled persons and senior citizens. The fixed route service include Routes No. 1 and 2 that serve an area between 6th Street and Cougar Way and Route 3 that serves the northerly portion of the City (between 6th Street and Orchard Street). The RTA also operates three lines in the City including Line 31 (Highway 79 and 6th Street), Line 35(6th Street and 8th Street), and Line 36 (Beaumont Avenue, 6th Street, and 8th Street). This General Plan supports the ongoing programs and/or measures involving the use of alternative forms of transportation, other than the private automobile:

- *Circulation Element Policy 24.* The City of Beaumont, as part of future development,

will consider the dedication and/or construction of appropriate facilities in support of a public transportation system.

- *Circulation Element Policy 25.* The City of Beaumont will continue to cooperate with the local and regional public transit providers to ensure that existing and future transit demands are met.
- *Circulation Element Policy 26.* The City of Beaumont will support the use of express transit services and the development of park-and-ride facilities along regional transportation corridors.
- *Circulation Element Policy 27.* The City of Beaumont will continue to oversee the development of a safe and efficient bike lane and bike trail system.
- *Circulation Element Policy 28.* The City of Beaumont will continue to require that new developments provide sidewalks so as to provide a safe environment for pedestrians.
- *Circulation Element Policy 29.* The City of Beaumont will continue to promote the development of equestrian and hiking trails in appropriate areas of the City.

3.3 Circulation Plan

The Circulation Plan (Exhibit 3-1) indicates the location and extent of the planned circulation system that will serve the land uses and development contemplated under the Land Use Policy Map depicted in the Community Development Element (refer to Exhibits 2-1 through 2-4). This Element provides for the maintenance of the transportation network that will support the ultimate land uses and development intensities contemplated under the Land Use Plan. The development of the Circulation Element involved the creation of traffic analysis zones (TAZs) that evaluated the potential traffic that would be generated by the land uses and development permitted within



each TAZ. The Circulation Plan included in the Circulation Element indicates the type, location, and extent of future roadways that will be required to accommodate this future traffic demand.

Roadway Classifications & Standards

The Circulation Plan for the City of Beaumont supports the land use and development objectives outlined in the Community Development Element. The Circulation Plan, shown in Exhibit 3-1, is discussed in this section.

The Circulation Plan includes a roadway classification system that is used to identify the function of each roadway in the City. The classification system provides a logical framework for the design and operation of those existing and planned roadways. The functional classification system permits residents, staff, and elected officials to identify the preferred characteristics of each street. If the observed characteristic of a street changes from the functional classification, then actions may be taken to return the street to its originally intended use or to change the roadway classification in response to increased traffic demand. In the latter instance, certain additional roadway improvements may be required to accommodate the roadway's new functional classification and the corresponding standards.

The primary circulation system in the City of Beaumont serves two distinct and equally important functions: 1) providing access to individual properties, and, 2) accommodating the transport of people and goods into and through the City. The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits, and fewer curb-cuts or driveways. In contrast, other streets may have fewer lanes, reduced speed limits, and more driveways as a means to provide access to individual properties.

The roadway system in Beaumont 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 of Beaumont are also classified according to their primary function, consisting of the following types of roadways. The roadways are described below and are shown in Exhibit 3-1 along with the cross-sections of each classification.

- *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 provides three to four traffic lanes in each direction. A median strip or a two-way, left-turn lane typically separate the lanes. Roadways included in this classification typically have a right-of-way width of 184 feet and a curb-to-curb pavement width of 118 feet.
- *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. Urban arterials typically have a 120 to 134 foot right-of-way width and a 102 foot curb-to-curb width. 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. Augmented Major Highways typically have a 110 foot right-of-way width and a 92 foot curb-to-curb width. 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. Roadway segments included in the Arterial Highway classification will typically have a right-of-way width of 110 feet and a curb-to-curb width of 86 feet. 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. Major roadways typically have a 88 foot to 100 foot right-of-way width and a 70 foot to 76 foot curb-to-curb width. 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. Secondary roadways have a right-of-way width of between 76 feet and 88 feet and a pavement width of between 56 feet and 64 feet.

- **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. Collector Streets have a right-of-way width of between 66 feet and 78 feet. 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. The City standard for local streets is 60 feet (with a curb-to-curb pavement width of 36 feet, two lanes, and on-street parking on both sides). This standard has not been achieved for a number of local streets in the City and may not be achieved for all local streets, considering the developed character of the City.

The functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width, and available right-of-way). Instead, the classification indicates the intended use and ultimate design of the roadway to accommodate the anticipated travel demand. In addition, the typical cross-section of the roadway does not necessarily mean that the roadway should be redesigned or widened to meet its typical cross-section. Design standards for the aforementioned roadway classifications are summarized in Table 3-1.



Table 3-1 Roadway Classification Standards					
	Travel Lanes	Parking Lanes	Right-of-way Width	Pavement Width	Typical Volumes (ADT)
Express 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 Street	4	0-2	76'-88'	56'-64'	25,000
Collector Street	4	0-2	66'-78'	44'-56'	25,000
Local Streets	2	0-2			2,000

Note: ADT refers to average daily traffic volumes.

Roadway Performance Standards

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria." These performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections), and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. Performance criteria have a policy component, which establishes a desired "Level of Service," and a technical component, which provides a more quantified measure.

A qualitative measure, *Level of Service*, or *LOS*, is often used in describing the operating condition of a roadway segment or intersection. The LOS is a sliding scale (A through F), where LOS A represents optimal traffic conditions, while LOS F equates to significant congestion and is generally considered to represent an unacceptable condition. A quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design

capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes. This method, referred to as the *Intersection Capacity Utilization*, or *ICU*, is correlated to LOS definitions in Table 3-2.

The City of Beaumont has established LOS "D" as a target LOS standard and LOS "E" as a threshold standard. The City recognizes that not all intersections within the City can meet the target LOS D. In these instances, the City Council must find that the improvements necessary to meet the target LOS D are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or, 3) the design of the necessary improvements is contrary to other established City policies.

The performance criteria used for evaluating volumes and capacities of the City street and highway system include both average daily traffic (ADT) volumes for individual roadway segments and peak hour intersection volume



criteria. ADT capacities represent the general level of daily traffic that each roadway type typically handles, and should be used as a general design guideline only. LOS standards for intersections are more precisely determined by examining peak hour intersection volumes. Therefore, the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs.

The LOS standards are designed to serve as a benchmark for the General Plan when the backbone circulation framework has been completed. Over the General Plan's implementation, the actual LOS may be reduced for roadway segments and/or intersections until such time the improvements have been constructed.

Table 3-2 Level of Service Definitions		
LOS	ICU Ratio	Definition
A	0.00-0.60	Free flow traffic conditions
B	0.61-0.70	Stable flow, some restrictions
C	0.71-0.80	Satisfactory operating speeds
D	0.81-0.90	Unstable conditions beginning - considered to be the maximum acceptable operating condition.
E	0.91-1.00	Significant delays - considered to represent the threshold of unacceptable traffic condition
F	1.01-	Severe congestion - considered to represent the threshold of unacceptable traffic condition

Regional Transportation Plans

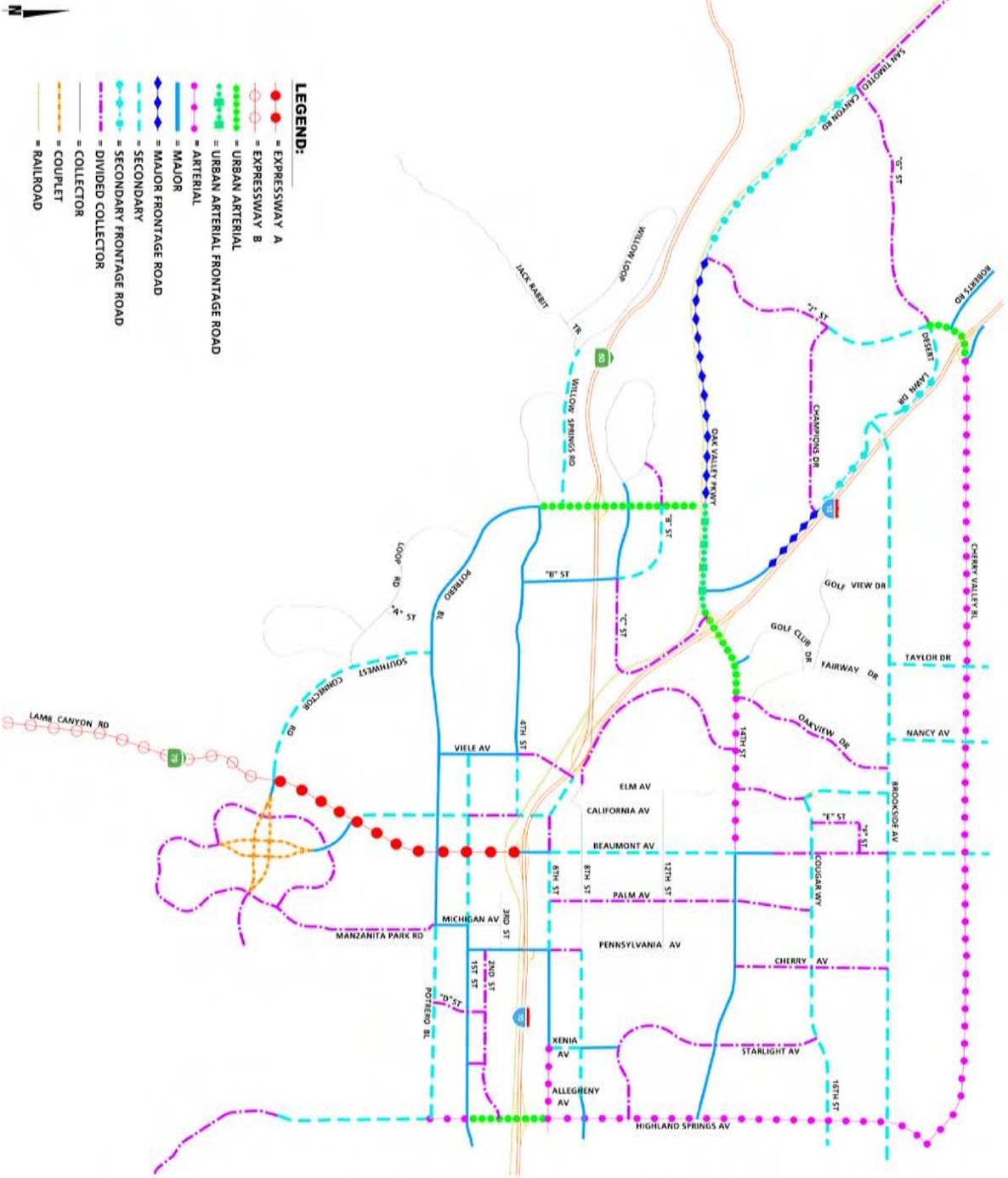
The City of Beaumont is subject to the *Riverside County Congestion Management Plan*, or *CMP*, which is a state-mandated program with the passage of Assembly Bill 471. The requirements of the CMP became effective with voter approval of Proposition 111 in June of 1990. The CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions;

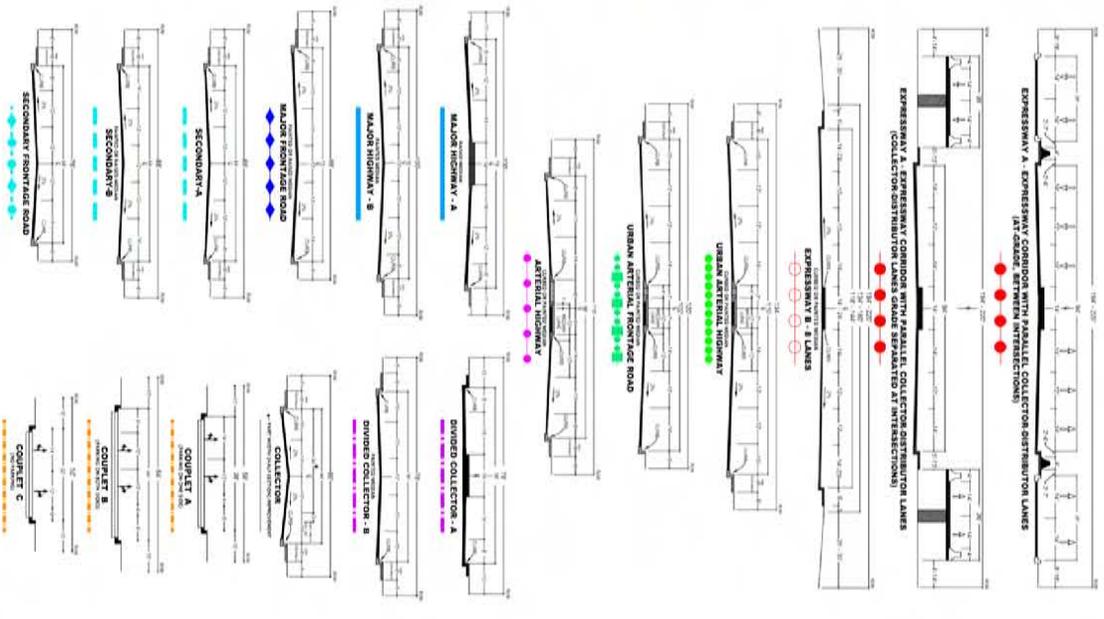
- To develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel; and,
- To propose transportation projects that are eligible to compete for State gas tax funds.

The San Bernardino Freeway (I-10) and the Pomona Freeway (SR-60) ramps are CMP-designated facilities in the City of Beaumont.

CITY OF BEAUMONT GENERAL PLAN CIRCULATION ELEMENT



- LEGEND:**
- = EXPRESSWAY A
 - = EXPRESSWAY B
 - = URBAN ARTERIAL
 - = URBAN ARTERIAL FRONTAGE ROAD
 - = MAJOR
 - = MAJOR ARTERIAL FRONTAGE ROAD
 - = SECONDARY
 - = SECONDARY FRONTAGE ROAD
 - = DIVIDED COLLECTOR
 - = COLLECTOR
 - = COULET
 - = RAILROAD





Section 4.0 Resource Management Element

City of Beaumont General Plan



4.1 Introduction to the Element

The *Resource Management Element* of the Beaumont General Plan meets the State's requirements for both an open space element and a conservation element. In addition, this Resource Management Element focuses on those natural and man-made resources in the City that should be considered in future planning and development and identifies those programs that will aid in preventing their loss and wasteful exploitation. Finally, open space and recreational resources are addressed in this Element.

This Element complies with regulations in Sections 65302(d) and 65302(e) of the California Government Code. The Element identifies significant resources within the City and establishes policy for their conservation, management, and preservation. This Resource Management Element also fulfills the requirements of Sections 65560 to 65570 of the California Government Code regarding the scope and content of an open space plan for the City. This Element, through the policies contained herein, will assist in the long-range preservation and conservation of the City's remaining open space resources.

Format of the Resource Management Element

The **Introduction** provides an overview of the Element's scope and content;

The **Resource Management Policies** section indicates those policies that are relevant to the preservation, conservation, or management of important natural and man-made resources; and,

The **Resource Management Plan** establishes standards and programs that will be effective in the implementation of those policies included in this Element.

The California Government Code states, "the General Plan and the parts and elements thereof shall comprise an integrated and internally consistent and compatible statement of policies." This Element includes a plan that

complements the Community Development Element's land use plan, the latter of which indicates the location and extent of land that will be used for open space and resource management.

The Resource Management Element focuses on four key issue areas: cultural resources (historic and archaeological), ecological resources (plant and animal life), natural resources (air, water, and minerals), and open space (open space used for recreation or resource protection).

4.2 Resource Management Goals & Policies

The City of Beaumont is unique from many other communities in the Southern California region in that it has an abundance of natural resources. As a result, the focus of this Element has been expanded to address a wide range of issues that will continue to be important considerations in future planning and development. The policies included in this section of the Resource Management Element support the following goals:

- *Goal 1 (Resource Management Element).*
The City of Beaumont will support the maintenance of soil and agricultural resources.
- *Goal 2 (Resource Management Element).*
The City of Beaumont will promote the maintenance and management of water resources.
- *Goal 3 (Resource Management Element).*
The City of Beaumont will cooperate in regional efforts to improve air quality.
- *Goal 4 (Resource Management Element).*
The City of Beaumont will assist in the protection of biological resources;
- *Goal 5 (Resource Management Element).*
The City of Beaumont will participate in



cultural resources management and/or preservation efforts.

- *Goal 6 (Resource Management Element).* The City of Beaumont will maintain and enhance open space that will be used for resource preservation and/or recreation.

Resource Management Goal 1. The City of Beaumont will support the maintenance of soil and agricultural resources.

Much of the vacant land in the Beaumont Planning Area is suitable for agricultural use. However, the development pressures severely constrain the viability of agriculture as a continued or permanent use. There are no significant mineral extraction activities in the City. The majority of the Planning Area's topography is level and characterized by alluvial materials that eroded and washed down from the mountains. As a result, there are potential aggregate resources located adjacent to the drainage areas found in the western portion of the City.

- *Resource Management Element Policy 1.* The City of Beaumont will promote the maintenance of open space through the implementation of the General Plan.
- *Resource Management Element Policy 2.* The City of Beaumont will support the maintenance of existing agricultural resources in the City to the extent feasible.
- *Resource Management Element Policy 3.* The City of Beaumont will require that future development implements soil conservation practices.

Resource Management Goal 2. The City of Beaumont will promote the maintenance and management of water resources.

The availability of groundwater to support existing and future development is a fundamental concern to the City. Historically, the City's water supply has been drawn from groundwater supplies available within the Beaumont Groundwater Storage Unit (BSU), which underlies the City and surrounding areas. The BSU is within the Beaumont Hydrologic Subarea of the San Timoteo Hydrologic Area, and within the northern portion of the Santa Ana River Hydrologic Unit.

The City is a member of the San Timoteo Watershed Management Authority (STWMA), a joint powers public agency formed to manage water resources. Studies undertaken by the STWMA indicate that water levels in the BSU have remained relatively stable over the past twenty years, and that current levels of groundwater use are in balance with groundwater recharge. Future groundwater levels in the BSU will be managed by the STWMA pursuant to an agreement among the individual users and major water purveyors operating in the BSU.

Population growth and development in the City has contributed to the degradation of surface water quality, primarily through increased urban runoff. As the natural landscape is covered over with pavement or buildings, the amount of water-absorbing (or pervious) surfaces decreases. Water that previously percolated into the ground is now surface water run-off diverted to nearby streams and flood channels. Urban runoff typically carries pollutants that can include oil and grease washed from roadways, and fertilizers from residential lawns and gardens or from agricultural operations. In accordance with the requirements of the State Regional Water Quality Control Board, the City of Beaumont adopted a Drainage Management Plan in 1999, with the objective of reducing levels of pollutants



within storm water runoff and increasing public awareness of water quality problems.

- *Resource Management Element Policy 4.*
The City of Beaumont will promote the maintenance of water quality in the City.
- *Resource Management Element Policy 5.*
The City of Beaumont will promote water conservation efforts in the City.
- *Resource Management Element Policy 6.*
The City of Beaumont will strive to promote development practices that will mitigate potential flooding.

Resource Management Goal 3. The City of Beaumont will cooperate in regional efforts to improve air quality.

The City is located in the eastern portion of the South Coast Air Basin (SCAB). The SCAB includes Los Angeles (except high desert areas), Orange, and the western portions of Riverside and San Bernardino Counties. The SCAB is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountain ranges. The principal source of air pollution affecting Beaumont includes pollutants transported by wind from urbanized areas located to the west towards Los Angeles. The worst air pollution occurs in the eastern portions of Los Angeles Counties and western portions of Riverside and San Bernardino Counties. Air quality in Southern California has greatly improved in the last twenty years witnessing the elimination of second stage smog alerts in the SCAB and reductions in first stage alerts.

- *Resource Management Element Policy 7.*
The City of Beaumont will support the use of energy-efficient equipment and design in City facilities and infrastructure.
- *Resource Management Element Policy 8.*
The City of Beaumont will encourage

incorporation of energy conservation features in new developments and in the renovation of existing development.

- *Resource Management Element Policy 9.*
The City of Beaumont will require feasible fugitive dust reduction techniques to be utilized during construction activities such as regularly watering down the construction area.
- *Resource Management Element Policy 10.*
The City of Beaumont will participate in the South Coast Air Quality Management District rule development process for setting regulations that impact the City of Beaumont to ensure that City concerns are resolved early in the process.

Resource Management Goal 4. The City of Beaumont will assist in the protection of biological resources.

Beaumont's entire incorporated area and the immediately surrounding sphere of influence have been heavily disturbed by human activity. Historically, the primary disturbance of its native vegetation and wildlife has been associated with cultivation/agriculture. This use has occurred continuously from the time of the City's incorporation in 1912 to the present. Thus, there are few undisturbed natural areas. Grassland zones predominate the flat areas not under cultivation and are dominantly comprised of non-native grasses and herbs. These species include slender wild oat, red brome, common barley, ripgut grass, short-podded mustard, wild radish, Russian thistle, red stemmed filaree, soft chess, telegraph weed, dove weed, and horehound. These particular species are classified as annuals, which grow from one to three feet in height and re-establish themselves yearly. Usually, during the latter period of autumn rainfall, this type of vegetation germinates and flourishes from winter through spring. In the summer and early fall, the plants die and drop their seeds; and the cycle begins again.



The City's southern sphere of influence zone has a significant amount of native vegetation within a series of hills known as the Badlands. In these hills and other hill areas to the southeast, native vegetation known as chamise chaparral is found. The dominant species within this chaparral community include: chamise, black sage, white sage, sugarbush, wild honeysuckle, scrub oak and manzanita. Cottonwood trees and oaks can also be found sparsely scattered and bordering stream channels. In addition, some Mojave yucca and giant rye grass have been found at the most southeastern portion of this southern sphere of influence zone.

A variety of wildlife is found in the City, including a large number of common insects, reptiles, birds, and small to medium-sized mammals, such as bobcats, coyotes, raccoons, gray fox, opossums, rabbits, skunks, and many rodent species. Habitat exists within the City to support a number of sensitive wildlife species, including the Stephen's kangaroo rat (*Dipodomys stephensi*), San Bernardino Merriam's kangaroo rat (*Dipodomys merriami parvus*), Least Bell's vireo (*Vireo bellii pusillus*), and Quino Checkerspot Butterfly (*Euphydryas editha quino*). These species are considered sensitive due to declining populations, partially as a result of habitat destruction.

The City of Beaumont is located within an area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP indicates specific biological criteria for the General Plan's Planning Area that, when achieved, will provide for the protection and preservation of important and significant biological resources consistent with local, State, and Federal regulations. As a local permittee, the City has adopted the MSHCP and will comply with all of its applicable requirements when considering actions associated with the General Plan's implementation. Those portions of the City that are subject to the MSHCP are shown in Exhibit 4-1. 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 following policies will promote the preservation of the sensitive biological habitats in the General Plan's Planning Area.

- *Resource Management Element Policy 11.* The City of Beaumont will work with landowners and government agencies in promoting development concepts that are sensitive to the environment and give maximum consideration to the preservation of natural habitats.
- *Resource Management Element Policy 12.* The City of Beaumont will work with landowners and government agencies in identifying areas within the General Plan's Planning Area that should be preserved as open space for passive recreation, resource management, or public safety.
- *Resource Management Element Policy 13.* The City of Beaumont will encourage the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's Planning Area.

Resource Management Goal 5. The City of Beaumont will participate in cultural resources management and/or preservation efforts.

The origins of the City of Beaumont began in 1866, when a mail stop called Summit Station was established on a passenger stage route through the San Gorgonio Pass. In 1876, with the advent of the railroad, the Southern Pacific Company transformed the station into a railroad telegraph office. A town site, originally called San Gorgonio, was established in 1884 and renamed Beaumont ("beautiful mountain" in French) in 1886 when it was purchased by the Southern California Investment Company, headed by H.C. Sigler from Beaumont, Texas. The Beaumont town site was officially surveyed and filed in San Bernardino County in 1887. The town site was later incorporated into Riverside County when that county was formed in 1893.



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. There are also some Victorian residences scattered throughout the City. The old-town community encompasses the segment of 6th Street between Orange Street and Viele, and 5th and 8th 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. The City intends to preserve old streetlights and columns that still exist in the City. Buildings of significant historical interest in the old town include the old bank building (currently Precision Stamping), the old high school (currently City Hall), Beaumont Library, the Woman's Club, the old church (currently First Christian Church), Saint Stephen's Church, San Gorgonio Catholic Church, Bekins Transfer Storage, and the Beaumont Hotel.

- *Resource Management Element Policy 14.*
The City of Beaumont will evaluate the feasibility of initiating a cultural arts and facilities program to enhance the City image.
- *Resource Management Element Policy 15.*
The City of Beaumont will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.
- *Resource Management Element Policy 16.*
The City of Beaumont will prepare an inventory of private community and environmental organizations that may contribute effort or resources to improving the City's cultural awareness.

Resource Management Goal 6. The City of Beaumont will maintain and enhance open space that will be used for resource preservation and/or recreation.

Current and past civic leaders have stressed the need for more parkland and recreational facilities as a means to provide amenities for those living and working in the City. The following policies promote the continued maintenance and expansion of recreational facilities in order to provide an outlet for future generations that will choose to live or work in the City.

- *Resource Management Element Policy 17.*
The City of Beaumont will maintain existing park and recreation facilities that will be maintained in good condition to protect the public's investment and facilitate uses.
- *Resource Management Element Policy 18.*
The City of Beaumont will evaluate the feasibility of expanded joint-use of the open space lands used for flood control and utility easements.
- *Resource Management Element Policy 19.*
The City of Beaumont shall continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.
- *Resource Management Element Policy 20.*
The City of Beaumont shall 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.
- *Resource Management Element Policy 21.*
The City of Beaumont shall seek to establish a comprehensive bikeway and pedestrian trail system.



- *Resource Management Element Policy 22.* The City of Beaumont shall seek to 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.

4.3 Resource Management Plan

Open Space Plan

The Resource Management Plan for Beaumont promotes the protection of the environment in the City. The plan provides a Citywide approach to the utilization, conservation, and management of the City's resources. The plan consists of programs for the preservation of significant resources and standards for development in areas with identified resources. The plan also addresses parks, recreation facilities, and open space. Standards for park development are outlined in the plan. The City will strive to work toward the following objectives for parkland development:

- The City will continue to strive to meet an open space and parkland standard of 5.0 acres per 1,000 persons.
- The City will explore opportunities for the development of new parkland and open space areas within the City.
- The City will pursue the feasibility of joint use agreements with the special districts as a means to increase the recreational facilities available to City residents.

The City of Beaumont is served by a number of park facilities owned and operated by the City of Beaumont or the Cherry Valley Recreation and Park District. In addition, the County-owned Bogart County Park is located just north of the City in Cherry Valley. In addition to the local and regional parks, there are a number of large golf courses developed as part of the Oak Valley, Three Rings Ranch, and Highland Springs developments with more being planned.

There are a number of private parks that are privately maintained as part of the developments in which they are located. Finally, a large greenbelt area located along the San Timeteo Creek has been preserved. The Community Development Element (Section 2) of this General Plan maintains these open space resources through the Recreation/Conservation land use designation. This land use designation applies to open space lands used for recreation and conservation including parks, trails, and golf courses. Exhibit 4-2 indicates those areas that are designated as Recreation/Conservation. Exhibit 4-3 illustrates the City of Beaumont Master Trail and Wildlife Corridor Master Plan.

Recreation Service Areas

The National Recreation and Parks Association (NRPA) has developed a generic classification system for park facilities and corresponding standards applicable to various types of parks. This classification system is designed to apply to a broad range of communities, and requires some modification to make the park standards applicable to the City. The NRPA standards classify parks according to their size, service area, and function. However, there may be some difficulty in making a direct link between the NRPA standards and activities that are presently available to City residents. For example, the acreage of a particular park may correspond with the recommended NRPA standards for a neighborhood park, but its actual function (as characterized by its usage) may correspond more closely with that of a community park. In these instances, it is more appropriate to place the park in a category that better describes the park's actual function.

Park Classification Standards

The National Recreation and Parks Association (NRPA) has developed a generic classification system for park facilities and corresponding standards applicable to various types of parks. This classification system is designed to apply to a broad range of communities, and requires some modification to make the park standards applicable to Beaumont. The current park standard calls for 5.0 acres of open space and



parkland for every 1,000 persons. For planning purposes, this General Plan provides for the following park classifications:

- *Neighborhood Park.* Parks within this category are designed to serve a local neighborhood. These parks typically have picnic areas, passive turf areas, a tot lot, and game courts. These parks are generally less than 5 acres in land area.
- *Community Park.* This category of park includes larger facilities that serve a number of neighborhoods. These parks are typically between 10 and 25 acres in size and include athletic fields in addition to picnic areas, game courts, and other improvements.
- *Special Use.* These facilities are more specialized and may consist of a special or unique function. For example, the City may seek to develop a small recreational use that will be used exclusively by a certain age group. These facilities may include lawn bowling, skate board parks, or pools.

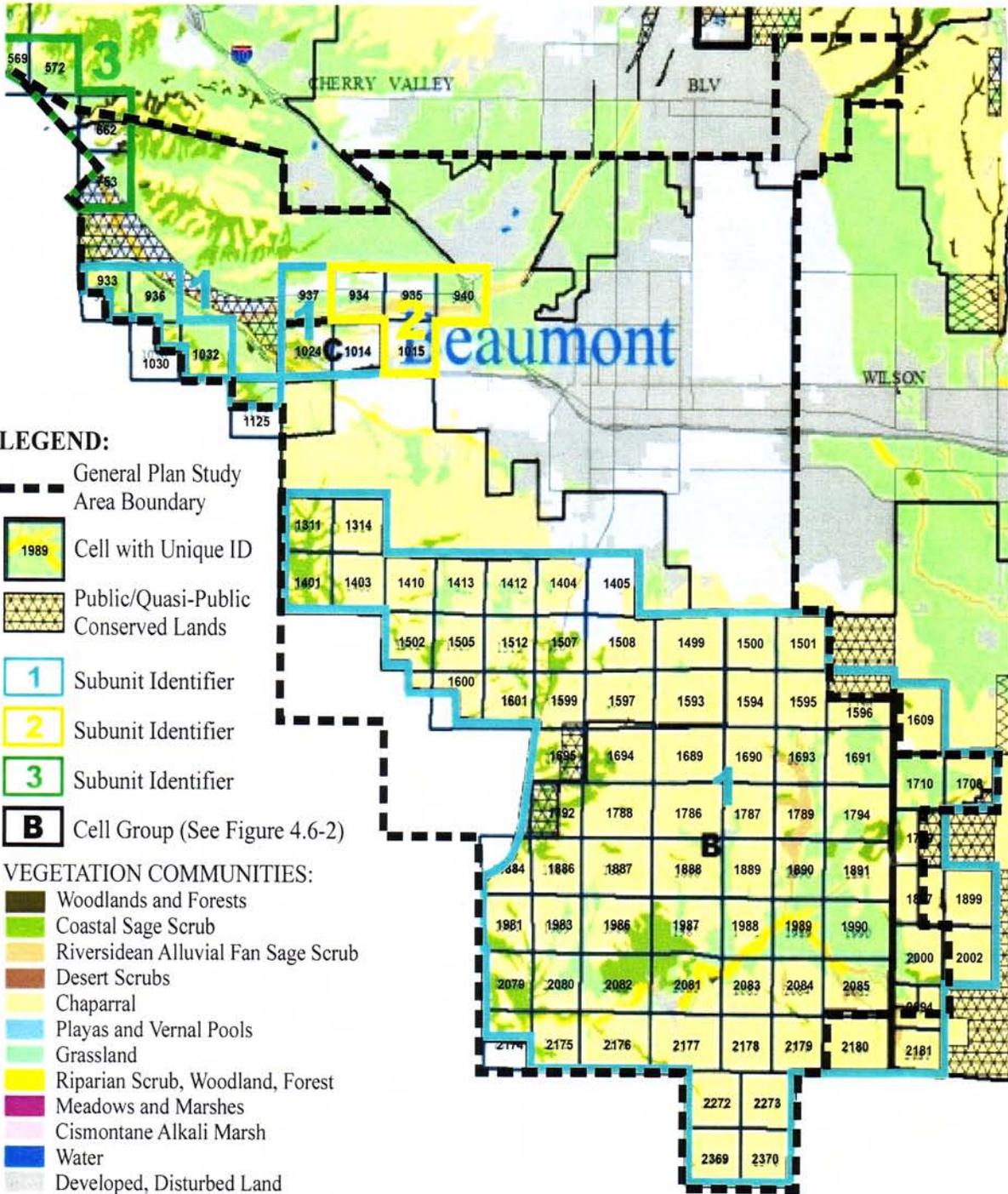
Historic Resources

As indicated in the previous section (Section 4.2), the first “European” settlement of the local area originated with the establishment of the Summit Station mail stop in 1866 along a passenger stage route through the San Gorgonio Pass. In 1876, with the advent of the railroad, the Southern Pacific Company stagecoach stop was converted into a railroad telegraph office. The first town site, originally called San Gorgonio, was established in 1884 and was later renamed Beaumont. The Beaumont town site was officially surveyed and filed in San Bernardino County in 1887. The town site was later incorporated into Riverside County when that county was formed in 1893.

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. There are also some Victorian residences scattered throughout the City. The old-town community encompasses the segment of 6th Street between Orange Street and Viele, and 5th and 8th 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.

The City intends to preserve old streetlights and columns that still exist in the City. Buildings of significant historical interest in the old town include the old bank building (currently Precision Stamping), the old high school (currently City Hall), Beaumont Library, the Woman's Club, the old church (currently First Christian Church), Saint Stephen's Church, San Gorgonio Catholic Church, the old Bekins Transfer Storage building and the Beaumont Hotel.

In the early years of the 20th Century, many hundreds of Mexicans labored for the Southern Pacific Railroad as part of the construction of the rail line between Colton and Indio. These laborers and their families lived in small settlements that were constructed next to the railroad. The “Barrio” is the town site that served Beaumont area. Local preservationists have sought to preserve the memory of the town and its residents. Luis Estrada Road in the Barrio was dedicated in 2001 as part of a celebration that honored the railroad workers. More than 500 descendants of 70 railroad workers attended the dedication. Much of the original housing has been lost though the town site is still preserved as “the Barrio.” This area is further maintained under this General Plan. The Barrio area is designated as Low Density Residential that ensures that the neighborhood will be preserved.



Source: Riverside County Multi-Species Habitat Conservation Plan (Final June 2003), Applied Planning, Inc.

Exhibit 4-1
Areas Subject to the MSHCP



Section 5.0 Safety Element

City of Beaumont General Plan



5.1 Introduction to the Element

The Safety Element establishes City policy relative to the reduction and mitigation of natural and manmade hazards that must be considered in future planning and decision-making. The public's health and safety is an important component of the General Plan due to the City's location in a seismically active region. This Element's scope has been expanded to include noise exposure and abatement.

The Element is concerned with identifying existing hazards and ways to reduce the risk from the hazards on persons and on property. State law requires that every safety element include the following components:

- The identification, mapping, and appraisal of seismic hazards of concern to planning and future development, including areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves (Section 65302(f));
- An appraisal of mudslides, landslides, and slope stability that might occur as a result of a seismic disturbance (Section 65302(f); and,
- The identification of the potential for fires and other natural and manmade disasters and measures designed to reduce the loss of life, injury, and damage to property (Section 65302(i)).

This Safety Element contains a plan that identifies evacuation routes and the locations of emergency shelters. The Safety Element also emphasizes the importance of emergency preparedness in reducing the impacts of natural and manmade disasters. Any effective disaster response program requires the cooperation of many governmental agencies. A primary goal of the City is to continue working with other agencies to reduce the potential for accidents (train derailments, hazardous materials incidents) and to minimize damage from larger

disasters (such as earthquakes, wildfires, and flooding).

As indicated previously, this Element also addresses those issues mandated by the State of California for consideration in noise elements. The State recognizes that noise may have a significant impact on a community's well being, and therefore requires all jurisdictions to prepare a noise element to identify ways to minimize exposure to excessive noise levels.

Format of the Safety Element

The **Introduction** provides an overview of the Element's scope and content.

The **Safety Policies** section provides an overview of those issues related to public safety, risk, and noise. This section also indicates those City policies related to public safety, emergency preparedness, and noise abatement.

The **Safety Plan** identifies those programs that will be effective in health risk and the exposure of hazards in the City.

The State guidelines are also very specific as to the content of noise elements. Government Code Section 65302(f) indicates that the noise element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the Government Code requires that the Element analyzes and projects noise levels for:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations; aircraft over flights, jet engine test stands, and all other ground facilities and



maintenance functions related to airport operations;

- Local industrial plants, including, but not limited to, railroad classification yards; and,
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.

The State General Plan Guidelines further indicate that noise exposure information should be used to develop the land use element (the Community Development Element in the Beaumont General Plan, to achieve noise-compatible land use patterns (Section 5302(f)). The policies related to noise issues stress the importance of protecting residents from excessive noise. Complementary policies and programs that address noise impacts are also found in the Community Development Element. In addition to considering public safety, this Element also considers issues related to noise. The Safety Element also identifies those health and safety issues (man-made and natural) that need to be considered in future planning and development.

The California Government Code states, "the General Plan and the parts and elements thereof shall comprise an integrated and internally consistent and compatible statement of policies." This Safety Element contains policies and programs designed to alleviate risk in the City. This Element indicates those areas of the City that may be subject to natural and man-made hazards including, but not limited to, flooding, seismic hazards, and exposure to high levels of noise. This Element, together with the Community Development Element, indicates those areas where planning and development must consider those hazards that are present in the formulation of development plans.

5.2 Safety Goals & Policies

The City of Beaumont is located in a seismically active region and, as a result, is subject to the potential risks typically associated with

earthquakes. In addition, the residents and workers in the City may also be exposed to other types of hazards commonly found in an urban environment. The presence of numerous large industrial activities also requires special consideration in evaluating hazards in the City. The policies included in the Safety Element support the following goals:

- *Goal 1 (Safety Element).* The City of Beaumont will make every effort to mitigate the seismic hazards that are present within the General Plan's Planning Area.
- *Goal 2 (Safety Element).* The City of Beaumont will cooperate in those efforts that are directed towards flood control and safety.
- *Goal 3 (Safety Element).* The City of Beaumont will continue to support law enforcement efforts both locally and in the surrounding area.
- *Goal 4 (Safety Element).* The City of Beaumont will continue to enhance fire and emergency response services in the community.
- *Goal 5 (Safety Element).* The City of Beaumont will cooperate with ongoing efforts to reduce the health and safety hazards related to the exposure of hazardous materials.
- *Goal 6 (Safety Element).* The City of Beaumont will strive to control the adverse effects of noise in the environment.
- *Goal 7 (Safety Element).* The City of Beaumont will promote preparedness related to the adverse effects of high winds common in the Pass area.



Safety Goal 1. The City of Beaumont will make every effort to mitigate the seismic hazards that are present within the General Plan’s Planning Area.-

The City of Beaumont, as is the remainder of the Southern California region, is located within a seismically active area 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.

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 affects include the following: surface rupture, ground shaking, liquefaction, and slope failure. Surface rupture refers to the actual “tearing apart” of the ground surface along a fault trace resulting from an earthquake. The State of California has promulgated regulations prohibiting the placement of structures over or in close proximity through the implementation of the Alquist-Priolo Special Studies Zones (APSSZ). The San Jacinto Fault is considered to be one of the most active faults in southern California. It is a northwesterly to southeasterly trending fault that crosses the southerly portion of the City and sphere of influence. The Working Group on California Earthquake Probabilities (1995) tentatively assigned a 43 percent (+/- 17 percent) probability of a major earthquake on the San Jacinto Valley segment of the San Jacinto fault for the 30-year interval from 1994 to 2024.

The San Andreas Fault Zone in the San Gorgonio Pass area is not readily evident on the ground’s 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 Working group on California Earthquake Probabilities (1995) tentatively assigned a 28 percent (+/- 13 percent) probability of a major earthquake occurring on the San Bernardino Mountains segment of the San Andreas fault between 1994 and 2024.

The Banning Fault is poorly defined at the ground surface, but is believed to be located north of the City in the Cherry Valley area, based on inferred data. One source states that the branch of this fault, located nearest to the City, is considered inactive. The active Banning branch of the Coachella Valley segment of the San Andreas fault is located east of the City. Faults located within the Planning Area are shown in Exhibit 5-1.

The Beaumont Plains Fault Zone consists of a series of parallel faults oriented in a northwest to southeast direction throughout the Noble Creek area in the northern portion of the City. While evidence of Geologic investigations has found only doubtful evidence of recent activity (over the last 5,000 years), these faults were likely active before that. Trenching conducted in the late 1980s concluded that the faults trenched were inactive and not considered to be a ground rupture hazard.

The energy created from earthquakes moves out from the epicenter in waves that affect the 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. Geologic investigations performed by the Department of Conservation Division of Mines and Geology indicates that no such soil conditions exist within the City limits. Liquefaction results when seismic induced ground-shaking causes water-laden, cohesion less soils to form a quicksand-like soil condition below the ground surface. Structural damage may ensue as building foundations lose ground support. Liquefaction occurs in areas where groundwater exists within 30 feet of the ground surface and where poorly consolidated, cohesion less soils predominate.



- *Safety Element Policy 1.* The City of Beaumont will continue to promote seismic safety through comprehensive land use planning.
- *Safety Element Policy 2.* The City of Beaumont will assist in the education of the community on how the resident and business person can minimize seismic risk by adequate knowledge and preparation.
- *Safety Element Policy 3.* The City of Beaumont will develop an information program to familiarize citizens with seismic risk and to develop seismic awareness.
- *Safety Element Policy 4.* The City of Beaumont will require special soils and structural investigations for all proposed structures of large scale or involving large groups of people.
- *Safety Element Policy 5.* The City of Beaumont will 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.

Safety Goal 2. The City of Beaumont will cooperate in those efforts that are directed towards flood control and safety.

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 of the pass. Part of the area drains generally south into Potrero Creek that traverses the "Badlands" area to flow into the San Jacinto River, which also 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 in and around the City of Beaumont has historically resulted from seasonal storms. Generalized winter storms occur between November and April, with the greatest frequency of storms occurring between December and March. Rainfall from these storms is absorbed due to prevailing arid conditions, and thus summer storms rarely result in significant flooding. Major, widespread flooding, although rare, results typically from generalized winter storms.

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 most developed areas of the City from significant flood hazards. 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 ultimate 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, those 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 Road.



- *Safety Element Policy 6.* The City of Beaumont will continue to promote flood safety through comprehensive land use planning.
- *Safety Element Policy 7.* The City of Beaumont will assist in the education of the community on how the resident and business person can minimize flood risk by adequate knowledge and preparation.
- *Safety Element Policy 8.* The City of Beaumont will develop an information program to familiarize citizens with flood risk.
- *Safety Element Policy 9.* The City of Beaumont will continue to cooperate with other local and regional agencies with respect to flood control.
- *Safety Element Policy 10.* The City of Beaumont will require all new developments to mitigate potential flooding that may result from the development.
- *Safety Element Policy 11.* The City of Beaumont will support regional efforts to control and mitigate existing potential flood-related problems.

Safety Goal 3. The City of Beaumont will continue to support law enforcement efforts both locally and in the surrounding area.

The Beaumont Police Department, located in the City's downtown at 660 Orange Avenue, provides comprehensive law enforcement services for the City. Currently, the Department is staffed with twenty-five sworn officers and seven non-sworn personnel.

The Beaumont Police Department also currently offers its technical expertise to local residents that wish to organize neighborhood watch type

organizations. The Department provides tours of the agency, specialized presentations on the operation of the Police Department, information concerning any law enforcement operations to the public, community members and businesses. The Department is an active participant with the Chamber of Beaumont "Graffiti Task Force." The Department coordinates a committee of law enforcement and school officials dealing with gangs and gang-related issues. The Department operates an emergency services communications van, which is used during natural disasters and other emergency situations.

- *Safety Element Policy 12.* The City of Beaumont will continue to maintain adequate levels of police patrol services through coordinated land use and facility planning efforts.
- *Safety Element Policy 13.* The City of Beaumont will continue to support ongoing coordination with other law enforcement agencies in crime prevention efforts.
- *Safety Element Policy 14.* The City of Beaumont will continue to coordinate the review of development proposals with the Police Department to assure that police services can adequately and equitably protect the City's citizens.
- *Safety Element Policy 15.* The City of Beaumont will provide an atmosphere of security and safety for residents and businesses in the City.
- *Safety Element Policy 16.* The City of Beaumont will promote improved lighting in existing or potential crime problem areas.
- *Safety Element Policy 17.* The City of Beaumont encourages "neighborhood watch" programs in conjunction with neighborhood improvement associations to encourage cooperation between citizens and police.



Safety Goal 4. The City of Beaumont will continue to enhance fire and emergency response services in the community.

The City of Beaumont contracts with the Riverside County Fire Department for Citywide services, including fire protection, public service, and emergency medical aid response. 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.

Wildfires pose the greatest risk in the open space and undeveloped portions of the General Plan's Planning Area. The severity of potential wildfires is influenced by four factors: vegetation, climate, slope, and how the fire was started. Most of the level, open space areas consist of grassland comprised of annual grasses, small shrubs, and an abundance of Russian thistle. In the southern and western portions of the General Plan's Planning Area, the vegetation is comprised of native chamise chaparral, California scrub oak, white sage, and manzanita. Sparse vegetation of canyon and live oak can be found also. The grasslands, shrubs, and chaparral in both the flat and hilly areas are considered to be highly flammable. However, since much of the Beaumont area consists of open space and flat areas containing sparse vegetation or included areas used for agriculture, the potential for wildfires is significantly reduced.

The amount of wild land vegetation available is considered potential fuel for a fire and is defined as fuel load. Light fuels typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuels are heavier brush and timber over six feet high. Since the majority of the fuel loads in Beaumont are light fuels with some medium fuels in the southern and western portions of the General Plan's Planning Area, the potential hazards of fire is considered to be moderate.

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 Beaumont. However, since fuel loads are light and most of the open spaces are either used for agriculture or are sparsely vegetated, the severity and potential of fire hazards are not significant. In addition, private weed abatement efforts have greatly reduced potential fire hazards.

Riverside County's Fire Department is primarily responsible for fire protection in Beaumont. In addition, the California Department of Forestry has a fire station in Beaumont. The County Fire Department does implement a number of programs to help prevent fires such as building inspection, public education and awareness, and participation with the City's Planning Department in development review. The following policies are specifically designed to address fire protection issues:

- *Safety Element Policy 18.* The City of Beaumont will continue to implement those measures that will be effective in reducing the potential for wildfire.
- *Safety Element Policy 19.* The City of Beaumont will continue to strive to provide an adequate level of paramedic service for emergency medical aid to minimize trauma of injury or illness to patients.
- *Safety Element Policy 20.* The City of Beaumont will 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.
- *Safety Element Policy 21.* The City of Beaumont will continue code enforcement efforts to reduce fire hazards associated with older buildings.



Safety Goal 5. The City of Beaumont will cooperate with ongoing efforts to reduce the health and safety hazards related to the exposure of hazardous materials.

Many of the City’s businesses produce, use, and store hazardous materials. Public safety issues involve not only the use of these materials in populated areas, but also the transport and disposal of the substances in the urban environment. Chemical spills or other such accidents have the potential to impact entire neighborhoods. The transportation of chemicals and other hazardous substances through the City also presents public safety problems. Two major freeways and the Union Pacific railroad transportation routes carry a variety of materials that could pose health risks to Beaumont’s residents in the event of an accident. The possibility of such an occurrence may be relatively high in Beaumont given the extent of freeway traffic that pass through the City.

- *Safety Element Policy 22.* The City of Beaumont will support legislation that reduces the level of risk from hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public, industries, and businesses.
- *Safety Element Policy 23.* The City of Beaumont will continue to support regional efforts as needed to plan for and facilitate the establishment of regional treatment facilities to manage the hazardous wastes that are generated within the City.

Safety Goal 6. The City of Beaumont will strive to control the adverse effects of noise in the environment.

Noise may affect all types of land uses and activities, although some are more sensitive to noise levels than others. Land uses identified as noise sensitive in Beaumont include the schools, parks, and those areas that are developed as

residential. The sources of noise in Beaumont fall into five basic categories. These include freeways, both the I-10 and the SR-60 Freeways; aircraft over flights; traffic of local streets; noise from railroad operations; and stationary sources (noise contours for the major roadways in the City are noted in Exhibit 5-2).

The ambient noise environment in the City will continue to be dominated by transportation-related noise over the life of this General Plan. Freeway noise will continue to impact those planning areas located along the I-10 and SR-60 Freeway corridors. Residential development located in these areas will be required to implement design measures that will attenuate the traffic noise. These measures may include, but not be limited to, noise walls, berms, extra insulation, sound proofing, and double-paned windows.

- *Safety Element Policy 24.* The City of Beaumont will protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.
- *Safety Element Policy 25.* The City of Beaumont will incorporate noise considerations into land use planning decisions.
- *Safety Element Policy 26.* The City of Beaumont shall require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new roadway projects in Beaumont.
- *Safety Element Policy 27.* The City of Beaumont shall promote the effective enforcement of City, State and Federal noise standards by all appropriate City divisions.



Safety Goal 7. The City of Beaumont will promote preparedness related to the adverse effects of high winds common in the Pass area.

The prevailing winds in the Pass Area are primarily from the west in spring, summer, and early fall. During summer thunderstorms, the wind will sometimes be from the southeast, and in the winter, winds are variable. 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, the velocity of this air movement being a function of the cross-sectional width of the channel containing the air. The spurs extending into the floor of the Pass from the San Jacinto Mountains constrict the flow of air and cause a corresponding rise in wind velocity. A 40-mph westerly wind at Cabazon becomes, at times, a 100-mph wind at Windy Point.

The large number of trees and windbreaks in developed portions of Beaumont greatly reduce the adverse impacts of wind. However, 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. The latter two factors are most likely to be significant during a change from open space or agricultural 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.

- *Safety Element Policy 28.* The City of Beaumont shall continue to implement design measures that will mitigate the effects of high winds.

- *Safety Element Policy 29.* The City of Beaumont will continue to consider the potential risk posed by high winds in the City in the review of new development applications including those for signs.

5.3 Safety Plan

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 5-3 and include the two freeways that traverse the Planning Area as well as a number of major roadways. The major roadways that are identified as evacuation routes include Brookside Avenue, 14th Street, Highland Springs Road, and Beaumont Avenue. During any future development activities, measures will be taken to maintain these roadways' use at all times.

Noise Control and Abatement

A number of other Federal, State, and other governmental agencies have adopted standards and recommended noise criteria to protect people in both the working and home environments. A summary of major existing noise regulations are provided below:

- The *Federal Highway Works Administration* (FHWA) has established noise exposure standards for different land uses. These standards apply to the planning and design of federally funded highway projects, and are expressed in terms of both Equivalent Noise Level (Leq) and Day-Night Average Sound Level (Ldn).
- The *Department of Housing and Urban Development* (HUD) has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure that projects assisted by HUD provide a suitable living environment. Standards



include maximum levels of 65 dB Ldn for residential areas.

- The *Noise Control Act of 1972* authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels), and welfare (annoyance levels), with an adequate margin of safety.
- In March 1974, the *Environmental Protection Agency* (EPA) published "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). This report indicates that 55 Ldn is the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.
- The *Federal Highway Administration* (FHWA) has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criterion established an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criterion applies to private yard areas and assumes that typical wood frame homes with windows open provide 10dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.
- The State requires every city and county to adopt *noise elements* as part of their general plans. Such noise elements must contain a noise/land use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements

of the General Plan," (Office of Noise Control, California Department of Health, February 1976). These standards are indicated in the City's Health and Safety Element (refer to Table 5-1).

- The *California Motor Vehicle Code* establishes noise standards for those areas not regulated by the federal government. State standards regulate the noise levels of motor vehicles and motorboats; establish noise impact boundaries around airports; regulate freeway noise affecting classrooms, sound transmission control, and occupational noise control; and identify noise insulation standards. The California Motor Vehicle Code sets operational noise limits according to the type of vehicle and date of manufacture.
- *Sound Transmission Control Standards* contained in the *California Administrative Code, Title 24, Building Standards, Chapter 2.35*, outline noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. These standards require an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL of an airport, or vehicular or industrial noise source, an acoustical analysis must be conducted to show compliance with the standards.
- The *California Occupational Noise Control Standards* contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 decibels for more than eight hours in any workday.

Noise and Land Use Compatibility

The State Office of Noise Control has prepared Guidelines for the Preparation and Content of Noise Elements of General Plans. These State



Guidelines provide a guide for compatibility of noise-sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or Ldn.

Residential uses are normally unacceptable in areas exceeding 70 dB CNEL; and conditionally acceptable between 55-70 dB CNEL for low-density single-family dwelling units, duplexes, and mobile homes, and between 60-70 dB CNEL for multiple-family units. Schools, libraries, hospitals, and nursing homes are treated as noise-sensitive land uses, requiring acoustical studies within areas exceeding 60 dB CNEL.

Commercial/professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL, and are conditionally acceptable within 67 to 78 dB CNEL (for commercial/professional offices only). Table 5-1 indicates the range of acceptable noise levels for various land uses in the City. The noise level ranges shown in the Table should be considered guidelines with respect to the placement of land uses in the City.

Table 5-1 Noise and Land Use Compatibility Standards (Ambient Exterior Noise Exposure)		
Land Use	Desirable Maximum	Maximum Acceptable
Single-family Residential	55 dBA	65 dBA
Multiple-Family Residential	60 dBA	65 dBA
6 th Street Corridor Overlay	65 dBA	70 dBA
6 th Street Corridor Overlay	65 dBA	70 dBA
Public Facilities (incl. Schools)	60 dBA	70 dBA
All Commercial & Mixed-Use	65 dBA	75 dBA
Industrial	70 dBA	75 dBA



Hospital/Healthcare Services

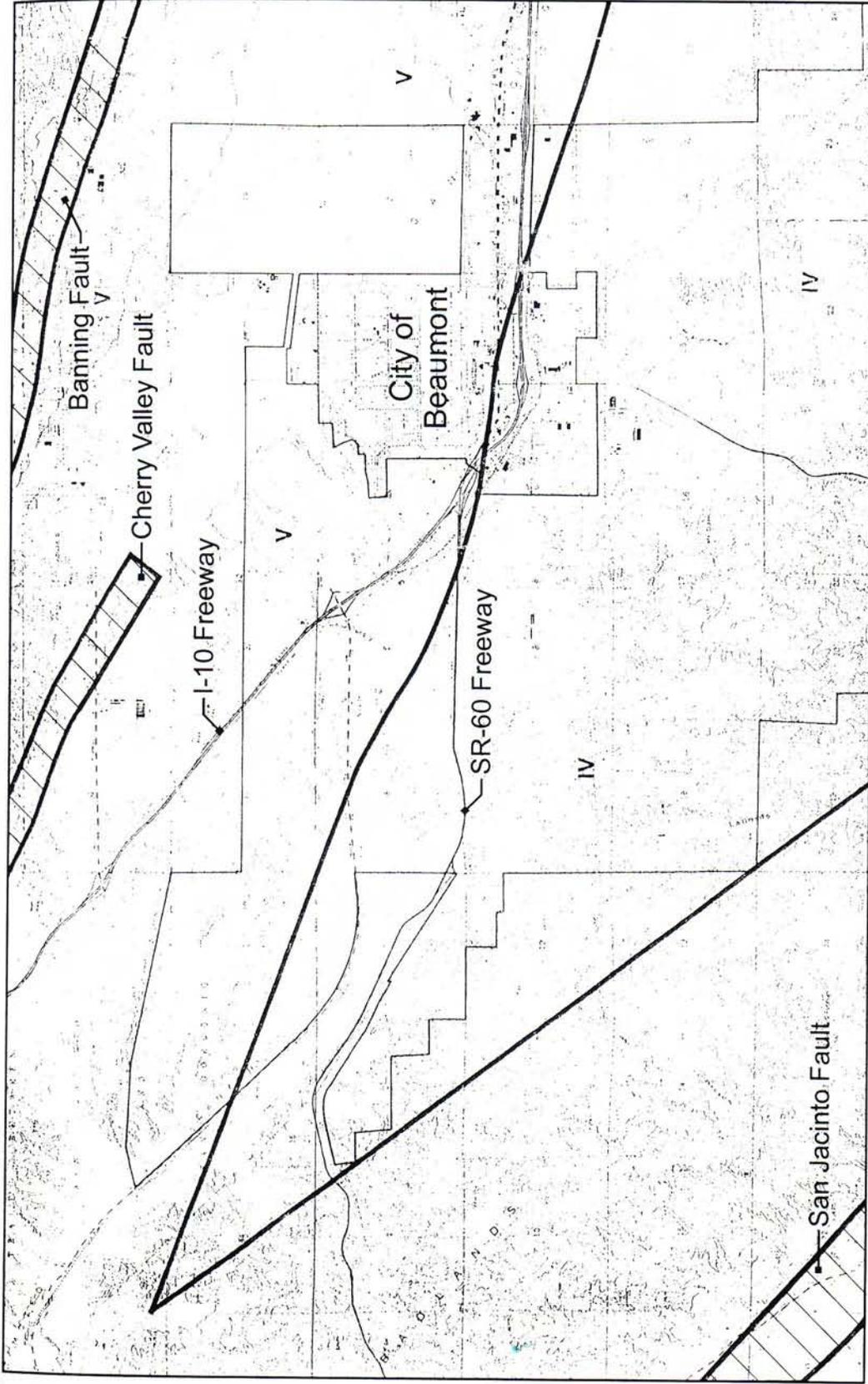
The City of Beaumont recognizes the growing need for healthcare and related emergency services. These services are currently provided by the San Gorgonio Memorial Healthcare District at an existing hospital facility located on Highland Springs Avenue in Banning, and to a lesser degree by a series of private providers. The District-owned 70-bed facility is the only licensed acute hospital and emergency department in the San Gorgonio Pass Area. The City of Beaumont lies entirely within the District's boundaries. The San Gorgonio Memorial Hospital is currently (2005) operating at capacity for intensive care and emergency services, with the intensive care unit full 80 percent of the time and medical/surgical unit full 20 percent of the time through the last year. The District has announced plans to expand the facility at its present location to 192 beds by 2011.

The District's plans for the replacement of the acute facility call for a phased development

program, with the first phase providing a new 24-bay emergency department and a replacement 16-bed intensive care unit. The second phase would consist of a new six-story patient pavilion with imaging, surgical, pharmacy and ancillary services on the first two stories. Patient rooms will make up the additional four stories. The facilities are being designed to accommodate the projected growth in the San Gorgonio Pass Area population through 2025.

The District is in the process (2005) of procuring the estimated \$125 Million needed to complete the new facilities. The inclusion of development impact fees on new construction within the District has been identified as a potential funding source as such fees would significantly assist in the development of the necessary capital for the modernized and expanded facility.

The applicable local jurisdictions, including the City of Beaumont, may opt to adopt such a fee when sufficient and satisfactory analysis and justification is provided by the District in accordance with State law.

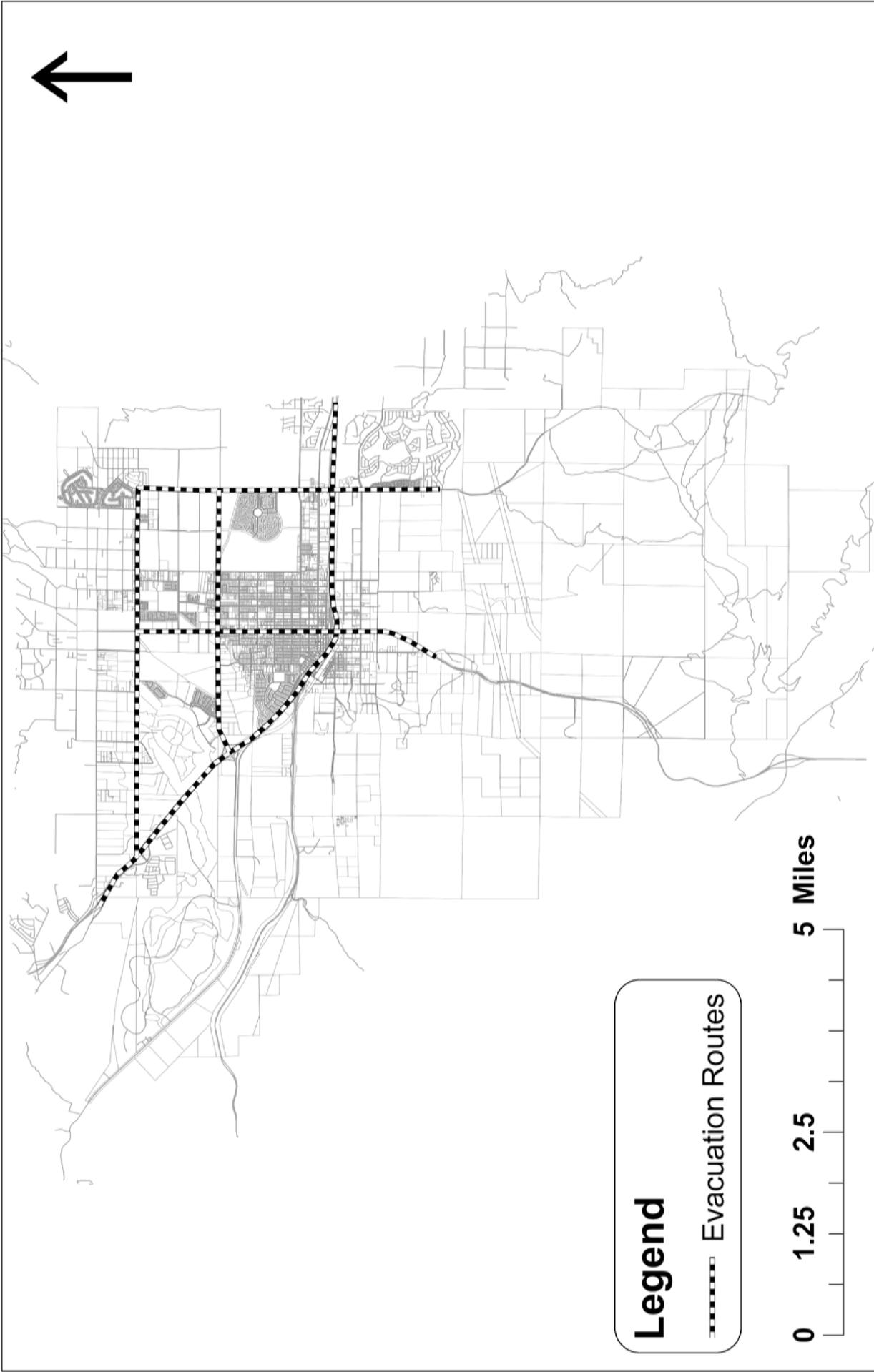


LEGEND:

-  Special Studies Zones
-  Groundshaking Zone Boundary



Source: City of Beaumont; Applied Planning, Inc.



**Exhibit 5-3
Evacuation Routes**



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Section 6.0 Implementation Element

City of Beaumont General Plan



6.1 Introduction to the Element

This component of the City of Beaumont General Plan will serve as a guide for the implementation of the General Plan’s goals and policies.¹² The State’s General Plan Guidelines state the following with respect to a General Plan’s implementation:

“The public can clearly see a City’s commitment to its General Plan by the manner in which local officials implement the plan’s goals and policies. The most successful plans are those that were written from the start with a concern for realistic and properly timed implementation measures. Adopting infeasible planning policies or implementation measures can prove to be a waste of time and a costly error. To avoid this, [the] planners who implement the Plan should be involved in its preparation. In addition, the General Plan should identify, where appropriate, the local agencies responsible for carrying out implementation actions.”¹³

In the late 1960s and early 1970s, many elected officials, planning professionals, legal observers, and citizens were concerned that if long-range comprehensive planning were to be useful and effective, a more direct linkage between the General Plan and the day-to-day operation was imperative. This point of view clearly acknowledged that the day-to-day decision-making at the local level should not be made on an ad hoc, disjointed, or arbitrary basis, but

¹² The State of California Planning, Zoning, and Development Law require the identification of implementation actions with respect to the open space, housing, and noise elements. The Beaumont General Plan goes well beyond those legislative requirements by indicating the applicable implementation measures and programs for the remaining General Plan Elements.

¹³ Office of Planning and Research. *State of California General Plan Guidelines*. Chapter 5 – Implementing the General Plan. November 1990.

rather should follow a logical process that is consistent with the General Plan.¹⁴

These arguments formed the basis for a newly emerging philosophy that held that governments engaging in land use planning must base their official regulatory land use and development controls on, or make them consistent with, such planning. This philosophy came to be known as the *consistency doctrine*. The consistency doctrine was reinforced by a key court of appeal decision in 1965 (O’Loane v. O’Rourke [1965] 231 Cal.App 2d 774, 782) and by enacting laws passed in 1970 and 1971.¹⁵ This philosophy was further institutionalized through statutes requiring consistency of certain local actions with the adopted General Plan.

The implementing programs identified herein will also be effective in mitigating the environmental impacts of future development supported or otherwise permitted by the City of Beaumont General Plan. This is underscored in the Environmental Impact Report (EIR) prepared for the General Plan. Specific General Plan policies that will be effective in mitigating the environmental impacts of future development are clearly identified for each of the issues considered in the EIR. This approach is also consistent with the State’s General Plan Guidelines that state the following:

...this reinforces the requirements of CEQA that call for employing mitigation measures to reduce or eliminate the significant environmental effects identified in the plan’s environmental document. The mitigation measures must be reflected in the general plan’s implementation program.¹⁶

6.2 Implementation Programs

There are a number of programs, which will be effective in implementing the City’s land use and development policies. These programs are

¹⁴ Ibid.

¹⁶ Office of Planning and Research. *State of California General Plan Guidelines*. Chapter 5 – Implementing the General Plan. November 1990.



summarized in this section. At the end of this section is a Policies Matrix (Table 6-1) that identifies the various General Plan policies and the corresponding program or programs that would be effective in their implementation.

- *Air Quality Planning.* The City of Beaumont will continue to participate in the regional planning efforts being undertaken by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) to develop and implement strategies to improve regional air quality. The City of Beaumont will continue to work with the SCAQMD and SCAG and the surrounding cities in improving air quality.
- *Building Code Review Program.* Beaumont will periodically review, and if necessary, update the Uniform Building Code (UBC) to reflect current technology and regulations. Procedures for the periodic review of the UBC will be identified by the Building Official. This review will be undertaken by designated individuals to identify appropriate changes to the UBC that should be considered. Amendments to the City's Building Code will then be made, as appropriate.
- *Caltrans Coordination.* The City will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the City is fully apprised of roadway and facility improvement efforts in the early stages of planning and design. The City will continue to work with Caltrans and the Riverside Transportation Authority (RTA), as appropriate, and will request to be on all notification lists for future projects that may impact the City.
- *Capital Improvement Planning.* The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape

upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation improvements.

- *Code Enforcement.* Code enforcement is an integral part of the City's efforts to improve the appearance of substandard structures, properties, and signage. Community code enforcement efforts (funding and staffing) will continue to be the primary means to ensure that properties are well maintained.
- *Cultural Awareness.* A cornerstone of this program will be the identification of a site/location that may be used for the storage and collection of artifacts, photographs, books, and displays. The City will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning local history and culture. These materials include books, photographs, artifacts, furniture, etc. The City will continue to support cultural resource conservation and preservation efforts in Beaumont.
- *Cultural Resource Management.* Should archaeological or paleontological resources be encountered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the California Environmental Quality Act (CEQA) Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. Salvage and preservation efforts will be undertaken pursuant to Appendix K requirements outlined in CEQA.
- *Design Guidelines and Review.* The City shall continue to implement its current design review procedures. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. The design review process is an important component of development



review. This process may be used to consider a potential development's impact on the architectural integrity of historically significant structures and sites.

- *Disaster Response Database.* In the event of a major earthquake or other major disaster, persons living or working in the City may need to be self-sufficient for up to 72 hours before the results of any major relief efforts are realized. Under this program, a database will be created to identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search-and-rescue. The database would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. This information, and the appropriate procedures, would then be incorporated into the City's Emergency Preparedness Plan.
- *Emergency Preparedness Plan.* The City currently maintains a Multi-Hazard Functional Plan that outlines responsibilities and procedures the City will follow in the event of an emergency or Citywide disaster. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The City shall regularly update its Multi-Hazard Functional Plan for Emergency Operations.
- *Energy Conservation.* The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State of California Environmental Quality Act (CEQA) Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of

new development shall be encouraged. The City will continue to work with Southern California Edison and the Southern California Gas Company to promote energy conservation practices.

- *Environmental Review.* The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures as required prior to development approval. The determination of a project and the environmental review will comply with the California Environmental Quality Act (CEQA). In compliance with CEQA, the City shall assign responsibilities for the verification of the implementation of mitigation measures that may be recommended as part of the environmental review process.
- *Fire Prevention.* The City shall continue to work with the Fire Department to promote fire prevention and fire safety programs. The City shall also encourage periodic inspections of existing structures by the Fire Department for compliance with fire safety standards and practices. All new development plans must be submitted to the Fire Department for review and comment during the plan check process. This review must be completed for the development process to continue. New development must conform to applicable standards and regulations.
- *Hazardous Materials Control.* The City shall continue to cooperate with County, State, and Federal agencies involved in the regulation of hazardous materials' storage, use, and disposal. The City shall work with the Fire Department in requiring hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The Fire Department shall also work with local law enforcement officials in regulating the transport of hazardous materials through the City. The City will continue to promote the safe disposal of "hazardous and toxic substances" used in private households



through the support of “Hazardous Materials Collections” conducted at specific locations and times within the City.

- *Historic Building Code.* The City will evaluate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require City staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures. Potential candidates include those historic resources described herein.
- *Joint Use Facilities.* The City will explore the feasibility of joint agreements with the local school district and with other special districts. The City is not involved in any joint use agreements at the present time.
- *Parks Gift Catalogues Program.* The City will assess the feasibility of preparing and distributing a gift catalogue for specific items that will be used for the Community's benefit. The catalogue will identify improvements that may be purchased for use in City Parks. The first step will require City Council authorization to City departments to determine how this program will be implemented. The Council will then consider Staff's findings and will provide direction to the City's Parks and Recreation Department regarding how to proceed.
- *Park Development & Renovation Program.* The City will evaluate strategies to renovate and protect existing public open space from encroachment or conversion to other uses. Any new development will comply with the guidelines set forth by the American Disabilities Act (ADA). Potential improvements will be programmed into the City's Capital Improvements Program (CIP). This program will also evaluate the feasibility of new park development in the City.
- *Park Watch/Adopt a Park.* The City will analyze the feasibility of implementing an adopt-a-park program along with a "park watch" program. Individual neighborhoods will be encouraged to become involved with the operation, maintenance, and safety of their parks through an expanded Neighborhood Watch Program. The first step of implementation will involve coordination with the City of Beaumont Police Department to expand the scope of the Neighborhood Watch Program to include the monitoring of local parks. The City will then establish a program by which individuals, organizations, and businesses can “adopt” a local City park. The City Parks and Recreation Department will identify qualifications for “park adoption.” As part of the “adoption” process, individuals, organizations, and businesses may agree to assist in park maintenance, the financing of improvements, security, etc.
- *Police & Fire Services Review.* The City shall regularly review the adequacy of law enforcement services and fire protection and emergency services in the City. This review effort shall be a component of the annual budget review of the contract with the Fire Department, and the City shall work with the Fire Department to correct any identified deficiencies. Local law enforcement officials and Fire Department representatives shall also continue their review of any proposed development plans. Annual reports concerning each Department will be submitted to the City Council for consideration.
- *Public Transit Review Program.* The City will evaluate the need to modify routes, schedules, and fares of local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The City will also continue to work with the RTA and other transit service agencies in adjacent communities to identify the most beneficial route and stops in the City. The City will provide development plans to service



providers for review for those projects that may affect public transit services.

- *Redevelopment.* The City will continue to encourage future redevelopment of industrial and commercial projects in suitable locations to strengthen the City's tax and employment base. The existing redevelopment plans applicable to the City's adopted project area will continue to be implemented. The City may investigate the feasibility of establishing new redevelopment projects in the future.
- *Riverside County Multiple Species Habitat Conservation Plan.* On June 17, 2003 the Riverside County of Supervisors adopted the Multiple Species Habitat Conservation Plan (MSHCP) and authorized the Board Chairman to sign the Implementing Agreement once the various wildlife trustee agencies have completed their review. The development of the MSHCP represents the culmination of a joint effort by property owners, developers, elected officials, and resource agencies to develop a comprehensive plan that balances the growth demands of the Western Riverside County region and the need to protect sensitive ecosystems and habitats and open space. Those provisions of the MSHCP, applicable to the Beaumont Planning area, will serve as a cornerstone of local resource protection.
- *Safety Development Review Program.* Certain design standards have been established by the City of Beaumont and the Riverside County Fire Department to ensure that site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, clearance around structures, location of fire hydrants, etc.
- *Signalization.* The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional

signalization program. City staff will outline both the need and strategy for improved signalization. Coordination with Caltrans and the RTA will be emphasized in this program undertaken.

- *Stormwater Pollution Prevention.* This program is designed to prevent contaminants from entering the storm drain system. A key element of this program is the National Pollution Discharge Elimination System (NPDES) requirements, which are administered through a countywide permit. These requirements call for measures to be imposed during construction activities, handouts for residential uses, and best management practices (BMPs) for non-residential uses. The City shall also continue to implement projects to maintain storm water quality, such as street sweeping, catch basin grills, signs, etc.
- *Transportation Uniform Mitigation Fee.* The Riverside County Board of Supervisors recently enacted the Western Riverside County Transportation Uniform Mitigation Fee Ordinance. The fees that are to be collected will be used to finance roadway and transportation-related improvements. The City of Beaumont, concerned that the fees collected from local developments would be used to finance projects elsewhere in the region, adopted to implement its own traffic mitigation fee ordinance. In this way, the City remains eligible for other County transits funds while, at the same time, ensuring that fees collected from local developments go towards the financing of local improvements.
- *Transit Centers.* Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and in some areas park-n'-ride facilities, will be implemented as part of new development.
- *Truck Route Planning.* The City will work with other cities, public agencies, and stakeholders to establish a system of truck



route plans for the City and the neighboring communities.

- *Water Conservation Ordinance.* The City will continue to implement its Water Conservation Ordinance. In addition, the City will review the ordinance to ensure that it promotes the use of xeriscape landscaping, water-conserving materials, and devices that reflect current technology. The City shall review, and as appropriate, develop water conservation programs for public facilities (Civic Center, the park, etc.). Water conservation measures and activities will continue.
- *Zoning Conformity Program.* The City will undertake a comprehensive review of the Zoning Ordinance following the completion of the General Plan update. This review will ensure that the development standards are

consistent with those identified in this Community Development Element. The City will also revise the Zoning Map to ensure that it is consistent with the Land Use Plans for the Planning Areas.

6.3 Implementation Strategy

The programs identified in the previous section will be effective in aiding in the implementation of the policies included in the individual Elements. The Program Implementation matrix (Table 6-1) indicates the timing, responsible party, and potential source of funding for the programs identified in Section 6.2. Over time, conditions may change along with sources of funding. As a result, this Implementation strategy outlined in Table 6-1 will need to be reviewed on an annual basis and revised accordingly.

Table 6-1 General Plan Program Implementation Matrix			
Program Name	Responsible Dept	Timing for Implementation	Potential Funding Source
Air Quality Planning	Planning Dept.	Ongoing Program	General Fund
Building Code Review	Building & Safety Dept.	Ongoing Program	General Fund
Caltrans Coordination	Planning Dept.	Ongoing Program	General Fund
Capital Improvement Planning	All Depts.	Ongoing Program	General Fund
Code Enforcement	Planning Dept.	Ongoing Program	General Fund
Cultural Awareness	Planning Dept.	Ongoing Program	General Fund
Cultural Resource Management	Planning Dept.	Ongoing Program	General Fund
Design guidelines & Review	Planning Dept.	Ongoing Program	General Fund
Disaster Response Database	Planning Dept, Police Dept., Fire Dept.	New Program	General Fund



**Table 6-1
General Plan Program Implementation Matrix (continued)**

Program Name	Responsible Dept	Timing for Implementation	Potential Funding Source
Emergency Preparedness Plan	Planning Dept, Police Dept., Fire Dept.	New Program	General Fund
Energy Conservation	Building & Safety Dept.	Ongoing Program	General Fund
Environmental Review	Planning Dept.	Ongoing Program	General Fund
Fire Prevention	Fire Dept.	Ongoing Program	General Fund
Hazardous Materials Control	Fire Dept.	Ongoing Program	General Fund
Historic Building Code	Planning Dept.	New Program	General Fund
Joint Use Facilities	Community Services Dept.	Ongoing Program	General Fund
Parks Gift catalogues	Community Services Dept.	New Program	General Fund
Park Development & Renovation	Community Services Dept.	Ongoing Program	General Fund
Park Watch/Adopt A Park	Community Services Dept.	New Program	General Fund
Police & Fire Services Review	City Administration	Ongoing Program	General Fund
Public Transit Review	Transit Dept.	New Program	General Fund
Redevelopment	Economic Development Dept.	Ongoing Program	Tax Increment
Riverside County MHSCP	Planning Dept.	Ongoing Program	General Fund
Safety Development Review	Planning Dept., Building & Safety Dept.	Ongoing Program	General Fund
Signalization	Public Works Dept.	Ongoing Program	General Fund, Mitigation Fee
Stormwater Pollution Prevention	Public Works Dept.	Ongoing Program	Developer Fee or General Fund
Transportation Uniform Mitigation Fee	Public Works Dept.	Ongoing Program	Mitigation Fee
Transit Center	Transit Dept.	New Program	Prop. A Funds
Truck Route Planning	Planning Dept.	New Program	General Fund
Water Conservation	Planning Dept.	New Program	General Fund
Zoning Conformity	Planning Dept.	Ongoing Program	General Fund



Table 6-2 indicates those programs that will be effective in the implementation of the General Plan policies identified in the individual Elements. The policies indicated in Table 6-2 are arranged according to the goals included in the General Plan. As is evident from

examination of Table 6-2, one or more programs may be effective in the implementation of the policies. In addition, other programs and strategies may be added or removed as conditions change.

Table 6-2 Policy Implementation Matrix	
Policy	Implementing Program(s)
Goal 1 (Community Development Element). The City of Beaumont will continue its comprehensive planning process.	
<i>Community Development Element Policy 1.</i> The City of Beaumont, through the implementation of this General Plan, will promote a balance of land use and development types throughout the City.	Environmental Review Redevelopment
<i>Community Development Element Policy 2.</i> The City of Beaumont will implement an integrated land use and transportation system that accommodates existing and future service and utility demands.	Environmental Review Redevelopment
<i>Community Development Element Policy 3.</i> The City of Beaumont will require major centers and larger residential developments to be accessible to major transportation facilities.	Environmental Review Redevelopment
<i>Community Development Element Policy 4.</i> The City of Beaumont will use specific plans and other master planning tools for the design and development of quality development projects.	Environmental Review Redevelopment
<i>Community Development Element Policy 5.</i> Prior to the approval of any specific plan or tract map in the area bounded by the proposed Potrero Boulevard on the north, the Seneca Springs and Four Seasons projects on the east, and State Route 79 on the west, a comprehensive subregional land use and circulation plan shall be developed. The Plan shall be considered by the Planning Commission and City Council in the approval of any projects in this area.	Environmental Review Zoning Conformity
Goal 2 (Community Development Element). The City of Beaumont will preserve the existing residential neighborhoods and promote the development of new housing in the City.	
<i>Community Development Element Policy 6.</i> The City of Beaumont will continue to support the development of new housing opportunities as defined by the Land Use Plan contained in the Community Development Element.	Environmental Review Redevelopment
<i>Community Development Element Policy 7.</i> The City of Beaumont will continue to maintain and conserve its existing residential neighborhoods.	Environmental Review Redevelopment



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
<i>Community Development Element Policy 8.</i> The City of Beaumont will continue to examine future opportunities for new residential development.	Environmental Review Redevelopment
<i>Community Development Element Policy 9.</i> The City of Beaumont will encourage the development of new housing at varying densities to accommodate a variety of incomes and lifestyles and special needs groups.	Environmental Review Redevelopment Zoning Conformity
<i>Community Development Element Policy 10.</i> The City of Beaumont encourages and supports 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.	Zoning Conformity
Goal 3 (Community Development Element). The City of Beaumont will maintain and, where appropriate, expand the City’s commercial base;	
<i>Community Development Element Policy 11.</i> The City of Beaumont will continue to promote development that capitalizes on the City’s location near the I-10 and the SR-60 Freeways while ensuring that there is not an “over-zoning” of commercial development.	Environmental Review Redevelopment Zoning Conformity
<i>Community Development Element Policy 12.</i> The City of Beaumont will continue to promote the development of larger, more efficient, commercial retail centers as opposed to “strip commercial” along the City’s traffic corridors.	Redevelopment Zoning Conformity
<i>Community Development Element Policy 13.</i> The City of Beaumont will continue to promote the redevelopment and revitalization of the 6 th Street commercial district.	Redevelopment
<i>Community Development Element Policy 14.</i> The City of Beaumont will continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways.	Redevelopment Zoning Conformity
Goal 4 (Community Development Element). The City of Beaumont will promote the expansion of industrial and other employment generating land uses.	
<i>Community Development Element Policy 15.</i> The City of Beaumont will continue to promote the maintenance and preservation of industrial activities and business that contribute to the City’s economic and employment base.	Environmental Review Redevelopment Zoning Conformity
<i>Community Development Element Policy 16.</i> The City of Beaumont will encourage the continued expansion of the City’s industrial districts to accommodate economic development and growth.	Redevelopment Zoning Conformity
<i>Community Development Element Policy 17.</i> The City of Beaumont will promote the development of modern and attractive business activities that will enhance the City’s economic well-being.	Building Code Review Code Enforcement Environmental Review Redevelopment



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
Goal 5 (Community Development Element). The City of Beaumont will phase development where appropriate, to ensure the timely provision of services.	
<i>Community Development Element Policy 18.</i> The City of Beaumont will strive to ensure that there will be adequate water and wastewater system capacity to meet projected demand.	Environmental Review Redevelopment
<i>Community Development Element Policy 19.</i> The City of Beaumont will continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.	Environmental Review Redevelopment
<i>Community Development Element Policy 20.</i> The City of Beaumont will continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.	Environmental Review Redevelopment
Goal 6 (Community Development Element). The City of Beaumont will promote quality urban design as a means to make Beaumont a more desirable place to live and work.	
<i>Community Development Element Policy 21.</i> The City of Beaumont will continue to promote the maintenance of existing properties.	Building Code Review Code Enforcement Environmental Review Redevelopment Zoning Conformity
<i>Community Development Element Policy 22.</i> The City of Beaumont will continue to work towards improving the appearance of the entryways and entry points leading into the City.	Building Code Review Code Enforcement Environmental Review Redevelopment Zoning Conformity
<i>Community Development Element Policy 23.</i> The City of Beaumont will continue to work towards the implementation of streetscape and sign standards.	Building Code Review Code Enforcement Environmental Review Redevelopment Zoning Conformity
<i>Community Development Element Policy 24.</i> The City of Beaumont will continue to promote quality design in the review of commercial and industrial development.	Building Code Review Code Enforcement Environmental Review Redevelopment Zoning Conformity
Goal 7 (Community Development Element). The City of Beaumont will continue to provide for the development and maintenance of water supply and delivery infrastructure to ensure that existing needs and future demands can be met.	
<i>Community Development Element Policy 25.</i> The City of Beaumont will continue to encourage the development of a water storage and delivery system to accommodate existing and projected demand.	Redevelopment Zoning Conformity



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
<i>Community Development Element Policy 26.</i> The City of Beaumont will continue to work with local purveyors to maintain and expand, as needed, a water storage and distribution system that will meet existing needs and projected demand.	Environmental Review Redevelopment
<i>Community Development Element Policy 27.</i> The City of Beaumont will promote the development of a system that will use reclaimed water for irrigation.	Environmental Review Redevelopment Zoning Conformity
Goal 8 (Community Development Element). The City of Beaumont will continue to provide for the development of wastewater treatment infrastructure to accommodate future demand.	
<i>Community Development Element Policy 28.</i> The City of Beaumont will continue to protect water quality through effective wastewater system management.	Code Enforcement Environmental Review
<i>Community Development Element Policy 29.</i> The City of Beaumont will continue to ensure that future development is adequately served by wastewater treatment facilities.	Environmental Review
<i>Community Development Element Policy 30.</i> The City of Beaumont will continue to plan for the development of a system that will use reclaimed water for irrigation.	Building Code Review Code Enforcement Environmental Review
Goal 9 (Community Development Element). The City of Beaumont will continue to cooperate with the local school district to ensure the existing and future demands are met.	
<i>Community Development Element Policy 31.</i> The City of Beaumont will cooperate with the Beaumont Unified School District and the community college district to promote the provision of high quality services and facilities for local residents.	Environmental Review Redevelopment
<i>Community Development Element Policy 32.</i> The City of Beaumont will continue to maintain a proactive relationship with the Beaumont Unified School District as a means to promote quality school facilities and programs.	Environmental Review Redevelopment
Goal 10 (Community Development Element). The City of Beaumont will continue to explore innovative strategies to pay for needed infrastructure.	
<i>Community Development Element Policy 33.</i> The City of Beaumont will continue to require future development to pay their pro-rata share for infrastructure and public facilities.	Environmental Review Redevelopment
<i>Community Development Element Policy 34.</i> The City of Beaumont will continue to explore the feasibility of using assessment districts, benefit assessment districts, traffic mitigation fees, Mello-Roos, or other financial mechanisms as a means to finance the construction of new infrastructure.	Environmental Review Redevelopment



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
<i>Community Development Element Policy 35.</i> The City of Beaumont will continue to assist in the provision of public services and facilities through the collection of appropriate development fees to cover the cost of providing expanded facilities and services.	Environmental Review Zoning Conformity
Goal 11 (Community Development Element). The City of Beaumont will continue to use redevelopment as a means to eliminate blight, to promote economic revitalization, and to provide affordable housing.	
<i>Community Development Element Policy 36.</i> The City of Beaumont will continue to implement its adopted redevelopment plan for the established project areas.	Building Code Review Code Enforcement Environmental Review Redevelopment Zoning Conformity
<i>Community Development Element Policy 37.</i> The City of Beaumont will continue its current redevelopment efforts to revitalize the 6 th Street commercial corridor.	Redevelopment
<i>Community Development Element Policy 38.</i> The City of Beaumont will evaluate the feasibility of expanding redevelopment for those areas of the City that exhibit blighted conditions.	Redevelopment
Goal 1 (Circulation Element). The City of Beaumont will participate in the improvement and upgrading of the regional transportation system.	
<i>Circulation Element Policy 1.</i> The City of Beaumont will continue to cooperate with Caltrans in the implementation of any necessary freeway and State highway improvements.	Caltrans Coordination Capital Improvement Program
<i>Circulation Element Policy 2.</i> The City of Beaumont will continue to cooperate in the improvement of the existing regional transportation system.	Caltrans Coordination Capital Improvement Program Public Transit Review Program'
<i>Circulation Element Policy 3.</i> The City of Beaumont will continue to cooperate with other regional transit agencies to facilitate the timely improvement of regional roadway and transit facilities.	Caltrans Coordination Capital Improvement Program Environmental Review Transportation Uniform Mitigation Fee
<i>Circulation Element Policy 4.</i> The City of Beaumont will continue to actively pursue the required interchange and ramp improvements within the City.	Caltrans Coordination



**Table 6-2
Policy Implementation Matrix (continued)**

Policy	Implementing Program(s)
<p>Goal 2 (Circulation Element). The City of Beaumont will ensure the development and maintenance of a local roadway system that will meet both current and future transportation needs.</p>	
<p><i>Circulation Element Policy 5.</i> The City of Beaumont will continue to cooperate with Caltrans in the implementation of any necessary freeway and State highway improvements.</p>	<p>Caltrans Coordination</p>
<p><i>Circulation Element Policy 6.</i> The City of Beaumont will continue to cooperate in the improvement of the existing regional transportation system.</p>	<p>Caltrans Coordination Transportation Uniform Mitigation Fee</p>
<p><i>Circulation Element Policy 7.</i> The City of Beaumont will continue to cooperate with other regional transit agencies to facilitate the timely improvement of regional roadway and transit facilities.</p>	<p>Caltrans Coordination Transportation Uniform Mitigation Fee</p>
<p><i>Circulation Element Policy 8.</i> The City of Beaumont will continue to actively pursue the required interchange and ramp improvements within the City.</p>	<p>Caltrans Coordination Capital Improvement Program</p>
<p><i>Circulation Element Policy 9.</i> The City of Beaumont will continue to oversee the development of a circulation system that will serve the needs of the City.</p>	<p>Capital Improvement Program Environmental Review</p>
<p><i>Circulation Element Policy 10.</i> The City of Beaumont will strive to maintain a minimum Level of Service "D" as a target LOS standard and a Level of Service "E" as the threshold standard.</p>	<p>Capital Improvement Program Environmental Review Transportation Uniform Mitigation Fee</p>
<p><i>Circulation Element Policy 11.</i> The City of Beaumont will consider the impacts of truck traffic in the review of new developments.</p>	<p>Environmental Review Truck Route Planning Transit Centers</p>
<p><i>Circulation Element Policy 12.</i> The City of Beaumont will, as part of the planning and design of future major commercial and industrial projects, require that pedestrian and vehicular traffic be separated to the extent feasible.</p>	<p>Environmental Review</p>
<p><i>Circulation Element Policy 13.</i> The City of Beaumont will preserve the quality of residential neighborhoods by minimizing the impacts of through traffic.</p>	<p>Environmental Review Transportation Uniform Mitigation Fee Truck Route Planning Transit Centers</p>
<p><i>Circulation Element Policy 14.</i> The City of Beaumont will limit the adverse impacts associated with the construction of roadways and the installation of infrastructure improvements.</p>	<p>Environmental Review</p>
<p><i>Circulation Element Policy 15.</i> The City of Beaumont will continue to oversee the development of an integrated transportation system capable of meeting the needs to move people and goods by private and public means with maximum efficiency, convenience, economy, safety, and comfort.</p>	<p>Capital Improvement Program Environmental Review Transportation Uniform Mitigation Fee</p>



**Table 6-2
Policy Implementation Matrix (continued)**

Policy	Implementing Program(s)
<p><i>Circulation Element Policy 16.</i> The City of Beaumont will strive to achieve a safe, balanced and coordinated transportation system that allows for efficient, comfortable and convenient travel through and within the City and the region.</p>	<p>Caltrans Coordination Capital Improvement Program Environmental Review Transportation Uniform Mitigation Fee</p>
<p>Goal 3 (Circulation Element). The City of Beaumont will ensure that new development provides sufficient parking to meet demand.</p>	
<p><i>Circulation Element Policy 17.</i> The City of Beaumont, as part of its review of future development, will ensure that an adequate supply of private off-street and public parking will meet the needs of residents and visitors to the City.</p>	<p>Environmental Review</p>
<p><i>Circulation Element Policy 18.</i> The City of Beaumont will encourage the use of joint-use and public parking facilities where needed.</p>	<p>Capital Improvement Program Environmental Review Public Transit Review Program'</p>
<p><i>Circulation Element Policy 19.</i> The City of Beaumont will require developers to provide adequate on-site parking and/or to contribute to a program to acquire and/or maintain off-site joint use facilities.</p>	<p>Environmental Review Transportation Uniform Mitigation Fee</p>
<p><i>Circulation Element Policy 20.</i> The City of Beaumont will strive to remedy the current parking deficiencies in the City's downtown central business district.</p>	<p>Capital Improvement Program Environmental Review Transportation Uniform Mitigation Fee</p>
<p>Goal 4 (Circulation Element). The City of Beaumont will work to facilitate the maintenance and enhancement of rail transportation in and through the City.</p>	
<p><i>Circulation Element Policy 21.</i> The City of Beaumont will work with the railroad and the public utilities commission to coordinate planned roadway improvements with these entities.</p>	<p>Capital Improvement Program Environmental Review Transportation Uniform Mitigation Fee Truck Route Planning Transit Centers</p>
<p><i>Circulation Element Policy 22.</i> The City of Beaumont will encourage the railroad to continue in the development of improvements that will minimize the impact of railroad operations on vehicular traffic.</p>	<p>Environmental Review Transportation Uniform Mitigation Fee</p>
<p><i>Circulation Element Policy 23.</i> The City of Beaumont will strive to ensure that future railroad operations and/or improvements (switching areas, autoveyor yards, etc.) do not adversely impact the City.</p>	<p>Capital Improvement Program Environmental Review Transportation Uniform Mitigation Fee</p>



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
Goal 5 (Circulation Element). The City of Beaumont will promote the enhancement of public transportation and alternative modes of transportation to meet existing and future demands.	
<i>Circulation Element Policy 24.</i> The City of Beaumont, as part of future development, will consider the dedication and/or construction of appropriate facilities in support of a public transportation system.	Environmental Review Transportation Uniform Mitigation Fee Public Transit Review Program'
<i>Circulation Element Policy 25.</i> The City of Beaumont will continue to cooperate with the local and regional public transit providers to ensure that existing and future transit demands are met.	Environmental Review Transportation Uniform Mitigation Fee Public Transit Review Program'
<i>Circulation Element Policy 26.</i> The City of Beaumont will support the use of express transit services and the development of park-and-ride facilities along regional transportation corridors.	Public Transit Review Program'
<i>Circulation Element Policy 27.</i> The City of Beaumont will continue to oversee the development of a safe and efficient bike lane and bike trail system.	Environmental Review Transportation Uniform Mitigation Fee
<i>Circulation Element Policy 28.</i> The City of Beaumont will continue to require that new developments provide sidewalks so as to provide a safe environment for pedestrians.	Environmental Review
<i>Circulation Element Policy 29.</i> The City of Beaumont will continue to promote the development of equestrian and hiking trails in appropriate areas of the City.	Capital Improvement Program Environmental Review
Goal 1 (Resource Management Element). The City of Beaumont will support the maintenance of soil and agricultural resources.	
<i>Resource Management Policy 1.</i> The City of Beaumont will promote the maintenance of open space through the implementation of the General Plan.	Environmental Review
<i>Resource Management Policy 2.</i> The City of Beaumont will support the maintenance of existing agricultural resources in the City to the extent feasible.	Environmental Review
<i>Resource Management Policy 3.</i> The City of Beaumont will require that future development implements soil conservation practices.	Environmental Review
Goal 2 (Resource Management Element). The City of Beaumont will promote the maintenance and management of water resources.	
<i>Resource Management Policy 4.</i> The City of Beaumont will promote the maintenance of water quality in the City.	Environmental Review Storm water Pollution Prevention Water Conservation



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
<i>Resource Management Policy 5.</i> The City of Beaumont will promote water conservation efforts in the City.	Environmental Review Water Conservation
<i>Resource Management Policy 6.</i> The City of Beaumont will strive to promote development practices that will mitigate potential flooding.	Environmental Review
Goal 3 (Resource Management Element). The City of Beaumont will cooperate in regional efforts to improve air quality.	
<i>Resource Management Policy 7.</i> The City of Beaumont will support the use of energy-efficient equipment and design in City facilities and infrastructure.	Energy Conservation Environmental Review
<i>Resource Management Policy 8.</i> The City of Beaumont will encourage incorporation of energy conservation features in new developments and in the renovation of existing development.	Energy Conservation Environmental Review
<i>Resource Management Policy 9.</i> The City of Beaumont will require feasible fugitive dust reduction techniques to be utilized during construction activities such as regularly watering down the construction area.	Air Quality Planning
<i>Resource Management Policy 10.</i> The City of Beaumont will participate in the South Coast Air Quality Management District rule development process for setting regulations that impact the City of Beaumont to ensure that City concerns are resolved early in the process.	Air Quality Planning Environmental Review
Goal 4 (Resource Management Element). The City of Beaumont will assist in the protection of biological resources;	
<i>Resource Management Policy 11.</i> The City of Beaumont will work with land owners and government agencies in promoting development concepts that are sensitive to the environment and give maximum consideration to the preservation of natural habitats.	Environmental Review
<i>Resource Management Policy 12.</i> The City of Beaumont will work with landowners and government agencies in identifying areas within the General Plan's Planning Area that should be preserved as open space for passive recreation, resource management, or public safety.	Environmental Review
<i>Resource Management Policy 13.</i> The City of Beaumont will encourage the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's Planning Area.	Environmental Review Park Development and Renovation



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
Goal 5 (Resource Management Element). The City of Beaumont will participate in cultural resources management and/or preservation efforts.	
<i>Resource Management Policy 14.</i> The City of Beaumont will evaluate the feasibility of initiating a cultural arts and facilities program to enhance the City image.	Cultural Awareness Cultural Resource Management
<i>Resource Management Policy 15.</i> The City of Beaumont will identify and preserve those sites/buildings that are important to the community for the benefit of the future generations that will reside or work in the City.	Cultural Awareness Design Guidelines and Review Historic Building Code
<i>Resource Management Policy 16.</i> The City of Beaumont will prepare an inventory of private community and environmental organizations that may contribute effort or resources to improving the City's cultural awareness.	Cultural Awareness Cultural Resource Management Design Guidelines and Review Historic Building Code
Goal 6 (Resource Management Element). The City of Beaumont will maintain and enhance open space that will be used for resource preservation and/or recreation.	
<i>Resource Management Policy 17.</i> The City of Beaumont will maintain existing park and recreation facilities that will be maintained in good condition to protect the public's investment and facilitate uses.	Environmental Review Parks Gift Catalogue Park Development and Renovation Park Watch/Adopt-A-Park
<i>Resource Management Policy 18.</i> The City of Beaumont will evaluate the feasibility of expanded joint-use of the open space lands used for flood control and utility easements.	Joint Use Facilities
<i>Resource Management Policy 19.</i> The City of Beaumont shall continue to implement its park dedication requirement of 5 acres of park land for every 1,000 persons for residential development.	Park Development and Renovation
<i>Resource Management Policy 20.</i> The City of Beaumont shall negotiate agreements with the Southern California Edison Company, the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.	Joint Use Facilities Park Development and Renovation
<i>Resource Management Policy 21.</i> The City of Beaumont shall seek to establish a comprehensive bikeway and pedestrian trail system.	Joint Use Facilities Park Development and Renovation
<i>Resource Management Policy 22.</i> The City of Beaumont shall seek to 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.	Park Development and Renovation



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
Goal 1 (Safety Element). The City of Beaumont will make every effort to mitigate the seismic hazards that are present within the General Plan’s Planning Area.-	
<i>Safety Element Policy 1.</i> The City of Beaumont will continue to promote seismic safety through comprehensive land use planning.	Environmental Review Safe Development Review Program
<i>Safety Element Policy 2.</i> The City of Beaumont will assist in the education of the community on how the resident and business person can minimize seismic risk by adequate knowledge and preparation.	Disaster Response Database Fire Prevention Environmental Review
<i>Safety Element Policy 3.</i> The City of Beaumont will develop an information program to familiarize citizens with seismic risk and to develop seismic awareness.	Disaster Response Database Emergency Preparedness Plan
<i>Safety Element Policy 4.</i> The City of Beaumont will require special soils and structural investigations for all proposed structures of large scale or involving large groups of people.	Safe Development Review Program
<i>Safety Element Policy 5.</i> The City of Beaumont will 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.	Code Enforcement Safe Development Review Program
<i>Safety Element Policy 6.</i> The City of Beaumont will continue to promote flood safety through comprehensive land use planning.	Environmental Review Safe Development Review Program
Goal 2 (Safety Element). The City of Beaumont will cooperate in those efforts that are directed towards flood control and safety.	
<i>Safety Element Policy 7.</i> The City of Beaumont will assist in the education of the community on how the resident and business person can minimize flooding by adequate knowledge and preparation.	Environmental Review Emergency Preparedness Plan Safe Development Review Program
<i>Safety Element Policy 8.</i> The City of Beaumont will develop an information program to familiarize citizens with flood risk.	Emergency Preparedness Plan Safe Development Review Program
<i>Safety Element Policy 9.</i> The City of Beaumont will continue to cooperate with other local and regional agencies with respect to flood control.	Disaster Response Database Environmental Review Emergency Preparedness Plan
<i>Safety Element Policy 10.</i> The City of Beaumont will require all new developments to mitigate potential flooding that may result from the development.	Environmental Review Safe Development Review Program



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
<i>Safety Element Policy 11.</i> The City of Beaumont will support regional efforts to control and mitigate existing potential flood-related problems.	Environmental Review Emergency Preparedness Plan
Goal 3 (Safety Element). The City of Beaumont will continue to support law enforcement efforts both locally and in the surrounding area.	
<i>Safety Element Policy 12.</i> The City of Beaumont will continue to maintain adequate levels of police patrol services through coordinated land use and facility planning efforts.	Police and Fire Services Review Environmental Review
<i>Safety Element Policy 13.</i> The City of Beaumont will continue to support ongoing coordination with other law enforcement agencies in crime prevention efforts.	Environmental Review Safe Development Review Program
<i>Safety Element Policy 14.</i> The City of Beaumont will continue to coordinate the review of development proposals with the Police Department to assure that police services can adequately and equitably protect the City's citizens.	Environmental Review Safe Development Review Program
<i>Safety Element Policy 15.</i> The City of Beaumont will provide an atmosphere of security and safety for residents and businesses in the City.	Environmental Review
<i>Safety Element Policy 16.</i> The City of Beaumont will promote improved lighting in existing or potential crime problem areas.	Code Enforcement Environmental Review Safe Development Review Program
<i>Safety Element Policy 17.</i> The City of Beaumont encourages "neighborhood watch" programs in conjunction with neighborhood improvement associations to encourage cooperation between citizens and police.	Police and Fire Services Review Environmental Review
Goal 4 (Safety Element). The City of Beaumont will continue to enhance fire and emergency response services in the community.	
<i>Safety Element Policy 18.</i> The City of Beaumont will continue to implement those measures that will be effective in reducing the potential for wildfire.	Code Enforcement Fire Prevention Environmental Review
<i>Safety Element Policy 19.</i> The City of Beaumont will continue to strive to provide an adequate level of paramedic service for emergency medical aid to minimize trauma of injury or illness to patients.	Police and Fire Services Review Environmental Review
<i>Safety Element Policy 20.</i> The City of Beaumont will 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.	Fire Prevention Emergency Preparedness Plan



Table 6-2 Policy Implementation Matrix (continued)	
Policy	Implementing Program(s)
<i>Safety Element Policy 21.</i> The City of Beaumont will continue code enforcement efforts to reduce fire hazards associated with older buildings.	Code Enforcement Fire Prevention
Goal 5 (Safety Element). The City of Beaumont will cooperate with ongoing efforts to reduce the health and safety hazards related to the exposure of hazardous materials.	
<i>Safety Element Policy 22.</i> The City of Beaumont will support legislation that reduces the level of risk from hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public, industries, and businesses.	Hazardous Materials Control Environmental Review Emergency Preparedness Plan
<i>Safety Element Policy 23.</i> The City of Beaumont will continue to support regional efforts as needed to plan for and facilitate the establishment of regional treatment facilities to manage the hazardous wastes that are generated within this City.	Hazardous Materials Control Environmental Review Emergency Preparedness Plan
Goal 6 (Safety Element). The City of Beaumont will strive to control the adverse effects of noise in the environment.	
<i>Safety Element Policy 24.</i> The City of Beaumont will protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.	Building Code Review Code Enforcement Environmental Review
<i>Safety Element Policy 25.</i> The City of Beaumont will incorporate noise considerations into land use planning decisions.	Environmental Review Safe Development Review Program
<i>Safety Element Policy 26.</i> The City of Beaumont shall require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new roadway projects in Beaumont.	Environmental Review
<i>Safety Element Policy 27.</i> The City of Beaumont shall promote the effective enforcement of City, State and Federal noise standards by all appropriate City divisions.	Code Enforcement Environmental Review
Goal 7 (Safety Element). The City of Beaumont will promote preparedness related to the adverse effects of high winds common in the Pass area.	
<i>Safety Element Policy 28.</i> The City of Beaumont shall continue to implement design measures that will mitigate the effects of high winds.	Emergency Preparedness Plan Safe Development Review Program
<i>Safety Element Policy 29.</i> The City of Beaumont will continue to consider the potential risk posed by high winds in the City in the review of new development applications including those for signs.	Environmental Review



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Section 7.0 Profile Report

City of Beaumont General Plan



7.1 Location of Beaumont

The geographic area governed by this General Plan includes the City of Beaumont and its designated Sphere of Influence. The City of Beaumont was incorporated in November 1912. The City is located in the westernmost portion of Riverside County and is bounded on the west by Calimesa and unincorporated areas, on the north by the unincorporated County areas (Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning. The City straddles the San Gorgonio Pass, the only easterly link with the greater Los Angeles Metropolitan area.¹⁷ Beaumont is located approximately 70 miles east of downtown Los Angeles, 21 miles northeast of Riverside, and 21 miles southeast of San Bernardino.

7.2 Environmental Setting

The City and its designated sphere of influence encompass approximately 63 square miles. The land area within the City's corporate boundaries is approximately 26 square miles. The City's location in relation to the major regional transportation facilities that include the I-10 and SR-60 freeway and the Union Pacific railroad has also enhanced its desirability as an industrial location.

According to the most recent 2000 Census, the City's population was 11,384 persons. This is an increase of 1,699 persons or 17.2% over the number identified in the 1990 Census.¹⁸ According to the most recent State Department of Finance (DOF) estimates, the City's population as of January 1, 2005, was 18,982 persons. In spite of the City's relatively small population, there is considerable variation within the City. For this reason, the City has been divided into seven Planning Areas to facilitate

¹⁷ Unites States Geological Survey. Beaumont and Banning 7.5 Minute Quadrangles.

¹⁸ Unites States Bureau of the Census. 1990 Statistics from 1990 Census Lookup and the 2000 Census is from American Factfinder.

planning in the future. These planning areas include the following:

- *Town Center Planning Area.* This planning area corresponds to the original, older residential section of the City. The Planning 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 Planning Area largely consists of single-family residential development with multiple-family residential development occupying in-fill lots.
- *Oak Valley Planning Area.* This Planning Area is dominated by the Oak Valley development, 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 Planning Area is bounded by the I-10 Freeway on the west and south, Elm Avenue on the east, and Brookside Avenue on the north.
- *North Beaumont Planning Area.* This Planning Area is also dominated by residential land uses generally characterized by newer single-family developments such as the Mountain Meadows and Cougar Ranch developments. The Planning Area is bounded by Beaumont Avenue on the west, Cherry Avenue on the east, Oak Valley Parkway on the south, and Brookside Avenue on the north.
- *East Beaumont Planning Area.* This Planning Area is largely undeveloped, though the Sundance development is under construction. The Planning Area is bounded by Brookside Avenue on the north, Cherry Avenue on the west, 8th Street on the south, and Highland Springs Avenue on the east.
- *6th Street Corridor Planning Area.* This Planning Area is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on 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 Planning Area. A large number of homes are also found in the Planning Area, south of 8th Street.

- *Southeast Beaumont Planning Area.* This Planning Area is located to the south of the I-10 Freeway and east of Highway 79 (Beaumont Avenue) and contains large tracts of undeveloped land and farmland. Industrial development is located south of the I-10 Freeway and Union Pacific railroad. The Planning Area is bounded by the I-10 Freeway on the north and Highland Springs Road on the east.
- *Southwest Beaumont Planning Area.* This Planning Area is located to the south of the I-10 Freeway and west of Highway 79 (Beaumont Avenue). This Planning Area also contains large tracts of undeveloped land and farmland with industrial development is located south of the I-10 Freeway and Union Pacific railroad. The Planning Area is bounded by the I-10 and the SR-60 Freeways on the north.
- *West Beaumont Planning Area.* This large Planning Area is located west of the I-10 Freeway and includes the areas located north of the SR-60 Freeway. The majority of the Planning Area is currently undeveloped, though entitlements for major master planned developments have been obtained.

7.3 Overview of the General Plan

The proposed “project” involves the comprehensive update of the City of Beaumont General Plan. The General Plan consists of an integrated and internally consistent set of policies and programs that address the seven issue areas that the State requires local general plans to consider: land use, circulation, housing, noise, safety, conservation, and open space.¹⁹

¹⁹ State of California Government Code. Section 65302.

The Housing Element was previously updated and has been reformatted for inclusion into the General Plan. In addition, the General Plan addresses other issues of concern to the community, including economic development, urban design, and recreation. The Beaumont General Plan consists of six elements that comply with the requirements of California Government Code Section 65300, et. seq. In addition, the scope of a number of the elements have been expanded to consider additional issues of concern to the City. The elements that comprise the draft general plan include the following:

- The *Community Development Element* designates the general distribution and intensity of land use and development contemplated within the land area governed by the general plan. This element complies with the State requirements for a land use element and has also been expanded to consider urban design and economic development.
- The *Circulation Element* identifies the location and extent of existing and proposed streets and roadways, intersection improvements, public transit facilities, railroads, transportation terminals, and other transportation facilities.
- The *Resource Management Element* indicates the City's policies concerning the conservation and preservation of important remaining natural and man-made resources. This element complies with the State requirements for a conservation element and an open space element. The scope of this element has also been expanded to consider issues with respect to parks and recreation.
- The *Safety Element* identifies the City's policy relative to the reduction and mitigation of natural and manmade hazards as a means to improve the safety of its citizens. This element complies with the state requirements for both a noise element and a safety element.



- The *Implementation Element* details the programs that will be effective in ensuring that the policies and plans contained in the City of Beaumont General Plan become reality.

This Profile Report provides an inventory of existing conditions, available resources, and constraints to development in the City. This Profile Report also contains information required to support the aforementioned General Plan Elements. This Profile Report considers the following issues:

- Land Use (Section 7.4);
- Population and Housing (Section 7.5);
- Earth and Geology (Section 7.6);
- Water and Hydrology (Section 7.7);
- Air Quality (Section 7.8);
- Biological Resources (Section 7.9);
- Risk of Upset/Human Health (Section 7.10);
- Noise (Section 7.11);
- Public Services (Section 7.12);
- Utilities (Section 7.13);
- Cultural Resources (Section 7.14); and,
- Transportation and Circulation (Section 7.15).

7.4 Land Use

Character of Existing Development

The City's early development was directly linked with its location in the San Gorgonio Pass that 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 origins of the City of Beaumont began in 1866, when a mail stop called Summit Station was established on a passenger stage route through the San Gorgonio Pass. In 1876, with the advent of the railroad, the Southern Pacific Company

transformed the station into a railroad telegraph office. The I-10 Freeway and the Union Pacific railroad are major transportation facilities that serve the Southern California region. The City, and its designated sphere of influence, contains significant tracts of undeveloped land. The majority of the developed areas in the City are located to the north of the I-10 Freeway that bisect Beaumont into northerly and southerly halves.

The older City center containing the homes and businesses that correspond to the original town-site developed at the turn of the century is located to the north of the freeway. Newer residential subdivisions have been constructed north, west, and east of the original town site. Commercial land uses are concentrated along the 6th Street corridor located approximately one block north of the I-10 Freeway. Industrial development is located on scattered infill parcels along 6th Street and within larger parcels located to the south of the I-10 Freeway. For purposes of analysis, the various land use types found within Beaumont have been placed into the following categories.

- *Single-Family Residential* - This category refers to single-family residential development, which represents the predominant land use in the City. There is considerable variation in the character of the residential neighborhoods units ranging from the "Old Town" area to the Oak Valley, Cougar Ranch, and Three Rings Ranch subdivisions. According to the most recent 2000 Census, there were 2,693 single-family units in the City.²⁰
- *Multiple Residential* - There is limited multiple-family development in the City and this category of land use is limited to scattered multiple family developments within the "Old Town" area and along the 6th Street commercial corridor. There were 1,565 multiple-family units in the City according to the most recent U.S. Census.

²⁰ State of California Department of Finance. Population and Housing Estimates. Report E-5



- **Commercial.** This land use category may be characterized by retail activities and businesses that typically cater to the daily household needs of the area residents. The great majority of the businesses included in this category cater to patrons traveling on the City’s roadways and freeway traffic. These land uses are concentrated along the 6th Street commercial corridor. Businesses included in this category provide a wide range of goods and services including gas, fast-food restaurants, and other transportation-related services.
- **Industrial** - This land use category is characterized by industrial operations that range from smaller industrial-related activities located along the western segment of 6th Street to larger industrial uses located south of the I-10 Freeway along the Union Pacific railroad right-of-way.
- **Public/Institutional** - This land use category includes land used for various governmental and the public activities. Land uses and activities included in this category include the civic center, the police station, and

public parks. Churches and schools are also included in this category.

- **Vacant** – This category corresponds to vacant undeveloped parcels. As indicated previously, substantial portions of the City and designated sphere of influence consists of undeveloped, vacant land.

Commercial development in the City is concentrated along the 6th Street corridor. The development within the westerly and central portion of the 6th Street corridor is characterized by smaller commercial establishments. These businesses are generally located on smaller parcels. The City’s original “downtown” commercial district is located in the vicinity of City Hall, extending a block north of 6th Street along Magnolia Avenue. A new community shopping center is located on the southwest corner of Highland Springs Road and 6th Street. Industrial uses are located in the westerly portion of the 6th Street corridor and in the northerly portion of the South Beaumont Planning Area, are located south of the I-10 Freeway. The various types of land uses, summarized below in Table 7-2, are discussed further in the sections that follow.

Table 7-2 Land Uses in the City		
Land Use Category	Area	
	Acres	Sq. Miles
Single-Family Residential	4,188	6.54
Multiple Residential	143	0.22
Commercial	721	1.13
Industrial	520	0.81
Public/Institutional	127	0.20
Parks and Recreation	22	0.03
Vacant and Undeveloped	24,879	38.87
Total Land Use	30,599	47.81
Source: Blodgett/Baylosis Associates, Inc		



Redevelopment

The City recently established a redevelopment agency and adopted a project area as a means to eliminate blight within the older portions of the City. The City of Beaumont Redevelopment Agency's (BRA) general goals are to enhance the livability of Beaumont and to encourage private investment. The BRA efforts will act as a catalyst for future development by assisting businesses that will encourage or create further community desirability for investment. BRA assistance can assist in the assembly of parcels, the financing of infrastructure improvements, and help to pay for necessary public improvements. The existing project area consists of 1,764 acres and includes the 6th Street Corridor, the SR-60 Corridor, North Beaumont Avenue, and the Industrial Area (located south of the I-10 Freeway).

7.5 Population & Housing

Residential Development Trends

As indicated in the introduction, the City is likely to be among the fastest growing cities in Riverside County in the coming decade. Between the 1990 and 2000, the City's population grew 17.2%. In the coming years, over the time frame that will be governed by the draft General Plan, growth will likely accelerate. During the past decade, residential development stalled largely due to the severe economic recession that spanned the early half of the 1990's. Only now is the City seeing development for projects that obtained entitlements in the latter 1980's and early 1990's.

Population Trends

The City's population in 1970 was 5,484 persons. By the year 2000, the City's population had increased to 11,384 persons. According to the most recent State Department of Finance (DOF) estimates, the City's population as of January 1, 2005, was 18,982 persons. Since 1970, the City's population has increased by 13,498 persons or 246%. Table 7-3, provided

below, charts the City's population growth between 1970 and 2005.

Year	Population	Change (#)	Change (%)
1970	5,484	--	--
1980	6,818	1,334	24.3
1990	9,685	2,867	42.1
2000	11,384	1,699	17.5
2005	18,982	7,598	66.7

Source: U. S. Bureau of the Census 1970-2000.

The increases in the City's population since the 1970s was due to both increases in the average household size, a population growth trend that reflected national trends during that period, and new housing construction that occurred since 1970.

Table 7-4 compares the trends in the average household size and the increased residential development in the City for the years 1970 through 2000. In Beaumont, the average household size between 1970 and 2000 increased by 0.54 persons per unit. This increase in the average household size translates into a population growth of 1,540 persons. The current estimated average household size is 2.933 persons per household.

Year	Population	Housing Units	Ave. Household Size
1980	6,818	2,852	2.39
1990	9,685	3,718	2.76
2000	11,384	4,258	2.89
2002	12,205	4,508	2.93
Change	5,387	1,652	0.54

U. S. Bureau of the Census, 1970 – 2000.



Population Age Characteristics

One of the more significant indicators of population growth trends is a population's age characteristic. Table 7-5 charts the age characteristics of the City's population for 1990 and 2000. As is evident from the examination of Table 7-5, the age cohorts that experienced the greatest rates of growth consisted of 5-19 year olds and the middle age (35-54 and over).

Table 7-5 Population Age Characteristics for Beaumont, 1990-2000			
Age Category	1990	2000	Change (%)
Preschool (under 5)	962	1,049	9.0
School-aged (5-19)	2,249	3,034	34.9
Young Adult (20-34)	2,399	2,360	-1.6
Middle-aged (35-54)	2,017	2,971	47.3
Seniors (55-64)	686	754	9.9
Retired (65+)	1,370	1,216	-11.2
Total	9,683	11,384	17.6

Source: U.S. Bureau of the Census, 1980 and 2000.

The City's growth rate among these age categories is consistent with the previously observed trends in the average household size. This also underscores the increasing numbers of "family" households in the City. In 2000, the median age of the City's population changed to 30.3 years. Corresponding statistics for the County as a whole were 31.7 years of age. Again, these figures underscore the average household size statistics referred to previously. These statistics indicate that the City's population change was attributable primarily to an aging population and childbirths. The City's population is also significantly younger overall, compared to the age of the larger regional population.

Race and Ethnicity

The City is racially and ethnically diverse, according to the 2000 Census. In 2000, approximately 36.2% of the City's population was identified as Hispanic. Approximately 68.1% of the City's population was white, approximately 2.9% was African-American, 2% was Asian, approximately 2.3% American Native or Alaskan and other races accounted for the remaining 25%. Table 7-6 summarizes the 2000 Census data that categorizes race and ethnicity for the City's population.

Table 7-6 Race and Ethnicity: 2000		
Race/Ethnicity	Persons - #	Persons - %
White	7,751	68.1
African-American	331	2.9
Asian/Pacific Islander	197	1.7
American Indian	265	2.3
Other	2,840	24.9
Total	11,384	99.9

Source: U. S. Bureau of the Census, 2000.

Housing Unit Characteristics

According to the 2000 Census (refer to Table 7-7), there were 4,258 housing units in the City. Of this total, 2,693 units (89.5%) were classified as single-family detached units. Single-family "attached" units totaled 172 units, accounting for 2.3% of the total housing in the City. Multiple-family developments (structures containing two or more units) totaled 1,046 units, or 5.9%. Mobile homes, consisting of 347 units, account for 2% of the City's total housing. Multiple-family units represent a clear minority, while the majority of the City's housing is contained in single-family detached units.



Table 7-7 Type of Housing Stock - 2000		
Unit Type	Units - #	Units - %
Single-Family Detached	2,693	63.2
Single-Family Attached	172	4.0
2-4 Units	340	7.9
5+ Units	706	16.6
Mobile Homes	347	8.1
Total	4,258	99.8
Source: U.S. Bureau and of the Census		

Table 7-8 indicates the trends in residential development within the City that have occurred between 1990 and 2000. The U. S. Census statistics are shown for 1990. Examination of these statistics reveal that the City's housing stock remained predominantly single-family (when considering both single-family detached and single-family attached units together), though there was an increase in the number of multiple-family housing units. In 1990, 62.2% of the housing units in the City were classified as single-family within structures containing more than 5 units. In 2000, 67.2% of the housing units in the City were classified as single-family.

Table 7-8 Housing Characteristics: 1990-2000					
Unit Type	1990		2000		Chg. %
	No.	%	No.	%	
Single-family ¹	2,312	62.2	2,865	67.2	23.9
2-4 Units	322	8.7	340	7.9	5.6
5+ Units	641	17.2	706	24.5	10.1
Other	443	11.9	347	8.1	-21.7
Total	3,718	100.0	4,258	99.8	14.5
1. Includes single-family detached and attached units and mobile homes. Sources: U.S. Bureau of the Census					

According to statistics from the U. S. Census, 60.8% of the housing units in the City were owner-occupied in 1990. By 2000, the number of owner occupied units in the City decreased slightly by 1.3%. Housing tenure statistics for the City derived from the 1980 and 2000 Censuses are summarized in Table 7-9.

Table 7-9 Housing Tenure in Beaumont: 1990-2000				
Housing Tenure	# of Units 1990		# of Units 2000	
	#	%	#	%
Owner-Occupied	1,943	55.3	2,097	54.0
Renter-Occupied	1,569	44.8	1,784	46.0
Total Occupied	3,512	100.1	3,881	100.0
Source: U. S. Bureau of the Census, 1990 - 2000.				

7.6 Earth & Geology

Soil Resources

The City of Beaumont is located along the northern boundary of the Peninsular Ranges geomorphic province of Southern California. The City 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 Transverse Range Province, or 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. This elevated plateau has been incised by recent erosion along local drainage courses, the most prominent of which include San Timoteo Creek and Cooper's Creek.

Natural soils in the City include surficial older alluvium from the Pleistocene era, containing reddish-brown clayey sand; and younger alluvial deposits within drainage courses, consisting mainly of light to dark brown silty sands from the Holocene era. The data on soils is used mainly for determining agricultural suitability. Soils that are arable are grouped by their potential and/or



limitations to sustain cultivated crops, and then are specifically classified according to their capabilities.

Although Beaumont is mostly undeveloped, nearly one-half of the City's land area consists of vacant land (approximately 1,279 acres within City limits, 6,000 acres within the City's sphere of influence, and 9,000 acres in the Planning Area). Much of the vacant land is suitable for agricultural usage, though due to the amount of urbanization taking place in the community, the pressures for additional development severely constrain the viability of agriculture as a continued/permanent use.

There have been no significant amounts of mineral deposits found in the City of Beaumont. However, since the majority 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.

Seismicity

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 affects 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 affects of surface rupture may be mitigated by placing structures a specified distance from the known fault trace. The State of California has promulgated regulations prohibiting the placement of structures over or in close proximity through the implementation of the Alquist-Priolo Special Studies Zones (APSSZ).
- *Ground Shaking.* The energy created from earthquakes moves out from the epicenter in waves that affect the 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. Geologic investigations performed by the Department of Conservation Division of Mines and Geology indicates that no such soil conditions exist within the City limits.

- *Liquefaction.* This effect results when seismic induced ground shaking causes water-laden, cohesion less soils to form a quicksand-like soil condition below the ground surface. Structural damage may ensue as building foundations lose ground support. Liquefaction occurs in areas where groundwater exists within 30 feet of the ground surface and where poorly consolidated, cohesion less soils predominate.
- *Slope Failure.* The ground motion generated by an earthquake may result in landslides and/or slope failure. Those areas at greatest risk in the City include the steep slopes typically found within the "Badlands" area.
- *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 affects 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 of water. The effects of ground motion often result in rhythmical, side-to-side movements of surface water bodies (lakes, streams, etc.) lake water, causing fluctuations of the water level ocean. No major surface water bodies are located within the Planning Area.

The City of Beaumont, as is the remainder of the South Coast Basin, is located within a seismically active region located at the junction of the Transverse Ranges and the Peninsular Ranges. These two physiographic provinces which 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 following.

- The *San Jacinto Fault* is considered to be one of the most active faults in southern California. It is a northwesterly to southeasterly trending fault that crosses the southerly portion of the City and sphere of influence. The Working Group on California Earthquake Probabilities (1995) tentatively assigned a 43 percent (+/- 17 percent) probability of a major earthquake on the San Jacinto Valley segment of the San Jacinto fault for the 30-year interval from 1994 to 2024.
- The *San Andreas Fault Zone* in the San Gorgonio Pass area is not readily evident on the ground's 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 Working group on California Earthquake Probabilities (1995) tentatively assigned a 28 percent (+/- 13 percent) probability of a major earthquake occurring on the San Bernardino Mountains segment of the San Andreas fault between 1994 and 2024.
- The *Banning Fault* is poorly defined at the ground surface, but is believed to be located north of the City in the Cherry Valley area, based on inferred data. One source states that the branch of this fault located nearest the City is considered inactive. The active Banning branch of the Coachella Valley segment of the San Andreas Fault is located easterly of the City.
- The *Beaumont Plains Fault Zone* consists of a series of parallel faults oriented in a northwest to southeast direction throughout the Noble Creek area in the northern portion of the City. While evidence of Geologic investigations has found only doubtful

evidence of recent activity (over the last 5,000 years), these faults were likely active before that. Trenching conducted in the late 1980s concluded that the faults trenched were inactive and not considered to be a ground rupture hazard.

The United States Geological Survey's (USGS) Professional Paper 1360 indicates that the City is considered to have a moderate potential for liquefaction due to limited groundwater depth. Areas containing groundwater within 30 to 50 feet of the surface are generally considered susceptible to liquefaction hazards. The California Department of Water Resources estimates that groundwater elevations in the area are approximately 200 feet above mean sea level. Thus, groundwater on-site is expected to be 75 feet to 80 feet below the ground surface, and liquefaction hazards are expected to be low to moderate.

The City is considered to have a limited liquefaction hazard. According to more recent studies completed by the State of California Division of Mines and Geology's (CDMG) Seismic Hazard Zones Mapping Program. No unstable earth conditions or changes in geologic substructures are anticipated to occur with the excavation, grading, and paving that will be needed for any future development. The potential ground motion affects (lateral movement, fault creep, ground-shaking) in the City are no greater than those expected for the surrounding region.

Since most parcels in the City are developed, future development will involve the continued coverage of those parcels undergoing development with impervious materials (buildings and parking areas). The balance of any future development site not covered by impervious surfaces, will be landscaped. As a result, the future development arising as part of the general plan's implementation will not result in any additional soil erosion or loss of topsoil

Soil Constraints

The soils that underlie the City include the Romona-Placentia, Hanford, and Yolo Soils



Associations. All of these soils are generally well drained, have low soil permeability, and their inherent fertility is relatively low. Thus, no unusual soil constraints to future development in the City are anticipated.

7.7 Water & Hydrology

Groundwater Resources

The availability of groundwater to support existing and future development is a fundamental issue within the City of Beaumont, as in many California cities. Historically, the City's water supply has been drawn from groundwater supplies available within the Beaumont Groundwater Storage Unit (BSU), which underlies the City and surrounding areas. The BSU is within the Beaumont Hydrologic Subarea of the San Timoteo Hydrologic Area, and within the northern portion of the Santa Ana River Hydrologic Unit.

The Beaumont/Cherry Valley Water District provides service in the City and portions of the surrounding sphere of influence. The District draws groundwater from shallow wells in Little San Gorgonio Canyon, which is located in the southern foothills of the San Bernardino Mountains, and from deeper wells that extract water from the BSU. The District utilizes the shallow wells whenever feasible to reduce pumping costs related to groundwater extraction and storage. During periods of drought and low precipitation, the canyon wells become less reliable and the District increases production from the BSU to meet demands.

The San Gorgonio Pass Water Agency was formed in 1961 to bring State Water Project Water from northern California to the San Gorgonio Pass area, including the cities of Beaumont, Banning, and Calimesa. The agency has facilitated a groundwater recharge program in the Cherry Valley area. The Agency has a State entitlement for approximately 17,000 acre of feet per year of imported water supply. Under a cooperative agreement with the Beaumont Cherry Valley Water District and the City of Beaumont, the recharge program delivers approximately 8,650 acre feet of water per year

to percolation ponds in Little San Gorgonio and Noble Creeks, north of the City. These percolation ponds serve to replenish the BSU.

Additional groundwater recharge is provided by the City of Beaumont's Wastewater Treatment Plant, which was recently expanded to accommodate up to 2.0 million gallons per day of flows. The City estimates that up to 2,240 acre feet per year of recycled wastewater are made available to the community through this plant's operations. In addition to supplying direct groundwater recharge via filtration through Cooper's Creek, the City is able to provide a reliable supply of reclaimed water for use in landscaping and selected industrial/commercial uses.

The City is a member of the San Timoteo Watershed Management Authority (STWMA), a joint powers public agency formed to manage water resources. Studies undertaken by the STWMA indicate that water levels in the BSU have remained relatively stable over the past twenty years, and that current levels of groundwater use are in balance with groundwater recharge. Future groundwater levels in the BSU will be managed by the STWMA pursuant to an agreement among the individual pumpers and major water purveyors operating in the BSU.

Water Quality

Groundwater quality in the Beaumont area is excellent and meets drinking water standards specified by the State Regional Water Quality Control Board. Increasing urban/suburban growth in the City has contributed to the degradation of surface water quality, primarily through the increase of urban runoff. As the natural landscape is covered over with pavement or buildings, the amount of water-absorbing or pervious surface decreases. Water that previously soaked into the ground must now flow overland and therefore, enters local streams more rapidly than it would through groundwater percolation. Urban runoff typically carries pollutants that can include oil and grease washed from roadways, and fertilizers from residential lawns and gardens or from agricultural operations. In accordance with the



requirements of the State Regional Water Quality Control Board, the City of Beaumont adopted a Drainage Management Plan in 1999, with the objective of reducing levels of pollutants within storm water runoff and increasing public awareness of water quality problems.

Water quality in the Beaumont vicinity is considered to be good. Major water distributors and consumers of the San Geronio Pass area (City of Banning, Beaumont/Cherry Valley Water, City of Beaumont and San Geronio Pass Water Agency) have no major or threatening water quality problems at the present time. By the standard of taste Beaumont's water quality is quite high. Water contamination has not been a problem in Beaumont since the majority of the City's water sources are located in fairly remote areas to the north of the City that receive water flow in the deep-water basins directly from storm runoff and the San Geronio mountain ranges to the north.

There is a potential for contamination in the Cherry Valley areas since there is a relatively dense population and no sewer service. Still, the potential for contamination is minor since the water basin supply areas are quite deep and shielded by a thick mantle of clay. By the time water from a septic tank percolates into the basins, it is almost as pure as the existing ground water. It is imperative that monitoring, careful investigation and mitigation measures be taken, if necessary, concerning ground water contamination in the Cherry Valley area in a joint effort with Riverside County in order to prevent any health hazards.

Water Supplies and Domestic Water Service

Water service in the planning area is provided by the Beaumont-Cherry Valley Water District that was established in 1919. The service area includes the City of Beaumont and the majority of unincorporated Cherry Valley. Currently, all domestic water supplies come from local groundwater sources with no water currently being imported. In 2005, there were approximately 7,500 service connections.

The District has indicated that it will need to upgrade its existing facilities to accommodate future growth in its service area. These needed facilities include wells, a new water treatment plant, transmission lines, storage reservoirs, booster pump stations, pressure reducing stations, and other facilities to meet the needs of new users.

To address the aforementioned needs, the District and the City of Beaumont are collectively overseeing four projects designed to improve ground water quality and increase water availability in the Beaumont area.

The first project involves the drilling of exploratory wells and the testing of underutilized groundwater sources in the South Beaumont and San Timoteo Basins. The purpose of this project is to research groundwater resources and ascertain the availability of a sustainable water supply to support local growth and development. The second project includes an assessment of the ground water quality impact from on-site septic systems in the Cherry Valley area and to determine if such systems are currently contributing to elevated nitrate levels in groundwater. Specifically, the study will assess the magnitude of future impacts if development in Cherry Valley is allowed to increase the number of on-site septic systems from about 2,500 to 8,500 along with the attendant nitrate impacts on local groundwater. The third project involves the development of a mitigation fee to be assessed against future development. Finally, the fourth project will involve acquiring permits to use recycled water for irrigation, which will improve local water availability by making potable water currently used in golf courses available as drinking water.

Flooding

The major flood-flows in the City tend to flow from the steep northern mountains to the west and east of the urbanized community, into vacant land areas and thus, have not posed serious flooding problems to the City. However, since much of the east and west territory is proposed for development, preventive measures will be taken as the areas are developed.



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 of the pass. Part of the area drains generally south into Potrero Creek that traverses the "Badlands" area to flow into the San Jacinto River, which also 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 in and around the City of Beaumont has historically resulted from seasonal storms. Generalized winter storms occur between November and April, with the greatest frequency of storms occurring between December and March. Summer storms normally occur at the end of the dry season. Rainfall from these storms is absorbed due to prevailing arid conditions, and thus summer storms rarely result in significant flooding. Major, widespread flooding, although rare, results typically from generalized winter storms.

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 most developed areas of the City from significant flood hazards. 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 ultimate 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, and resulting in significant flooding in the vacant land areas within the City's Sphere of Influence.

The failure of water retention structures during a seismic event would not cause flooding since there are no large confined bodies of water in or near the City. Consequently, vast wave movement (Seiche) is not a potential problem either. The Federal Emergency Management Agency (FEMA) maps portions of the City, which fall within the 100-year flood plain zones (areas of land subject to potential inundation by a storm whose intensity occurs on the average of 100 years). According to the most recent FEMA maps, those 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 Road.

7.8 Air Quality

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants, and the daily thresholds of significance, include the following:

- *Sulfur Dioxide* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. The daily emissions thresholds for SO_x is 150 lbs.
- *Carbon Monoxide (CO)*, 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. The daily emissions threshold for CO is 550 lbs.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas, which, at high levels, can cause breathing difficulties. NO₂ is formed when



nitric oxide (a pollutant from burning processes) combines with oxygen. The daily emissions threshold for NOx is 55 lbs.

- PM_{10} refers to particulate matter less than ten microns in diameter. PM_{10} causes a greater health risk than larger- sized particles, since fine particles can more easily cause irritation. The daily emissions threshold for PM_{10} is 150 lbs.

The climate of the City of Beaumont is classified as an interior valley subgroup of Southern California's Mediterranean climate. The area's climate is characterized by light rainfall, hot summers, warm winters, periods with strong winds, and mainly fair weather. The diurnal ocean breezes are funneled through the San Gorgonio Pass to the Coachella Valley to the southeast of the City. This flow of air imports pollutants from west into the City late in the afternoon. This results in poor air quality and reduced visibility.

Average temperatures within the area range from 45 degrees minimum to 75 degrees maximum with an average of 60 degrees Fahrenheit. Average rainfall is about 18 inches with considerable average annual variation characteristic of Mediterranean climates. Most rainfall occurs between January and April. Prevailing winds are from the southwest with a mean hour speed of six miles per hour.

Beaumont is located at the northeastern portion of the South Coast Air Basin (SCAB). The local air basin (formerly the Southeast Desert Air Basin or SEDAB) 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.

The SCAB experiences very 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.

Existing Air Quality and Trends

The two primary criteria pollutants that remain non-attainment in the local area that are regularly monitored are PM_{10} and Ozone. The SCAQMD operates a monitoring station in the San Gorgonio Pass area, which includes the cities of Banning, Beaumont, and Calimesa. The monitoring station (Station No. 4164) is located at the Banning Airport and readings at this station may be used to characterize local air quality. Table 7-10 indicates the readings for these pollutants that have been taken at the Banning station.

The region's air quality has shown a steady and gradual improvement since the 1970's when air quality was at its worst. This improvement is largely due to the elimination of many stationary point sources (for example, Kaiser Steel in Fontana), more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open air fires). The Los Angeles urban area's lack of available land for new development, the high cost of development, and the lack of affordable housing has, a will continue to have, a direct bearing on the City's pace of growth. As a result, local vehicle emissions will experience a corresponding increase.

As indicated in the Table 7-10, ozone continues to be a problem in the SCAB. The maximum 1-hour ozone concentration in the SCAB measured in 2002, was the lowest concentration since monitoring began.



However, ozone concentrations still exceed both the State and Federal clean air standards in some areas. The highest ozone levels in the Southern California region are typically recorded in the Santa Clarita Valley and in the San Bernardino Mountains. The coastal and basin areas of Orange and Los Angeles Counties

have not experienced an exceedance of Federal or State ozone standards. There is insufficient data for PM¹⁰ to ascertain any trends in improvement or deterioration.

Table 7-10 Ozone & PM ¹⁰ Trends No of Days State and Federal Standards Were Exceeded.					
Year	Ozone (days standards was exceeded)			PM ¹⁰ (days standards was exceeded)	
	State 1-hr.	Federal 1-hr.	Federal 8-Hr.	State	Federal
2003	75	27	62	0	53.7
2002	64	13	48	Not Monitored	0
2001	63	16	47	6.1	0
2000	53	4	34	0	30.7
1999	55	5	31	Not Monitored	Not Monitored
1998	53	21	37	Not Monitored	Not Monitored
1997	100	34	93	Not Monitored	Not Monitored

Source: South Coast Air Quality Management District. Air Quality Data for Central Los Angeles

Emission Sources

The following emissions sources are found within the City:

- *Mobile Emissions.* Vehicle emissions will be associated with employees, patrons, and residents traveling to and from the City. Mobile emissions were derived using the traffic analysis, which indicated potential trip generation rates for existing and future conditions.
- *Off-Site Stationary Emissions.* The Development (both existing and future) will consume energy, in the form of power and

natural gas. This energy consumption will result in stationary emissions.

The majority of the operational emissions are associated with vehicles traveling to and from existing uses.

7.9 Biological Resources

Beaumont's entire incorporated area and the immediately surrounding sphere of influence have been heavily disturbed by human activity. Historically, the primary disturbance of its native vegetation and wildlife has been associated with cultivation/agriculture. This use has occurred continuously from the time of the City's



incorporation in 1912 to the present. Thus, there are few undisturbed natural areas. Grassland zones predominate the flat areas not under cultivation and are dominantly comprised of non-native grasses and herbs. These species include slender wild oat, red brome, common barley, ripgut grass, short-podded mustard, wild radish, Russian thistle, red stemmed filaree, soft chess, telegraph weed, dove weed and horehound. These particular species are classified as annuals, which grow from one to three feet in height and re-establish themselves yearly. Usually, during the latter, period of autumn rainfall this type of vegetation germinates and flourishes from winter through spring. In the summer and early fall, the plants die and drop their seeds; and the cycle begins again.

The City's southern sphere of influence zone has a significant amount of native vegetation within a series of hills known as the Badlands. In these hills and other hill areas to the southeast, native vegetation known as chamise chaparral is found. The dominant species within this chaparral community include: chamise, black sage, white sage, sugarbush, wild honeysuckle, scrub oak and manzanita. Cottonwood trees and oaks can also be found sparsely scattered and bordering stream channels. In addition, some Mojave yucca and giant rye grass have been found at the most southeastern portion of this southern sphere of influence zone. Since there is still a significant amount of native vegetation located in the southern sphere of influence zone and proposals of annexation of these areas are in the planning/processing stages, great efforts should be made to preserve the natural vegetation whenever possible.

Wildlife inhabiting or commonly seen in the disturbed non-native grass areas and native vegetated southern areas consist of a large number of common insects, reptiles, bird species and small and medium-sized mammals. These mammals include bobcats, coyotes, raccoons, gray fox, ferruginous hawks, opossums, ring-tailed cats, rabbits, skunks, many rodent species, and an occasional mule deer and black bear.

In the southern areas large rock outcroppings provide dens and cover for many animals particularly predatory species, and since there is less human activity the wildlife population is

larger. Other animals that can be found in this southern zone include the California quail, cottontail and brown towhee rabbits, desert pack rats, Pacific kangaroo rats, granite spiny lizards, scrub jay, burrowing owls and black-shouldered kites. The possibility that red-shouldered hawks and Coopers hawks may dwell in this area is strong since the habitat is suitable for them, as well as Least Bell's vireos and Stephen's kangaroo rats, which may also inhabit the area.

Few undisturbed natural areas remain within developed areas of the City. Current and historic agricultural cultivation and urban development have extensively disturbed the native vegetation in many parts of the City. Annual/Ruderal Grassland plant species dominate flat land areas not under agricultural cultivation. A variety of non-native species are found in these areas, including red brome (*Bromus madritensis* ssp. *Rubens*), cheat grass (*Bromus tectorum*), ripgut brome (*Bromus diandrus*), red-stemmed filaree (*Erodium cicutarium*) and short-podded mustard (*Hirschfeldia incana*).

The southern portion of the City contains a series of hills historically referred to as the Badlands. This area remains largely undeveloped, and contains a number of native plant communities. The primary plant communities in this area are Buckwheat scrub, a sparse scrub dominated by bush buckwheat (*Eriogonum fasciculatum*) with a weedy understory; and Chamise Chaparral, comprised of plants including chamise (*Adenostoma fasciculata*), manzanita (*Arctostaphylos glauca*), scrub oak (*Quercus berberidifolia*), and bush honeysuckle (*Lonicera subspicata*). Small areas of other native plant communities, including Southern Cottonwood-Willow Riparian Forest, Alluvial Fan Scrub, and Riversidian Sage Scrub have been identified in the southern portion of the City. These native plant communities are regionally in decline and thus considered rare by biologic resource agencies such as the California Department of Fish and Game.

A variety of wildlife is found in the City, including a large number of common insects, reptiles, birds, and small to medium-sized mammals, such as bobcats, coyotes, raccoons, gray fox, opossums, rabbits, skunks, and many rodent



species. Habitat exists within the City to support a number of sensitive wildlife species, including the Stephen's kangaroo rat (*Dipodomys stephensi*), San Bernardino Merriam's kangaroo rat (*Dipodomys merriami parvus*), Least Bell's vireo (*Vireo bellii pusillus*), and Quino Checkerspot Butterfly (*Euphydryas editha quino*). These species are considered sensitive due to declining populations, partially as a result of habitat destruction.

7.10 Risk of Upset

Many of the City's businesses produce, use and store hazardous materials. Public safety issues involve not only the use of these materials in populated areas but also the transport and disposal of the substances in the urban environment. Chemical spills or other such accidents have the potential to impact entire neighborhoods, as evidenced by the recent chemical accidents in the region. The transportation of chemicals and other hazardous substances through the City also presents public safety problems.

Two major freeways and the Union Pacific railroad transportation routes carry a variety of materials which could pose health risks to Beaumont's residents in the event of an accident. The possibility of such an occurrence may be relatively higher in Beaumont given the extent of freeway traffic that passes through the City.

Wildfires pose a hazard in the open space and undeveloped portions of the Planning Area. The severity of potential wildfires is influenced by four factors: vegetation, climate, slope, and how the fire was started. Most of the level, open space areas consist of grassland comprised of annual grasses, small shrubs and an abundance of Russian thistle. In the southern and western portions of the Planning Area, the vegetation is comprised of native chamise chaparral, California scrub oak, white sage and manzanita. Sparse vegetation of canyon and live oak can be found also. The grasslands, shrubs and chaparral in both the flat and hilly areas are considered to be highly flammable. However; since much of the Beaumont area consists of open space and flat areas containing sparse vegetation or included

areas used for agriculture, the potential for wildfires is significantly reduced.

The amount of wild land vegetation available is considered potential fuel for a fire and is defined as fuel load. Light fuels typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuels are heavier brush and timber over six feet high. Since the majority of the fuel loads in Beaumont are light fuels with some medium fuels in the southern and western portions of the Planning Area, the potential hazards of fire is considered to be moderate.

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 Beaumont. However, since fuel loads are light and most of the open spaces are either used for agriculture or are sparsely vegetated, the severity and potential of fire hazards are not significant. Also, private weed abatement efforts have greatly reduced potential fire hazards.

Riverside County's Fire Department is primarily responsible for fire protection in Beaumont. In addition, the California Department of Forestry has a fire station in Beaumont. The County Fire Department does implement a number of programs to help prevent fires such as building inspection, public education and awareness, and participation with the planning department in development review.

The prevailing winds in the Pass Area are primarily from the west in spring, summer and early fall. During summer thunderstorms, the wind will sometimes be from the southeast, and in the winter, winds are variable. 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 Geronio Pass and into the Coachella Valley, the velocity of this air movement being a function of the cross-sectional width of the channel containing the air. The spurs extending into the floor of the Pass from the San Jacinto Mountains constrict the flow of air and cause a corresponding rise in wind velocity. A 40-mph westerly wind at Cabazon becomes, at times, a 100-mph wind at Windy Point.

The large number of trees and windbreaks in developed portions of Beaumont greatly reduce the adverse impacts of wind. However, 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. The latter two factors are most likely to be significant during a change from open space or agricultural 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.

7.11 Noise Environment

Noise exposure is a health concern, and as a result, noise related issues have been included in the Health and Safety Element. Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), equivalent noise level (Leq), and the community noise equivalent level (CNEL). The predominant sound level criteria in use in California at the present time utilizes the Leq and the CNEL.

The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one-hour Leq measurements. The average noise levels for the late evening and early morning hours (the period between 10:00 PM and 7:00 AM are weighted 10 decibels. This is to take into account a

person’s increased sensitivity to noise during the early morning and late evening periods. A decibel is a unit used for measuring the intensity of sound. Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB.

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Intermittent or occasional noise such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. To account for intermittent noise, another method to characterize noise is the percent noise level (L%). The percent noise level is the level exceeded X% of the time during the measurement period. Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute and the State of California. These guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as Leg, LDN or CNEL.



- *Environmental Protection Agency.* In March 1974, the EPA published “Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety” (EPA 550/9-74-004). This report indicates that 55 LDN is the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA “levels document” does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.
- *Federal Highway Administration (FHWA).* The FHWA has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criterion established an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criterion applies to private yard areas and assumes that typical wood frame homes with windows open provide 10dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.
- *State of California.* The State requires every City and county to adopt noise elements as part of their general plans. Such noise elements must contain a noise/land use compatibility matrix. A recommended (but not mandatory) matrix is presented in the “Guidelines for the Preparation and Content of Noise Elements of the General Plan,” (Office of Noise Control, California Department of Health, February 1976). These guidelines are indicated in the City’s Health and Safety Element.

Noise may affect all types of land uses and activities although some are more sensitive to noise levels than others. Land uses identified as noise sensitive in Beaumont include the elementary school and those areas that are developed as residential. The sources of noise Beaumont fall into five basic categories. These include freeways, both the I-10 and the SR-60 Freeways; aircraft over flights; traffic of local

streets; noise from railroad operations; and stationary sources. Each of these sources and their impacts on the noise environment of Beaumont are summarized in the following paragraphs.

- *Freeways.* The I-10 Freeway traverses the City in an east/west direction. The freeway is generally below grade with respect to the adjacent areas. Most of the development along the freeway is commercial. However, there are a few residential areas adjacent to the freeways that are affected by unmitigated freeway noise.
- *Traffic Noise.* Traffic noise on surface streets is a significant source of noise within the community. Noise levels along roadways are affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of traffic and gradient of the roadway. In general, commercial land uses predominate along 6th Street. However, a few residential homes are located along some of the major and secondary arterials.
- *Airports and Heliports.* There are no airports located in Beaumont, nor are there any specific flight corridors that over fly the City. Banning Airport is located to the east of the City. The City is located under an approach pattern to the airports located within the greater Los Angeles area.
- *Railroads.* A main railroad line operated by the Union Pacific. The majority of the existing rail traffic consists of freight trains traveling to and from the Colton Yard..
- *Stationary Sources.* The City of Beaumont has a large number of stationary noise sources located within its boundaries. Noises associated with industrial and commercial operations include truck traffic and machinery noise.



The noise environment in Beaumont was determined through noise measurement surveys and the use of a computerized traffic noise prediction model. The noise environment is presented in terms of lines of noise contours. Ten sites were selected for measurement of the noise environment in Beaumont. The measurement results are noted in Table 7-11.

The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use. Each site was monitored for a minimum of 15 minutes.

Percent Noise Levels were used to characterize ambient noise. Noise levels are expressed using percentages where the L90 is the noise level exceeded 90% of the time, L50 is the level exceeded 50%, and L10 is the level exceeded 10% of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels. The noise levels shown in the Table 7-11 underscore the City's relatively high ambient noise levels. For most areas surveyed, the ambient noise levels ranges from 65dB to 71dB.

Table 7-11 Existing Noise Measurements				
Location	Description of Dominant Noise Source	L ¹⁰	L ⁵⁰	L ⁹⁰
1.	Traffic on 6 th St.	88	82	77
2.	Freeway traffic on I-10 Freeway	78	70	65
3.	Traffic on Highway 79	83	75	71
4.	Railroad	71	68	63
5.	Freeway Traffic SR-60 Freeway	75	71	67
6.	Freeway Traffic	80	74	71
7.	Traffic	76	68	63
8.	Truck Traffic, Freeway Traffic	73	65	61
9.	Traffic on Highland Springs	81	76	71
10.	Truck Traffic	75	70	68

Source: Blodgett/Baylosis Associates. Noise Survey. 2003.

Traffic Noise Computer Modeling

The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the FHWA ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volumes, vehicle mix,

vehicle speed, and roadway geometry to compute the Leq noise level. The resulting information provided by the computer model is the distance of the 60 CNEL, 65 CNEL, and the 70 CNEL noise contours from the roadways centerline. Noise levels are depicted using noise contours that indicate points of equal noise levels a specific distance from a roadway's centerline.



Existing traffic noise levels for ten roadway segments in the City are summarized in Table 7-12. The table indicates the distance of specific noise contours from the roadway’s centerline. In addition, the noise levels 50-feet from the

roadway’s centerline are indicated. As indicated in the Table 7-12, the existing traffic noise levels are relatively high due to the large number of trucks using these roadways.

Table 7-12 Traffic Noise Levels Along Major Roadways				
Roadway Segment	Distance from the Roadway Centerline to CNEL Contour (in feet)			CNEL @ 50 feet from Centerline
	70 CNEL	65 CNEL	60 CNEL	
Cherry Valley Blvd.	40	30	60	62
Brookside Ave.	0	20	40	57
Oak Valley Pkwy.	18	25	55	58
Beaumont Ave.	18	42	85	64
6 th St. west of Beaumont Ave.	20	44	90	64
6 th St. east of Beaumont Ave.	38	80	180	68
Highland Sps. Rd. north of I-10	30	65	150	66
SR-79 south of 4 th St.	58	110	250	71
I-60 Freeway	90	200	400	>75
I-10 Freeway	180	400	800	>75
Note: the FHWA model does not consider any obstructions to the noise path. Traffic noise levels for receptors within 50 feet of the roadway centerline would require a site-specific analysis to determine the CNEL values. The noise contours are depicted in the Health and Safety Element. Source: Blodgett/Baylosis Associates, 2003				

7.12 Public Services

Fire Protection

The City of Beaumont contracts with the Riverside County Fire Department for Citywide services, including fire protection, public service and emergency medical aid response. 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 existing fire stations that serve the City include the following:

- *Station No. 66*, the Beaumont City Station, is located in the downtown area at 628 Maple Avenue. This station is staffed year-round by a crew of two and one full service fire engine. An additional fire engine, as well as a breathing support unit, water tender, and a squad/utility vehicle, are housed at this station and operated by trained volunteer or reserve staff if needed.
- *Station No. 20*, located near the City’s eastern boundary at 1550 East Sixth Street, is also staffed year-round by the California Department of Forestry. Equipment and crews include a Type-1 “City” engine with a



crew of two, a Type-3 engine geared to fighting wildfires with a crew of four, and one bulldozer. During fire season, typically May through December, and additional Type-3 engine is based at this station.

- Three additional stations are located in nearby areas. Station No. 22 is located less than one mile north of the City's boundaries, at 10055 Avenida Miravilla in Cherry Valley. Station No. 21 is located at 906 Park Avenue in Calimesa, approximately four miles northwesterly of the City limits, and Station 86, the "East Banning" station, is located at 172 North Murray in Banning, approximately four miles east of the City limits.

Law Enforcement

The Beaumont Police Department, located in the City's downtown at 660 Orange Avenue, provides comprehensive law enforcement services for the City. Currently, the department is staffed with twenty-five sworn officers and seven non-sworn personnel. The Department is administered by a Chief of Police and one Lieutenant, four Sergeants and thirteen Police Officers are assigned to the patrol division, which operates 24-hours a day. One Sergeant and three Detectives form the Department's investigation division. One officer is assigned to ARCNET (Allied Riverside Cities Narcotics Enforcement Team), a regional narcotics investigation team; and an additional officer is assigned to the INCA task force (Inland Crackdown Allied Task Force), focusing primarily on multi-national narcotics investigations. In addition to professional staff, the Police Department has utilized a citizen volunteer program for the past nine years. Consisting of 15 to 20 adults who have completed special training, the "Citizens Patrol" program provides services such as special event security, neighborhood watch program coordination, vacation house checks, abandoned vehicle abatement, high visibility patrol, and computer or clerical assistance. Key law enforcement functions include the following:

- The *Administrative Services Division* is responsible for budgeting, maintaining personnel records, establishing policies and procedures for the operation of the Department and overseeing the operation of the various divisions of the Police Department.
- The *Patrol Division* is staffed twenty-four hours a day. Personnel assigned to this division provide high visibility preventative patrol, enforcement of federal, state, and local laws and ordinances, traffic enforcement, traffic collision investigation, and non-criminal requests for service.
- The *ARCNET* is a regional narcotics investigation team that provides specialized narcotics investigations in the Mid-County Area. The team consists of members from the Banning, Beaumont, Hemet and San Jacinto Police Departments, the Riverside County Sheriff's Department, the Riverside County Probation Department, Riverside County Child Protective Services, California Department of Corrections (Parole) and the California Highway Patrol. The team is supervised by a Supervising Special Agent from the California Department of Justice Bureau of Narcotics Enforcement (BNE).
- The *Investigations Division* performs all general investigations. This division has special training in investigations and does the follow-up on those reported crimes that require their expertise. They obtain and serve arrest and search warrants, interview suspects, witnesses and victims, conduct sexual and child abuse investigations, and collect evidence for court presentation.
- The *Dispatch/Records Division* is staffed twenty-four hours a day and this personnel operates a 9-1-1 public safety answering point. The dispatch center receives initial phone calls for service, dispatches officers to calls for assistance, assists the public at the front counter, and performs police record keeping functions.



- *Animal Control* services are provided by California Animal Care (CAC). They are responsible for the enforcement of State and Local animal control laws and regulations. The CAC also provides animal licensing, rabies clinics, adoption services and community education on animal care. The animal shelter is located at 2242 E. Charles Street in Banning.
- The *Volunteer Service Program* provides various services such as special event security, neighborhood watch program coordination, vacation house checks, abandoned vehicle abatement, high visibility patrol, computer and clerical assistance and other duties as assigned. These volunteers go through a selection process and, once selected, they attend an eleven-week academy sponsored by the Redlands Police Department. During this time they receive training in subjects such as law, ethics, department policy, driving, firearms familiarization and chemical agents.

The Beaumont Police Department also currently offers its technical expertise to local residents that wish to organize neighborhood watch type organizations. The Department provides tours of the agency, specialized presentations on the operation of the Police Department, information concerning any law enforcement operations to the public, community members and businesses. The Department is an active participant with the Chamber of Beaumont "Graffiti Task Force". The Department coordinates a committee of law enforcement and school officials dealing with gangs and gang related issues. The Department operates an emergency services communications van which is used during natural disasters and other emergency situations.

Hospital/Healthcare Services

The City of Beaumont recognizes the growing need for healthcare and related emergency services. These services are currently provided by the San Geronio Memorial Healthcare District at an existing hospital facility located on Highland Springs Avenue in Banning, and to a

lesser degree by a series of private providers. The District-owned 70 bed facility is the only licensed acute hospital and emergency department in the Pass Area. The City of Beaumont lies entirely within the District's boundaries.

The San Geronio Memorial Hospital is currently (2005) operating at capacity for intensive care and emergency services, with the intensive care unit full 80 percent of the time and medical/surgical unit full 20 percent of the time through the last year. The District has announced plans to expand the facility at its present location to 192 beds by 2011.

The District's plans for the replacement of the acute facility call for a phased development program, with the first phase providing a new 24 bay emergency department and a replacement 16 bed intensive care unit. The second phase would consist of a new six-story patient pavilion with imaging, surgical, pharmacy and ancillary services on the first two stories. Patient rooms will make up the additional four stories. The facilities are being designed to accommodate the projected growth in the Pass Area population through 2025.

The District is in the process (2005) of procuring the estimated \$125 Million needed to complete the new facilities. The inclusion of development impact fees on new construction within the District has been identified as a potential funding source, as such fees would significantly assist in the development of the necessary capital for the modernized and expanded facility. The applicable local jurisdictions, including the City of Beaumont, may opt to adopt such a fee when sufficient and satisfactory analysis and justification is provided by the District in accordance with State law.

Education

Educational services within the Planning Area are provided by the Beaumont Unified School District. The District currently serves an enrollment of approximately 6,400 students in the City of Beaumont, a portion of Banning, Calimesa and the unincorporated community of Cherry Valley.



The District currently operates a state preschool center, 5 elementary schools (grades K-5), 2 middle schools, a comprehensive high school, 2 alternative secondary schools, and a community day school. The District also provides independent study services, an adult education program and a daily on-site childcare program at all elementary campuses. Schools located within the City include the following:

- *Brookside Elementary School* is located at 38755 Brookside Avenue. The school's enrollment capacity is 850 students with a current enrollment of 363 students.
- *Chavez Elementary School*, is located at 1730 Cherry Avenue. The school has an enrollment capacity of 500 students and a current enrollment of 293 students.
- *Palm Elementary School* is located at 751 Palm Avenue. The school's enrollment capacity is 700 students with a current enrollment of 615 students.
- *Sundance Elementary School* is located at 1520 East 8th Street. The school's enrollment capacity is 850 students and a current enrollment of 514 students.
- *Three Rings Ranch Elementary School*, located at 1040 Claiborne Avenue. The school's enrollment capacity is 850 students with a current enrollment of 724 students.
- *Mountain View Middle School* is located at 200 Cougar Way. The school's enrollment capacity is 1,150 students with a current enrollment of 1,028 students.
- *San Gorgonio Middle School* is located at 650 Magnolia Avenue. The school's enrollment capacity is 500 students with a current enrollment of 245 students.
- *Beaumont High School* is located at 1591 Cherry Avenue. The school's enrollment

capacity is 1,000 with a current enrollment of 1,320 students.

The District's current enrollment of 5,102 students was approximately 80% of the District's overall enrollment capacity (6,400 students). In addition, the following continuation schools are operated by the District:

- *San Andreas Continuation High School* is located at 939 East 10th Street.
- *Glenview Continuation High School* is located at 905 Michigan Avenue.

The District's current focus is to ensure that there is sufficient capacity to accommodate all existing and near-term enrollments in an environment that is conducive to a positive learning environment. An additional school, Tournament Hills Elementary School is anticipated to begin operations during 2006.

7.13 Utilities

Water Service

During the 1990's, the City oversaw the development of a water treatment and delivery system. The Beaumont/Cherry Valley Water District provides service in the City and portions of the surrounding sphere of influence. The District draws groundwater from shallow wells in Little San Gorgonio Canyon, which is located in the southern foothills of the San Bernardino Mountains, and from deeper wells that extract water from the Beaumont Storage Unit.

The District utilizes the shallow wells whenever feasible to reduce pumping costs related to groundwater extraction and storage. During periods of drought and low precipitation, the canyon wells become less reliable and the District increases production from the BSU to meet demands. Water service, groundwater quality, and domestic supplies are discussed in Section 7.7.



Wastewater

The City of Beaumont Wastewater Treatment Plant was recently expanded to accommodate up to 4.0 million gallons per day of effluent. The City estimates that up to 2,240 acre-feet of recycled wastewater are made available to the community through this plant's operation on an annual basis.

Electricity

Sempra Energy Company provides basic electrical service for all residential and non-residential customers within the City. There are no under-served areas, and there are no constraints to additional electric service needed for future development. Underground power is available to most service areas, with lines situated along several of the major streets.

Natural Gas

The Gas Company provides basic residential and business gas services. There are no under-served areas, and they don't foresee any constraints to substantial future development within the City.

Communications

Verizon provides home and business phone service, as well as offering fiber optics capabilities. Video and data lines are also possible for each residence via an existing network. There are currently no under-served areas.

7.14 Cultural Resources

The Beaumont area was inhabited by the Cahuilla Indians at the time of European contact. The Cahuillas throughout the area shared a common language and cultural identity, but were not politically unified. They occupied and situated their permanent villages so as to maximize the use of water, animal and plant resources. Cahuilla society was organized in a complex manner and was influenced as well as disturbed by the arrival

of the Spaniards. The Spaniards made use of their extensive knowledge of the area by using them on expeditions through the San Gorgonio Pass and to carry mail. In the Beaumont vicinity the Pass was mainly a Cahuilla Trail and was considered the most important route connecting the deserts of California and Arizona to the coastal beaches. The two reservations established in the vicinity in 1876, are still occupied by the Cahuilla Indians.

The majority of the level areas throughout Beaumont contain very few significant archaeological or paleontological sites. Most of the archaeological sites in these areas are of the late prehistoric age and are associated with nomadic movement and food gathering activities in the Pass area. Village settlement patterns were located along or near perennial waters and throughout temporarily occupied areas. The flat land areas were most likely composed of low-density settlements due to the vegetation available and the proximity to water. Therefore, a subsistence settlement pattern of these areas indicates that only temporary activity sites or isolated artifacts may be expected to be found. However, the extreme southern areas in the Beaumont planning area will probably yield a greater potential of archaeological and paleontological findings since it remains less disturbed by agriculture cultivation, is subject to less human disturbance and because there is and was more native vegetation, natural stream waters, and animal life which encouraged settlement, food gathering, and hunting.

Historically, the San Gorgonio Pass has served as a natural gateway between desert and coastal regions, and was well traversed during aboriginal and historic times. The cultural remains of the Native American Cahuilla peoples who inhabited the area until the mid-1800s, and early Euro-American peoples have been found in numerous locations throughout the City and region. In addition, given the nature of alluvial deposits throughout the City, prehistoric cultural remains (fossils) may also be present.

The origins of the City of Beaumont began in 1866, when a mail stop called Summit Station



was established on a passenger stage route through the San Gorgonio Pass. In 1876, with the advent of the railroad, the Southern Pacific Company transformed the station into a railroad telegraph office. A town site, originally called San Gorgonio, was established in 1884 and renamed Beaumont (“beautiful mountain” in French) in 1886 when it was purchased by the Southern California Investment Company, headed by H.C. Sigler from Beaumont, Texas. The Beaumont town site was officially surveyed and filed in San Bernardino County in 1887. The town site was later incorporated into Riverside County when that county was formed in 1893.

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. There are also some Victorian residences scattered throughout the City. The old-town community encompasses the segment of 6th Street between Orange Street and Viele, and 5th and 8th 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. The City intends to preserve old streetlights and columns that still exist in the City. Buildings of significant historical interest in the old town include the old bank building (currently Precision Stamping), the old high school (currently City Hall), Beaumont Library, the Woman’s Club, the old church (currently First Christian Church), Saint Stephen’s Church, San Gorgonio Catholic Church, Bekins Transfer Storage and the Beaumont Hotel.

In the early years of the 20th Century, many hundreds of Mexicans labored for the Southern Pacific Railroad as part of the construction of the rail line between Colton and Indio. These laborers and their families lived in small settlements that were constructed next to the railroad. The “Barrio” is the town site that served Beaumont area. Local preservationists have sought to preserve the memory of the town and its residents. Luis Estrada Road in the Barrio was dedicated in 2001 as part of celebration that honored the railroad workers. More than 500 descendants of 70 railroad workers attended the dedication. Much of the

original housing has been lost though the town site is still referred to as “the Barrio.”

7.15 Traffic & Circulation

The circulation system in the City of Beaumont and its Sphere of Influence is dominated by two major freeways that meet in the geographic center of the planning area. Connections to these freeways are made from a network of collector streets that also serve the City and Sphere of Influence.

- *I-10 Freeway.* The I-10 Freeway is the major east/west facility in the Los Angeles-Riverside-Coachella Valley region. This limited access highway extends from Santa Monica on the west to Blythe on the east. The facility consists of four travel lanes in each direction east of its interchange with the SR-60.
- *State Route 60* This freeway is also a limited access facility, serves as the major alternative route to the I-10 Freeway from downtown Los Angeles to Beaumont where the SR-60 terminates. The SR-60 has two travel lanes in each direction with at-grade intersections at Jack Rabbit Trail and Western Knolls Avenue. At the I-10 interchange, the freeway carries 31,000 vehicles daily.

Key streets that serve the City includes the following:

- *Beaumont Avenue/SR 79* - This is the primary north-south arterial serving the central portion of the City and Sphere of Influence. North of the I-10 freeway, Beaumont Avenue consists of four travel lanes to Oak Valley Parkway where it narrows to two lanes. South of I-10, SR-79 (also called Lamb Canyon Road) is four lanes to California Street and two lanes south of that point. Beaumont Avenue currently carries 23,400 daily trips in the area of 6th Street. SR 79 carries 12,500 trips near its intersection with California Avenue.



- *Highland Springs Avenue* is a major north-south arterial which forms the eastern boundary of the City. It provides one travel lane in each direction. In the area of I-10, Highland Springs Avenue carries 30,300 vehicle trips daily. North of 6th Street, traffic volumes range from 2,300 to 11,800 average daily trips.
- *Brookside Avenue* is a two-lane street generally forms the northern boundary of the study area. This roadway extends from

the I-10 freeway and Highland Springs Avenue. Near Beaumont Avenue, it carries approximately 1,100 daily trips.

- *6th Street* is the dominant major east-west arterial in the City and consists of two travel lanes in each direction. East of its intersection with Beaumont Avenue, 6th Street carries 10,300 daily trips.

The most traffic volumes for the major roadways in the City is identified below in Table 7-13.

Table 7-13 Traffic Volumes on Local Roads	
Roadway	ADT ¹ .
Cherry Valley Blvd.	5,100
Brookside Ave.	1,000
Oak Valley Parkway	3,000-5,400
8 th St.	2,300-4,300
6 th St.	12,500-13,600
1 st St.	1,000-2,500
Beaumont Ave.	8,400-12,500
Pennsylvania Ave.	1,700-5,900
Highland Springs Rd.	2,200-11,800
SR-79	23,400-24,400
SR-60	36,000
I-10	63,000-104,000
¹ ADT – average daily traffic volumes ² Source: Urban Crossroads 2004	

An intersection's ability to handle current traffic loads may be described in terms of Level of Service, or LOS. The LOS is a qualitative rating of an intersection's existing or projected operation. The scale ranges from LOS A or

excellent to LOS F which corresponds to extreme or severe congestion. Table 7-14 indicates the existing ICU/LOS for key intersections in the City.



Table 7-14 Intersection Levels of Service		
Intersection	Peak Hour	
	AM Pk. Hr.	PM Pk. Hr.
Desert Lawn Dr./Brookside Ave.	A	A
Desert Lawn Dr./Oak Valley Pkwy	A	A
I-10 Eastbound Ramps/Oak Valley Pkwy.	B	B
I-10 Westbound Ramps/Oak Valley Pkwy.	B	B
Oak View Dr./Oak Valley Pkwy.	B	B
Beaumont Ave./Brookside Ave.	B	A
Beaumont Ave./Oak Valley Pkwy.	B	B
Beaumont Ave./6 th St.	B	B
Beaumont Ave./I-10 Westbound Ramps	C	C
Beaumont Ave./I-10 Eastbound Ramps	C	D
SR-79/1 st St	A	B
SR-71/California Ave.	D	F
Pennsylvania Ave./8 th St.	A	A
Pennsylvania Ave./6 th St.	C	C
Pennsylvania Ave./I-10 Westbound Ramps	A	B
Pennsylvania Ave./I-10 Eastbound Ramps	A	A
Pennsylvania Ave./1 st St.	A	A
Highland Springs Ave./Brookside Ave.	A	A
Highland Springs Ave./8 th St.	A	B
Highland Springs Ave./6 th St.	D	D
Highland Springs Ave./I-10 Westbound Ramp	C	C
Highland Springs Ave./I-10 Eastbound Ramps	C	C
Highland Springs Ave./1 st St.	A	B
¹ ADT – average daily traffic volumes ² Source: Urban Crossroads 2004		



Railroads

The Union Pacific Railroad traverses the City of Beaumont from the west to east. The railway is located adjacent to San Timoteo Canyon Road to its junction with the I-10 Freeway. The railway then continues south of the I-10 Freeway through Beaumont.

Public Transit

The Riverside Transit Authority (RTA) and the City of Beaumont Transit Department provides

public transportation service in the City. The City's transit service operates three fixed routes and a curb-to-curb dial-a-ride service. The latter is reserved for disabled persons and senior citizens. The fixed route service includes Routes No. 1 and 2 that serve an area between 6th Street and Cougar Way and Route 3 that serves the northerly portion of the City (between 6th Street and Orchard Street). The RTA also operates three lines in the City including Line 31 (Highway 79 and 6th Street), Line 35 (6th Street and 8th Street), and Line 36 (Beaumont Avenue, 6th Street, and 8th Street).



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Section 8.0 Approvals

City of Beaumont General Plan

RESOLUTION NO. 2007- 18

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF BEAUMONT, CALIFORNIA, ADOPTING A COMPREHENSIVE
UPDATE OF THE BEAUMONT GENERAL PLAN**

WHEREAS, the City of Beaumont is required by State Government Code Section 65302 to adopt and maintain a General Plan, as defined therein; and

WHEREAS, the City of Beaumont last adopted the Beaumont Comprehensive General Plan by its adoption of Resolution No. 1993-5, on February 8, 1993; and

WHEREAS, since 1993 only the Housing and Circulation Elements have been comprehensively updated; and

WHEREAS, California State law requires that Cities maintain an up-to-date General Plan; and

WHEREAS, the City of Beaumont, with the assistance of a consulting team, an Advisory Committee appointed by the City Council and City staff has prepared and proposed a comprehensive update to the General Plan; and

WHEREAS, the proposed General Plan was made available for public review and comment at the Planning Department at Beaumont City Hall, beginning on March 29, 2005; and

WHEREAS, a community meeting was held on April 26, 2005 to permit the public to provide input on the proposed General Plan; and

WHEREAS, the proposed General Plan was considered by the Planning Commission in public hearings held on June 14 and June 28, 2005, at which time substantial public testimony was heard and considered, culminating on June 28, 2005 in a Planning Commission action to recommend City Council approval of the General Plan update; and

WHEREAS, the proposed General Plan was considered by the City Council in public hearings held on September 6 and December 6, 2005, and on March 6 and March 20, 2007, at which time substantial public testimony was heard and considered; and

WHEREAS, this City Council certifies that an Environmental Impact Report was prepared for the General Plan update pursuant to the provisions and requirements of the California Environmental Quality Act to address the impacts of the project, as detailed in the attached findings.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA, AS FOLLOWS:

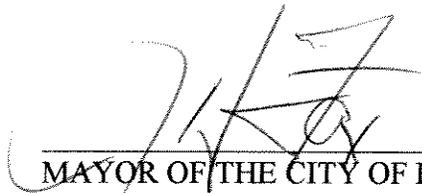
SECTION 1: The City Council finds that the proposed Update of the Beaumont General Plan complies with applicable State, regional, county and City plans, programs, policies and guidelines; and hereby adopts the General Plan Update.

SECTION 2: All of the information pertaining to the proposed General Plan Amendment is on file in the Planning Department of Beaumont City Hall.

SECTION 3: The City Council certifies that an Environmental Impact Report was prepared for the project pursuant to the provisions and requirements of the California Environmental Quality Act, and the findings associated with this action are attached hereto as Exhibit "A".

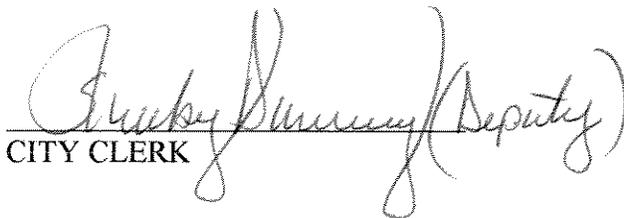
MOVED, PASSED AND ADOPTED THIS 20TH DAY OF MARCH, 2007, BY THE FOLLOWING VOTE:

AYES: Mayor Fox, Council Members DeForge, Berg, and Killough
NOES: None
ABSTAIN: None
ABSENT: Council Member Dressel.



MAYOR OF THE CITY OF BEAUMONT

ATTEST:



CITY CLERK

CEQA FINDINGS

*CITY COUNCIL
CITY OF BEAUMONT, CALIFORNIA*

**Findings Related to the
Beaumont General Plan Update**

**Final Environmental Impact Report in Compliance with the
California Environmental Quality Act (CEQA)**

March 6, 2007

**BEAUMONT GENERAL PLAN UPDATE
CEQA FINDINGS**

TABLE OF CONTENTS

	PAGE
I. INTRODUCTION	1
II. PROJECT SUMMARY	1
A. PROJECT DESCRIPTION	1
B. PROJECT OBJECTIVES	1
C. PROJECT LOCATION	2
III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION	3
A. INDEPENDENT JUDGMENT	5
B. CUSTODIAN AND LOCATION OF RECORD	5
IV. ENVIRONMENTAL IMPACTS AND FINDINGS	5
A. IMPACTS IDENTIFIED IN THE EIR AS LESS-THAN- SIGNIFICANT REQUIRING NO MITIGATION	6
B. FINDINGS REGARDING IMPACTS ANALYZED IN THE EIR AND DETERMINED TO BE MITIGATED TO LESS THAN SIGNIFICANT.	34
C. IMPACTS ANALYZED IN THE EIR AND DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE	40
V. PROJECT ALTERNATIVES	43
VI. PROJECT BENEFITS	44
VII. STATEMENT OF OVERRIDING CONSIDERATIONS	45
VIII. ADOPTION OF A MONITORING PLAN FOR THE CEQA MITIGATION MEASURES	48

**BEAUMONT GENERAL PLAN UPDATE
CEQA FINDINGS**

**Facts, Findings and Statement of Overriding Considerations
Regarding the Environmental Effects from Approval of
The Beaumont General Plan Update
(EIR SCH # 2004061001)**

I. INTRODUCTION

The City Council of the City of Beaumont (“Council”) in approving the Beaumont General Plan Update project (“Project”), makes the findings described below and adopts the Statement of Overriding Considerations presented at the end of the Findings. These Findings are based upon the entire record before this Council, including the Environmental Impact Report (“EIR”) prepared for the Project. The EIR was prepared by the City of Beaumont acting as the lead agency under the California Environmental Quality Act (“CEQA”). The Initial Study, Notice of Preparation, Draft EIR and Technical Appendices dated March 2005, the Final EIR containing the Comments and Responses to Comments, and the Mitigation Monitoring Plan constitute the EIR for this Project. These documents are referred to collectively herein as the EIR.

II. PROJECT SUMMARY

A. Project Description

The Project considered is the City of Beaumont General Plan Update (General Plan Update). The geographic area considered in the General Plan Update includes the City of Beaumont and its designated Sphere of Influence (SOI), collectively referred to herein as the General Plan Area. The EIR acknowledges and comprehensively addresses combined environmental effects of existing development within the General Plan Area, entitled but as yet unrealized development, and changes anticipated pursuant to the proposed General Plan Update. Included in the EIR Analysis are potential effects of annexation actions that are proposed concurrent with adoption of the General Plan Update.

B. Project Objectives

The City Council has established objectives that, when achieved, would provide for successful realization of the City’s near-term plans, and would facilitate implementation of land uses, supporting infrastructure, and services envisioned under buildout conditions. The City’s objectives are as follows:

- To accommodate the substantial growth that will occur in coming years as individual

developments that were previously approved, are constructed;

- To guide the development of areas within the City and the Sphere of Influence for which no plans have been previously prepared.
- To oversee the development of a roadway and infrastructure system that will address existing deficiencies and accommodate future demand;
- To promote new commercial and industrial development that will capitalize on the City's location near major transportation corridors;
- To continue to promote the development of quality housing for all segments of the population and those households with special needs;
- To ensure that residents are provided a safe and healthful environment in which to live and work; and,
- To preserve those amenities that make Beaumont an attractive place to live and work.

● **C. Project Location**

The City of Beaumont and the General Plan Area are located in north-central Riverside County, at the summit of the San Gorgonio Pass, north and south of Interstate 10. The land area within the City's corporate boundaries currently comprises approximately 26 square miles. The City and its designated Sphere of Influence, which collectively define the General Plan Area, encompass approximately 48.38 square miles.

The City and associated General Plan Area are bounded on the west by the City of Calimesa and unincorporated areas of Riverside County; on the north by unincorporated County areas (Cherry Valley); on the south by unincorporated County areas and the City of San Jacinto; and on the east by the City of Banning. Beaumont is located approximately 70 miles east of downtown Los Angeles; 21 miles northeast of the City of Riverside; and 21 miles southeast of the City of San Bernardino.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City of Beaumont has conducted an extensive environmental review for this Project, which included an EIR with technical reports concerning traffic and circulation impacts; air quality impacts, and noise impacts. The following is a summary of the City's environmental review and opportunities for public participation for this Project:

- A General Plan Committee, including selected members of the City Council, the Planning Commission and the community at large, was appointed by the City upon initiation of the General Plan Update process. This group has met intermittently over the past 18 months.
- The Notice of Preparation announcing the City’s intent to prepare an Environmental Impact Report (EIR) was published in the *Record Gazette* on May 28, 2004.
- An Initial Study identifying the scope of environmental issues was distributed to numerous state, federal, and local agencies and organizations on May 28, 2004. A total of three comment letters were received from State and regional agencies. Copies of those comment letters are included in Appendix A of the Draft EIR (under separate cover). Relevant comments received in response to the NOP/Initial Study were incorporated into the Draft EIR.
- The Draft EIR was distributed for public review on March 7, 2005, for a 45-day review period with the comment period expiring on April 20, 2005. Copies of the Draft EIR in its entirety were distributed for review by the City of Beaumont to 38 public agencies and private organizations, including federal, state, county, regional, city and local entities. Additionally, the State Clearinghouse distributed copies to twelve departments within the State of California for review. Nineteen comment letters on the Draft EIR were received from agencies, organizations and individuals during the public comment period, which the City extended until April 26, 2005 to accommodate those attending a General Plan Public Workshop on that date. In addition, copies of two “form letters” addressing the General Plan Update were received. The first of these letters, identified as Multiple-Party Letters in the Final EIR, was signed and submitted by 32 individuals, and the second letter was signed and submitted by 17 individuals.
- A General Plan Public Workshop was advertised in the *Record Gazette* on March 11, 2005, and held on April 26, 2005. Approximately 100 people attended this workshop.
- On June 28, 2005, the Beaumont Planning Commission held a hearing and recommended amendments to the Southeastern and Southwestern Planning Areas of the General Plan Update.
- In December 2006, a Revised EIR was prepared for the project pursuant to CEQA Guidelines Section 15088.5, which contained “significant new information,” and as such, was recirculated for a period of 45 days beginning on December 22, 2006 and ending on February 5, 2007.

- The Final EIR was distributed to commenting agencies for a 10-day review period beginning on February 23, 2007.

A. Independent Judgment

The City retained the independent consulting firm of Applied Planning, Inc. to prepare the Revised EIR for the Project. The EIR was prepared under the supervision and direction of the City of Beaumont Planning Department Staff. This Council is the final decision-making body for the certification of the Project EIR. The City of Beaumont Planning Commission has also received and reviewed the EIR, and forwarded recommendations to the Council.

Findings: The EIR reflects the City's independent judgment. The City has exercised independent judgment in accordance with Public Resources Code, Section 21082.1(c)(3) in retaining its own environmental consultant, directing the consultant in preparation of the EIR as well as reviewing, analyzing, and revising material prepared by the consultant.

- **B. Custodian and Location of Record**

Findings: The documents and other materials, which constitute the record of proceedings for the City Council's approval of this project, are located at the City of Beaumont, 550 East Sixth Street, Beaumont CA 92223. The City is the custodian of all documents.

IV. ENVIRONMENTAL IMPACTS AND FINDINGS

City staff reports, the Project EIR, written and oral testimony at public meetings or hearings, responses to comments, these Facts, Findings and Statement of Overriding Considerations, and other information in the administrative record serve as the basis for the City's environmental determination. The Final EIR includes revisions to the Draft EIR, public comments and the City's responses, and the Notice of Determination. The detailed analyses of potential environmental impacts and proposed mitigation measures for the General Plan Update are presented in Section 4.0 of the Final EIR. Written comments and the City's responses are provided in Section 3.0 of the Final EIR.

The EIR evaluated fifteen major environmental categories (land use, development and agricultural resources; population and housing; aesthetics/visual resources; air quality; biological resources, cultural resources; earth resources and geology; hazards/risk of upset; hydrology, drainage, and flood control; mineral resources; noise; public services and utilities; recreation; transportation and circulation; and water resources) for potential significant adverse environmental impacts. Both Project-specific and cumulative impacts were evaluated. Of these environmental categories, the Council concurs with the conclusions in the EIR that the issues and sub-issues discussed below can be mitigated below a level of significance, and for those issues which cannot be mitigated below a level of significance, overriding considerations exist because the benefits of adopting the General

Plan outweigh the potentially significant adverse impacts.

Of the fifteen major environmental categories addressed in the EIR, the analysis concluded that the Project did not have the potential to result in a significant impact in twelve major categories (land use, development and agricultural resources; population and housing; biological resources, cultural resources; earth resources and geology; hazards/risk of upset; hydrology, drainage, and flood control; mineral resources; noise; public services and utilities; recreation; and water resources). The Council concurs with the conclusions regarding these categories as outlined in the EIR and specifically in responses to comments on these issues, and finds that no significant impacts have been identified as to those categories identified in the EIR and no further analysis is required, for the reasons set forth in Section A, below.

A. IMPACTS IDENTIFIED IN THE EIR AS LESS-THAN-SIGNIFICANT REQUIRING NO MITIGATION

Based on substantial evidence and analysis contained in the final EIR, the Council hereby finds that the following issues have no potential to cause significant impact and therefore require no Project-specific mitigation. In the following presentation, each resource issue is identified and the potential for significant adverse environmental effects is discussed.

1. LAND USE, DEVELOPMENT AND AGRICULTURAL RESOURCES

a. Conflict with General Plan Designation or Zoning

Potential Significant Impact: The proposed Project could result in disruption or division of the physical arrangement of an established community.

Finding: Potential impacts to existing community land uses are discussed in Section 4.1 of the Draft EIR. The analysis concluded, and this Council finds, that the Project's potential to disrupt or divide the physical arrangement of an established community is less-than-significant. No mitigation is required.

Facts in Support of the Finding: The policy statements articulated in the Community Development Element of the General Plan Update act to preclude or reduce the potential for disruption or division of established communities. As individual future development projects are proposed within the General Plan Area, Goals, Policies and Implementation Programs identified in the General Plan Update, including environmental review, assurance of zoning conformity, and building code review, will ensure that projects implemented pursuant to the General Plan Update will not result in division or disruption of established communities.

b. Conflict with Existing Land Use Plans/Policies

Potential Significant Impact: Conflict with an applicable land use plan, policy, or regulation of

the agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

Finding: Potential impacts with regard to land use policies and consistency are discussed in Section 4.1 of the Draft EIR. The analysis concluded, and this Council finds, that implementation and occupation of the Project will not create inconsistencies with the goals and policies of the City or other applicable land use regulations.

Facts in Support of the Finding: The General Plan Update provides for, and recognizes modification of other City policies and regulations to ensure internal consistency between land use plans and policies. Specifically, within 12 months of General Plan Update adoption, the City Zoning Ordinance and Maps will be amended to provide consistency with the land use designations, policies, and implementation programs proposed under the General Plan Update. It is also recognized that within the General Plan Area, the unincorporated Sphere of Influence properties are currently regulated by plans and policies of Riverside County. As development proposals are submitted for these properties, rezoning should be part of Zoning Ordinance update with the General Plan Update land use-designations, proposed for annexation into the City, and if approved, will be developed consistent with Goals, Policies, and Implementation Programs of the General Plan Update.

Within the General Plan Area, it is recognized that certain properties or activities which serve regional needs, but are located within the General Plan Area, will remain under the jurisdiction of Agencies other than City. Notably, the Lamb Canyon Landfill located within the southwesterly portion of the City's Sphere of Influence, will be maintained as an unincorporated County enclave within the General Plan Area, and will continue to be operated and maintained by the Riverside County Waste Management Department (RCWMD). The City and RCWMD would review any adjacent land use or development proposals to ensure that potential land use conflicts are avoided.

Land uses proposed under the General Plan Update may also affect, or be affected by, broader areawide or regional plans. In this regard, the CEQA Guidelines, Section 15125 (d) requires that any potential inconsistencies between a project and regional plans be discussed. Notable regional agencies and correlating plans potentially affecting, or affected by, the Project include: Riverside County-Multiple Species Habitat Conservation Plan (MSHCP); Santa Ana Regional Water Quality Control Board-Basin Water Quality Plan (SARWQCB-Basin Plan); and South Coast Air Quality Management District – Air Quality Management Plan (SCAQMD-AQMP).

As discussed in EIR Section 4.5 Biological Resources, the City of Beaumont has adopted the MSHCP and will comply with all of its applicable requirements when considering actions associated with, or resulting from, the General Plan Update. Based on the preceding discussion, the Project is determined to be consistent with applicable provisions of the Riverside County MSHCP.

Similarly, discussions addressing Project consistency with the AQMP and RWQCB Basin Plans are presented in Section 4.4, Air Quality, and Section 4.9 Hydrology, Drainage and Flood Control, respectively. As determined in the EIR, build-out pursuant to the proposed General Plan Update is determined to be consistent with population modeling for the region prepared by the Southern California Association of Governments (SCAG), and therefore would not conflict with applicable policies or provisions of the AQMP. Similarly, project consistency with the RWQCB Basin Plan is implemented through mandated compliance with the RWQCB requirements, including development of, and adherence to, an approved Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) for projects within the General Plan Area.

c. Incompatible with Existing Habitat or Natural Community Conservation Plans

Potential Significant Impact: The proposed Project could conflict with applicable habitat conservation plan(s) or natural community conservation plan(s).

Finding: Potential impacts relevant to land use compatibility are discussed in Section 4.1 of the Draft EIR. Based upon the analysis contained in the Draft EIR, this Council finds that the Project will not be incompatible with existing or proposed habitat or natural community conservation plan(s). No mitigation is required.

Facts in Support of the Finding: The General Plan Study Area lies within the boundaries of the Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan). The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their habitats. Land use plans and policies articulated within the General Plan Update have been developed consistent with provisions of the MSHCP. In this regard, the General Plan Update land use plan preserves and maintains significant contiguous habitat areas providing for protection and preservation of valuable biological resources. More specifically, General Plan Update Resource Management Element Policies 11 through 13, and supporting implementation programs, provide for the promotion of development concepts that preserve sensitive biological resources, including open space areas and conservation areas.

d. Affect Agricultural Resources or Operations

Potential Significant Impact: Conversion of prime farmland, unique farmland, or farmland of statewide importance, to urban uses; conflict with existing zoning for agricultural use, or a Williamson Act contract; changes to the existing environment that may result in the conversion of farmland to non-agricultural uses.

Finding: Potential impacts relevant to agricultural resources are discussed in Section 4.1 of the Draft EIR. The analysis concludes, and this Council finds, that the proposed Project will not affect agricultural resources or operations, nor will it result in the conversion of designated “Farmlands” to non-agricultural use. No mitigation is

required.

Facts in Support of the Finding: Within the larger General Plan Area, approximately 9,000 acres is vacant and undeveloped. Many of these vacant properties are considered to be generally suitable for agricultural uses. However, ongoing development pressures have acted to severely constrain any profitable agricultural production within these areas. No agricultural properties within the General Plan Area are currently covered under the provisions of a Williamson Act Contract, nor are any properties designated as prime farmlands, unique farmlands, or farmlands of statewide importance. No properties within the current City limits are zoned for agricultural uses.

Land uses proposed under the General Plan Update recognize ongoing urbanization within the General Plan Area, and in this respect provide no specific allocation nor land use designations related to agricultural uses. The General Plan Update does, however, acknowledge active agricultural uses that may occur within the General Plan Area. Specifically, Resource Management Element Policy No. 2 states that ". . . The City of Beaumont will support the maintenance of existing agricultural resources in the City to the extent feasible." Environmental Review programs adopted by the City provide for implementation of this policy. This policy supports the presence of current agricultural uses, but realistically recognizes ongoing urbanization and conversion of agricultural uses consistent with the General Plan Update land use plan. It is also recognized that other Resource Management Element policies and supporting implementation programs provide for maintenance and preservation of open space areas and soils generally associated with agricultural uses.

2. POPULATION AND HOUSING

a. Directly or Indirectly Induce Substantial Population Growth

Potential Significant Impact: Induce substantial population growth, either directly through the creation of new homes and businesses, or indirectly through the extension of new infrastructure systems.

Finding: Potential impacts relevant to population growth are discussed in Section 4.2 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General Plan Update to directly or indirectly induce substantial population growth is less-than-significant. No mitigation is required.

Facts in Support of the Finding: New housing, business development, and supporting infrastructure improvements described within the General Plan Update buildout scenario reflect, and respond to anticipated population growth of the City and region. In this regard, the General Plan Update is not considered growth inducing, but rather is a responsive planning tool which identifies the plans, policies, and programs necessary to accommodate anticipated growth within the City and

surrounding region. Growth estimates based on buildout pursuant to the General Plan Update, including associated planning for housing, businesses and infrastructure systems, are generally consistent with adopted SCAG growth forecasts. In this sense, the plans, policies, and programs articulated within the General Plan Update will not provide substantial excess capacity beyond that which is needed to support anticipated growth. As such, the General Plan Update, and its component elements are not considered growth inducing, and growth planned for and anticipated under the General Plan Update will not substantially exceed adopted SCAG growth forecasts for the City and region.

b. Displace Substantial Numbers of Residential Units

Potential Significant Impact: Displacement of substantial numbers of residential units, requiring the construction of replacement housing elsewhere.

Finding: Potential impacts relevant to the provision of housing are discussed in Section 4.2 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General Plan Update to displace substantial numbers of residences is less-than-significant. No mitigation is required.

Facts in Support of the Finding: As a component of the General Plan Update process, the City previously developed and adopted a Housing Element. None of the actions programmed or anticipated under the City’s adopted Housing Element will result in the displacement or demolition of existing housing assets, nor will residents be displaced under actions or programs expressed in the Housing Element. None of the actions programmed or anticipated under the adopted Housing Element will result in the displacement or demolition of existing housing assets, nor will residents be displaced under actions or programs expressed in the Housing Element. Other Elements of the proposed General Plan Update are consistent with, and support the adopted Housing Element.

c. Displace Substantial Numbers of Persons

Potential Significant Impact: Displacement of a substantial number of persons, necessitating the construction of replacement housing.

Finding: Potential impacts relevant to the provision of housing are discussed in Section 4.2 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General Plan Update to displace substantial numbers of persons is less-than-significant. No mitigation is required.

Facts in Support of the Finding: Development projects realized under General Plan buildout conditions may, in some instances, necessitate the limited displacement of residents and businesses. Existing policies, programs and requirements appropriately address potential displacement of residents and businesses. These measures include, but are not limited to: relocation assistance

provided under programs established by the City Community Redevelopment Agency, and relocation assistance required under the State of California Uniform Relocation Assistance and Real Property Acquisition Policies Act. These measures would similarly apply to any potential displacement of residents or business resulting from buildout pursuant to the General Plan Update.

3. AIR QUALITY

a. Exceed Local Micro-Scale Concentration Standards

Potential Significant Impact: Result in exceedance of local, micro-scale carbon monoxide (CO) concentration standards thresholds.

Finding: Potential impacts relevant to air quality are discussed in Section 4.4 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General Plan Update to exceed local micro-scale CO concentration thresholds is less-than-significant. No mitigation is required.

Facts in Support of the Finding: The South Coast Air Quality Management District (SCAQMD) has established a baseline figure for the City for carbon monoxide concentrations or “CO hotspots” (measured in parts per million or ppm) for the one-hour period. The EIR Traffic Study was consulted to identify those critical intersections that would be handling traffic volumes that could potentially result in traffic congestion and resulting CO “hot spots.” The micro-scale analysis focused on those intersections that would have a level of service (LOS) “D” in the build-out year. These intersections would typically be handling more traffic and be experiencing greater delay times at the signals. This analysis indicated that the State’s one-hour standards for CO concentrations will not be exceeded at the City’s most congested intersections under buildout conditions.

b. Creation of Objectionable Odors

Potential Significant Impact: Result in the creation of objectionable odors affecting a substantial number of people.

Finding: Potential impacts relevant to odor generation are discussed in Section 4.4 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General Plan Update to result in objectionable odors that would affect substantial numbers of people is less-than-significant. No mitigation is required.

Facts in Support of the Finding: The General Plan Update EIR includes a listing from the *CEQA Air Quality Handbook* that identifies land use types and activities that typically create odors that lead to complaints from the public. The General Plan Update Land Use Element does not propose, nor does it anticipate, any uses that would typically be associated with the generation of significant

sources of objectionable odors. Further, as part of project-specific basis, the City will review new development proposals to ensure that they do not create and are not exposed to potential odor sources.

c. Conflict with Applicable Air Quality Plan

Potential Significant Impact: Conflict with or obstruct the implementation of the applicable air quality plan.

Finding: Potential impacts relevant to air quality plan compliance are discussed in Section 4.4 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General Plan Update to conflict with or obstruct the implementation of applicable air quality plans is less-than-significant. No mitigation is required.

Facts in Support of the Finding: The Draft EIR notes that the SCAQMD is charged with the implementation of air quality regulations, and is responsible for the implementation of the protocols of the State and Federal Clean Air Acts. In addition, the SCAQMD is responsible for ensuring that the more stringent California clean air standards are met.

Specific criteria for determining a project's conformity with the Air Quality Management Plan (AQMP) are defined in Chapter 12 of the AQMP. Section 12.3 of the Handbook also provides direction in determining General Plan consistency with the AQMP. Buildout pursuant to the proposed General Plan Update is considered to be consistent with population modeling for the region prepared by the Southern California Association of Governments (SCAG). Since the AQMP emissions inventory is based on SCAG projections, and the General Plan Update is considered to be consistent with SCAG projections, the General Plan Update is also considered to be consistent with the AQMP and AQMP emissions inventory. As a result, the proposed General Plan Update will not result in any inconsistencies with the AQMP.

4. BIOLOGICAL RESOURCES

a. Impacts to Rare or Endangered Species of Wildlife, Plants, or Habitat

Potential Significant Impact: Substantially affect a rare or endangered species of animal or plant or the habitat of the species; threaten to eliminate a plant or animal community; cause a fish or wildlife population to drop below self-sustaining levels; reduce the number or restrict the range of a rare or endangered plant or animal; interfere substantially with the movement of any resident or migratory fish or wildlife species; or substantially diminish habitat for fish, wildlife or plants.

Finding: Potential impacts relevant to biological resources are discussed in Section 4.5 of the Draft EIR. The analysis concludes, and this Council finds, that based on approval and implementation of the MSHCP and application of General Plan Resource Management Element Policies and implementation programs, the proposed

General Plan Update will not substantially affect a rare or endangered species of animal or plant or the habitat of the species; threaten to eliminate a plant or animal community; cause a fish or wildlife population to drop below self-sustaining levels; reduce the number or restrict the range of a rare or endangered plant or animal; or substantially diminish habitat for fish, wildlife or plants. No mitigation is required.

Facts in Support of the Finding: It is recognized that buildout of the City pursuant to the proposed General Plan Update will alter the existing rural character of the area, and will result in urbanization of currently undeveloped properties. Within currently undeveloped properties there exist biologically significant resources, as discussed in the Biological Resources section of the Draft EIR. The recently adopted Riverside County MSHCP identifies biologically significant species and habitat within the General Plan Area. The MSHCP also establishes applicable localized criteria providing for protection and preservation of biologically significant resources. As a Local Permittee, the City will be implement all plans, programs and requirements of the MSHCP, thereby precluding significant biological resources impacts. The General Plan Update supports the provisions and requirements of the MSHCP, and incorporates Policies and Implementation Programs providing for protection and preservation of biologically significant resources. Please refer to General Plan Update Resource Management Element Policies and supporting Implementation Programs.

5. CULTURAL RESOURCES

a. Disturbance of Archaeological or Paleontological Resources

Potential Significant Impact: Development allowed by implementation of the proposed General Plan could have the potential to disturb cultural resources, including historic, prehistoric, and paleontological resources; or to disturb human remains, including those interred outside of formal cemeteries.

Finding: Potential impacts relevant to cultural resources are discussed in Section 4.6 of the Draft EIR. The analysis concludes, and this Council finds, that implementation of the General Plan policies and compliance with existing State guidelines will reduce potential cultural resource impacts to a less-than-significant level. No mitigation is required.

Facts in Support of the Finding: As development allowed by implementation of the General Plan Update occurs, there is a potential for disturbance of prehistoric and historic resources present in a buried setting. Goals, Policies, and implementation Programs, as summarized in Table 4.6-1 of the Draft EIR, act to ensure that as yet unidentified archaeological or paleontological resources, which may be encountered during development activities, will be, as applicable, catalogued, protected, and/or preserved. Further, the applicable Goals, Policies, and Implementation Programs mandate

compliance with CEQA Guidelines for excavation monitoring and salvage work such as may be required. Therefore, realization of Goals, Policies, and Implementation Programs articulated within the General Plan Update, as well as compliance with existing State guidelines addressing the potential disturbance of cultural resources or human remains, will reduce potential cultural resources impacts below significant thresholds.

b. Disturbance of Historic Resources

Potential Significant Impact: Development associated with the proposed General Plan would require the disturbance of vacant lands and possible conversion of existing structures into various land uses (e.g., historic homes into office space). Development allowed by implementation of the proposed General Plan could cause the destruction of or loss of an historical resource, as defined in CEQA Guidelines Section 15064.5.

Finding: Potential impacts relevant to historic resources are discussed in Section 4.6 of the Draft EIR. The analysis concludes, and this Council finds, that implementation of the General Plan policies and compliance with existing State guidelines will reduce potential impacts on historic resources to a less-than-significant level. No mitigation is required.

Facts in Support of the Finding: Compliance with existing State and federal regulations in regard to historic resources (e.g., National Historic Preservation Act Section 106 Guidelines) will prevent development from disturbing or destroying designated historical resources located within the City of Beaumont and surrounding areas. Additionally, proposed policies and implementation programs of the General Plan Update will serve to increase awareness of the importance of historic resources within the community.

6. EARTH RESOURCES AND GEOLOGY

a. Exposure to Known Earthquake Faults

Potential Significant Impact: Exposure of people or structures to potential substantial adverse effects, including the risk of loss or death related to fault rupture from a known earthquake fault.

Finding: Potential impacts relevant to fault rupture are discussed in Section 4.7 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with existing policies, in combination with the Policies and Implementation Programs articulated in the General Plan Update, potential impacts will be less-than-significant. No mitigation is required.

Facts in Support of the Finding: Existing policies adopted by the City, together with Policies and Implementation Programs proposed under the General Plan Update act to avoid or minimize the

potential for property loss, injury, or death that could result from fault rupture. These policies include, but are not limited to: State-mandated compliance with provisions of the Alquist-Priolo Fault Zoning Act, Natural Hazards Disclosure Act, and Building Earthquake Safety Act. At the local level, the Goals, Policies and Implementation Programs realized under the General Plan Update provide for identification of locally significant fault zones through environmental review processes, and act to preclude development in areas subject to potentially significant fault hazards. Further, the City Building and Safety Department provides technical expertise in reviewing and enforcing the seismic design and engineering requirements of the Uniform Building Code, thereby ensuring that proposed development projects incorporate and reflect seismic design and construction elements which act to reduce risks due to earthquake fault hazards.

b. Soil Erosion

Potential Significant Impact: Substantial soil erosion resulting in the loss of topsoil.

Finding: Potential impacts relevant to soils and potential for erosion are discussed in Section 4.7 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with existing policies, in combination with the Policies and Implementation Programs articulated in the General Plan Update, potential impacts will be less-than-significant. No mitigation is required.

Facts in Support of the Finding: Goals, Policies and Implementation Programs established under the General Plan Update act to protect groundcover and soils. Supporting these Goals, Policies, and Implementation Programs, the City has implemented regulations and procedures related to construction activities that act to protect and preserve soils. Examples in this regard include, but are not limited to: City environmental review of project effects on soils consistent with provisions of the CEQA Guidelines; review and approval of grading permits to ensure that grading plans provide for protection of exposed soils to include erosion prevention, sediment control plans and interim storm water drainage management plans; and application of Best Management Practices (BMPs) throughout development activities to ensure that projects provide for erosion protection. Based on compliance with adopted regulations and realization of Goals, Policies, and Implementation Programs outlines within this Section, the potential for buildout pursuant to the General Plan Update to cause substantial soil erosion resulting in the loss of topsoil is considered less than significant.

c. Soil Instability

Potential Significant Impact: Development within a geologic or soils unit that is unstable, potentially resulting in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or development on expansive soils, creating substantial risks to life or property.

Finding: Potential impacts relevant to soil instability are discussed in Section

4.7 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with existing regulations and requirements, in combination with the Goals, Policies and Implementation Programs articulated within the General Plan Update, potential impacts will be less-than-significant. No mitigation is required.

Facts in Support of the Finding: Potential impacts associated with unstable soils, landslides, lateral spreading, subsidence, liquefaction, soils collapse and expansive soils are addressed first through mapping and avoidance of these hazards. The City implements hazard avoidance procedures through adopted Land Use Plans, Planning Policies, and Environmental Review procedures. Where exposure to these hazards cannot be entirely avoided, State and City Building Codes establish engineering and construction criteria designed to mitigate potential impacts associated with unstable soils, landslides, lateral spreading, subsidence, liquefaction, soils collapse, and expansive soils. Goals, Policies and Implementation Programs articulated within the General Plan Update support these Building Code regulations and requirements, and provide for education of Area residents regarding avoidance of such hazards, as well as available and appropriate response mechanisms if exposed to such hazards. Please refer to General Plan Update Safety Element Policies 1 through 5.

d. Inadequate Soils

Potential Significant Impact: Development on soils incapable of adequately supporting the use of septic tanks or alternative disposal systems.

Finding: Potential impacts relevant to soils are discussed in Section 4.7 of the Draft EIR. The analysis concludes, and this Council finds, that implementation of the City's Sewer Master Plan will avoid the need for additional septic tank use within the study area. Potential impacts in this regard are less-than-significant. No mitigation is required.

Facts in Support of the Finding: Limited portions of the General Plan Area are currently served by individual septic systems. However, consistent with existing City development policies and regulations, new development within the General Plan Area will be served through connection to the City sewer system and wastewater treatment plant. Sewer system and wastewater treatment plant expansion and improvements necessary to serve buildout of the General Plan Area will be realized consistent with the City Sewer Master Plans, and will be funded through development participation in Community Facilities Districts and other available funding sources.

7. HAZARDS / RISK OF UPSET

a. Handling of Hazardous Materials

Potential Significant Impact: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Finding: Potential impacts relevant to hazardous materials handling are discussed in Section 4.8 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with existing policies, in combination with the Goals, Policies and Implementation Programs articulated in the General Plan Update, potential impacts will be less-than-significant. No mitigation is required.

Facts in Support of the Finding: The transport, storage, use, and disposal of hazardous materials and hazardous wastes is extensively regulated at the federal, State, and local levels. Development projects and land uses realized under the proposed General Plan Update is required to comply with these regulations, reducing potential impacts below significance thresholds. Safety Element Policies 22 and 23 proposed under the General Plan Update further reduce the potential for creation of potentially significant hazards associated with hazardous materials.

b. Hazardous Materials Upset

Potential Significant Impact: Creation of 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.

Finding: Potential impacts relevant to risk of hazardous materials upset are discussed in Section 4.8 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with existing policies, in combination with the Policies and Implementation Programs articulated in the General Plan Update, potential impacts will be less-than-significant. No mitigation is required.

Facts in Support of the Finding: The General Plan Update does not propose land uses or other elements that would be considered a significant hazard to the public or the environment that would result in or cause a “reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.” Land uses proposed under the General Plan Update respond largely to anticipated residential growth of the City and region. In this regard, land uses within the General Plan Area are typically residential in character, with supporting commercial/retail, industrial, public services, recreation and open space land uses. Sites, or land uses known to be sources of hazardous materials or hazardous wastes, including the Lambs Canyon Landfill operated by Riverside County, are separated and buffered from potentially sensitive land uses, and all transport, storage, use and disposal of hazardous materials/hazardous wastes will be realized consistent with applicable federal, State and local regulations. Further, prior to implementation of new projects, site-specific Phase I Environmental assessments and related environmental reviews are conducted in order to determine if previously unknown or suspected sources of hazardous materials or hazardous wastes, such as contaminated soils, improperly abandoned wells, asbestos and/or lead paints may be present. Consistent with adopted regulations, if such materials (or other hazardous materials) are identified, necessary project revisions, mitigation, and/or remediation activities are completed prior to project implementation. Safety

Element Policies 22 and 23 proposed under the General Plan Update further reduce the potential for creation of a significant hazard to the public or the environment.

c. Hazardous Emissions; Hazardous Waste Handling Within 1/4 Mile of School

Potential Significant Impact: Creation of a source of hazardous emissions, or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Finding: Potential impacts relevant to hazardous emissions and wastes are discussed in Section 4.8 of the Draft EIR. The analysis concludes, and this Council finds, buildout pursuant to the General Plan Update will not create a source of hazardous emissions, or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Potential impacts are considered less than significant.

Facts in Support of the Finding: The General Plan Update does not propose land uses or other elements that would create a source of hazardous emissions, or that would otherwise allow or facilitate the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Consistent with the requirements of AB 3205, and as part of the school site selection and CEQA review processes, school districts independently determine and certify that proposed school locations are not located within one-quarter mile of known or proposed source of hazardous emissions.

d. Emergency Response/Evacuation Plan(s)

Potential Significant Impact: Impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan.

Findings: Potential impacts relevant to implementation of, or physical interference with, an adopted emergency response plan are discussed in Section 4.8 of the Draft EIR. The analysis concludes, and this Council finds, that the General Plan Update will not include elements that would conflict or interfere with adopted emergency response or evacuation plans. Potential impacts are considered less than significant

Facts in Support of the Finding: The Circulation Element component of the General Plan Update provides for appropriate access and circulation throughout the General Plan Area thereby facilitating rapid response to emergency situations and appropriate routes for evacuation purposes. Additionally, Goals, Policies, and Implementation Programs established under the General Plan Update support and provide for public education related to emergency conditions and emergency preparedness, response, and evacuation plans. Potential impacts are considered less than significant.

e. Wildland Fire

Potential Significant Impact: Exposure of people or structures to a significant risk of loss, injury or death involving wildland fire, including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands.

Finding: Potential impacts relevant to risk associated with wildland fire are discussed in Section 4.8 of the Draft EIR. The analysis concludes, and this Council finds, the potential for buildout pursuant to the General Plan Update to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands adjoin urbanized areas, or where residences are intermixed with wildlands is considered less than significant.

Facts in Support of the Finding: Primary fire protection services within the General Plan Area are provided by the Riverside County Fire Department, and are supplemented by the California Department of Forestry station in Beaumont. For new or existing development, protection from wildland fires is realized through creation of defensible areas around structures, and use of fire-resistant building materials. Proposed development within the General Plan Area also is subject to environmental and building permit review procedures to ensure adequate and appropriate site design and construction methods are employed in order to reduce wildland fire risks. Safety Element Policies 18 through 20, promote public awareness of wildland fire hazards and appropriate protection from these hazards. These Policies also act to ensure that new development is realized consistent with fire-defensible land use/site planning recommendations and fire-resistant construction requirements.

f. High Winds

Potential Significant Impact: The exposure of people or structures to a significant risk of loss, injury or death due to high winds; exposure to other potentially adverse effects associated with high winds, including exposure of persons or property to blowing dust, and wind-driven soil erosion.

Finding: Potential impacts relevant to risk associated with high winds are discussed in Section 4.8 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for buildout pursuant to the General Plan Update to expose people or structures to a significant risk of loss, injury or death due to high winds or otherwise result in exposure to potentially adverse effects associated with high winds, including exposure of persons or property to blowing dust, and wind-driven soil erosion, is considered less than significant.

Facts in Support of the Finding: High winds may cause potentially adverse effects within the General Plan Area, either through structural damage or wind-driven dust pollution and soils erosion.

Potential structural damage due to winds are considered and addressed through adopted City building permit review processes. In this regard, all proposed structures within the General Plan Area are required to be designed and constructed consistent with provisions of the latest edition of the Uniform and California Building Codes. Design and construction of structures consistent with adopted Code requirements is considered to adequately address potential structural damage due to high winds. Potential effects of wind-driven dust and soils erosion in the design and construction of buildings, and appropriate design and are implemented by the City through environmental review processes and compliance with AQMD policies that provide for dust suppression and soils protection during construction activities. In addition to the above requirements, Safety Element Policies 29 and 30 support appropriate design and construction methods to prevent or minimize potential wind-caused structural and environmental damage.

8. HYDROLOGY, DRAINAGE AND FLOOD CONTROL

a. Degradation of Water Quality

Potential Significant Impact: Violate any water quality standards or waste discharge requirements; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; or otherwise substantially degrade water quality.

Finding: Potential impacts relevant to water quality are discussed in Section 4.9 of the Draft EIR. The analysis concludes, and this Council finds that compliance with applicable National Pollutant Discharge Elimination System (NPDES) and Southern California Regional Water Quality Control Board requirements will minimize potential erosion impacts of buildout pursuant to the General Plan Update to a less than significant level.

Facts in Support of the Finding: New development projects within the General Plan Area are required to develop construction activities erosion control plans in accordance with NPDES requirements, in order to alleviate potential sedimentation and storm water discharge contamination impacts of new development. A General Permit for storm water discharge from the Southern California Regional Water Quality Control Board is also required for new development projects, in accordance with the Notice of Intent instructions. Under the General Permit, discharge of materials other than storm water is prohibited. Additionally, development projects are required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) which identifies the sources of sediments and other pollutants that affect the quality of storm water discharge, and implement practices to reduce sediment and other pollutants to storm water discharge. The City is also required to comply with the provisions specified in the Riverside County NPDES permit, which provide for proper management and long-term disposal of urban runoff from existing and future development within the General Plan Area.

b. Groundwater Depletion

Potential Significant Impact: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Finding: Potential impacts relevant to groundwater are referenced in Section 4.9 of the Draft EIR, and discussed in further detail in Section 4.15, “Water Resources.” The analysis concludes, and this Council finds, that the potential for adoption and implementation of the General Plan Update to: substantially alter the existing drainage patterns; substantially increase rates or amounts of surface runoff; 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 is determined to be less than significant.

Facts in Support of the Finding: As demonstrated in EIR Section 4.15, “Water Resources,” there is adequate water available to support buildout of the General Plan Area pursuant to the proposed General Plan Update, without adversely affecting groundwater resources.

c. Stormwater Drainage

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

Finding: Potential impacts relevant to stormwater drainage and flooding are discussed in Section 4.9 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with existing regulations and requirements, the General Plan Update would not substantially alter the existing drainage patterns or substantially increase rates or amounts of surface runoff or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, and is therefore determined to have a less than significant impact.

Facts in Support of the Finding: On an area-wide and regional basis, implementation of the City Master Plan of Drainage and related City Capital Improvements Programs will ensure that future increases in the peak rates of runoff will be managed and maintained within acceptable parameters. Master Plan of Drainage facilities will be implemented and modified as required based on ultimate development of the City. On a project-specific level, appropriate land use and site plan review, environmental review, and implementation of necessary project drainage improvements and

associated storm water Best Management Practices, will ensure that projects are designed to appropriately convey storm water runoff without adversely affecting upstream or downstream drainage characteristics. Additionally, General Plan Update Community Development Policies 31-33, and Safety Element Policies 6, 9, 10, and 11, along with relevant implementation programs, act to preclude or reduce potential adverse drainage and stormwater runoff hazards within the General Plan Area.

d. Flood Hazards

Potential Significant Impact: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; expose populations or properties to inundation by seiche, tsunami, or mudflow.

Finding: Potential impacts relevant to flood hazards are discussed in Section 4.9 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with existing policies, in combination with the Goals, Policies and Implementation Programs articulated in the General Plan Update, no impacts to people or structures from flood related hazards will occur.

Facts in Support of the Finding: Environmental and design review at the project level will ensure that new developments are not exposed to significant flood hazards, and further that these projects will not create nor modify drainage patterns that would impede or redirect flood flows, thereby resulting in off-site flood hazards. The General Plan Area is not exposed to significant hazards due to dam or levee failure(s); nor is the City subject to potential hazards associated with inundation by seiche, tsunami, or mudflow. General Plan Update Safety Element Policies 6, 9, 10, and 11 and related implementation programs act to preclude or reduce potential flood hazards within the General Plan Area.

9. MINERAL RESOURCES

a. Loss of Mineral Resources

Potential Significant Impact: 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.

Finding: Potential impacts relevant to mineral resources are discussed in Section 4.10 of the Draft EIR. The analysis concludes, and this Council finds, that based on the lack of identified mineral resources within the General Plan area, potential impacts will be less-than-significant. No mitigation is required.

Facts in Support of the Finding: There are no known or identified mineral resources of regional or Statewide importance within the General Plan Area. Development pursuant to the General Plan Update will not restrict access to mineral resources outside of the General Plan Area.

b. Mineral Resource Recovery Site(s)

Potential 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.

Finding: Potential impacts relevant to mineral resource sites are discussed in Section 4.10 of the Draft EIR. The analysis concludes, and this Council finds, that implementation of the General Plan Update to 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 is determined to be less than significant.

Facts in Support of the Finding: There are no delineated sites or locations of mineral resources within the General Plan Area. However, there are likely accretions of aggregate along watercourses and drainage ways within the General Plan Area. These aggregate resources may be of value locally for construction associated with build-out of the General Plan Update. Resource Management Policy No. 1 provides for the maintenance of open space, or undeveloped areas, as a component of the General Plan Update. Where mineral extraction does not conflict with other policies or land uses, undeveloped portions of the General Plan Area may yield sand, gravel, and aggregate that can be employed in local construction activities. Mining and use of locally available aggregate resources will also reduce necessary importation of these materials, with corollary reductions in traffic, air emissions, and noise impacts attributable to aggregate trucking operations.

10. NOISE

a. Excessive Noise

Potential Significant Impact: Exposure of persons to, or the generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.

Finding: Potential impacts relevant to noise are discussed in Section 4.11 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General Plan Update to expose persons to, or generate noise levels in excess of, standards established in the local general plan or noise ordinance, or applicable standards of other agencies is determined to be less than significant.

Facts in Support of the Finding: The proposed General Plan Update includes guidelines for land

use and noise compatibility. These guidelines identify appropriate land uses that may be realized within differing noise environments. The General Plan Update noise compatibility guidelines are consistent with, and reflect State requirements in this regard. To reduce or eliminate potential noise impacts resulting from, or affecting land uses within the General Plan Area, the proposed General Plan Update Safety Element Policies 25 and 26 provide land use/planning policy direction addressing noise concerns. Inclusion of noise mitigation measures, which shall be identified as part of project-specific CEQA review, will ensure that new development projects meet adopted noise standards.

b. Temporary Noise Increases

Potential Significant Impact: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Finding: Potential impacts due to temporary noise are discussed in Section 4.10 of the Draft EIR. The analysis concludes, and this Council finds, that realization of the General Plan Update Goals, Policies, and Implementation Programs, and compliance with adopted City performance standards, will reduce potential construction noise impacts below significant thresholds.

Facts in Support of the Finding: General Plan Update Safety Element Policies 24 and 27 provide for protection of sensitive land uses from the effects of construction noise through environmental review, development review, and implementation of the City Noise Control Ordinance. Environmental and development review of projects affords the City the opportunity to identify specific situations where construction noise may affect nearby land uses, and to require project and site-specific noise impact mitigation measures. Similarly, implementation of the City Noise Control Ordinance provides for establishment and enforcement of laws regulating noise generating activities, including construction activities occurring within the General Plan Area.

c. Permanent Noise Increases

Potential Significant Impact: A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project.

Finding: Potential impacts relevant to community noise levels are discussed in Section 4.11 of the Draft EIR. The analysis concludes, and this Council finds, that the General Plan Update establishes goals, and provides policy direction and supporting implementation program to ensure that potential noise impacts are avoided to the extent feasible, and/or mitigated consistent with performance standards present in the General Plan Update Safety Element. Therefore, potential impacts due to increased noise levels within the General Plan Area are determined to be less than significant.

Facts in Support of the Finding: Implementation of the General Plan Update will alter the existing

noise environment, and result in generally increased noise levels throughout the General Plan Area. Additionally, planned roadways will introduce new sources of vehicular noise within currently undeveloped portions of the General Plan Area. However, incremental vehicular noise level increases due to project-specific traffic volumes will likely be indiscernible against ambient conditions. Where new development may result in, or be affected by, adverse noise levels, the General Plan Update provides policy direction and supporting implementation programs to ensure that potential noise impacts are avoided to the extent feasible, and/or mitigated consistent with performance standards presented in the General Plan Update Safety Element.

11. PUBLIC SERVICES AND UTILITIES

a. Increased Demand for Services

Potential Significant Impact: Substantial adverse physical effects due to increased demands on existing fire protection services, police protection services, school services, or other public services. Substantial adverse physical effects from the construction of new or altered government facilities needed to maintain acceptable service ratios, response times or other performance objectives for fire protection services, police protection services, school services, or other public services.

Finding: Potential impacts to public services are discussed in Section 4.12 of the Draft EIR. The analysis concludes, and this Council finds, that based on existing funding mechanisms, including applicable revenues, development impact fees and school development fees, potential impacts to public services from implementation of the General Plan Update will be less than significant.

Facts in Support of the Finding: In regard to Fire Protection Services, as part of the General Plan Implementation process for the Fire Review Program and the Safety Development Review Program, the Fire Department will review all new development plans and any new development will be required to conform to applicable fire protection and prevention requirements including, but not limited to, building setbacks, emergency access, and interior sprinklers. This will minimize, but not eliminate the need for additional fire protection facilities. Beaumont City Ordinance 795 requires new development to pay a one-time mitigation fee (currently \$181 per dwelling unit) to support the development of new fire station facilities. Additionally, a separate fee is collected by the City of Beaumont for emergency preparedness (currently \$700 per dwelling unit, or \$0.21 per square foot of commercial or industrial development) under City Ordinance 814. A portion of this fee will be used to provide water storage for fire suppression purposes. Fee justification studies have been prepared to determine the fees required to finance these improvements, and to provide a ‘nexus’ between new development and the need for new facilities. Applicable revenues will be made available to the County Fire Department to supplement existing levels of service, as required.

In regard to Law Enforcement Services, City General Fund revenues are typically employed to

provide and supplement police services, as required. As directed by the City, revenues from new development would be allocated to finance increases in police protection service demands. City Ordinance 506 requires new development to pay a one-time “basic service facility fee” (currently \$500 per dwelling unit) to “maintain present basic services and to offset the ever increasing demand caused in part by construction of new residential development . . . necessary for the preservation of the public peace, health and safety.” Compliance with this ordinance will ensure that funds for new police personnel and facilities are available as new development occurs.

In support of public school facilities, new development within the City will be required to pay applicable development fees. In accordance with California Education Code Section 17620 *et seq.*, the statutory California school impact fee as of November 2004 is \$2.71 per square foot of residential construction, and \$0.36 per square foot of new commercial/industrial construction. These impact fees are subject to biennial adjustment for inflation, and have been increased regularly since the adoption of SB50 in 1998. Payment of required school development fees is considered sufficient in mitigating the impacts of new development on schools.

b. Wastewater Treatment

Potential Significant Impact: Significant environmental effects due to the need for new or expanded wastewater treatment facilities.

Finding: Potential impacts to existing wastewater facilities are discussed in Section 4.12 of the Draft EIR. The analysis concludes, and this Council finds, that the ongoing, incremental expansion of the City’s existing wastewater treatment facilities, supported by established financing mechanisms, will reduce potential impacts to a less-than-significant level. No mitigation is required.

Facts in Support of the Finding: Incremental expansion of the City’s existing wastewater treatment plant is programmed to keep pace with and anticipate development within the General Plan Area. Financing of treatment plant expansion(s) is realized through payment of developer impact fees, and financing mechanisms established under the City’s Community Facility District. At buildout, the wastewater treatment plant will provide a minimum treatment capacity of 8.0 million gallons per day (MGD), with treatment to be realized consistent with Santa Ana Regional Water Quality Control Board (SARWQCB) requirements. Planning and implementation of near-term and long-term treatment plant improvements will be reviewed and assessed consistent with applicable CEQA requirements, and mitigation of potential impacts associated with plant expansion(s) will be provided as required.

c. Landfill Capacity

Potential Significant Impact: Significant exceedance of permitted landfill capacity to accommodate solid waste disposal needs.

Finding: Potential impacts relevant to solid waste generation are discussed in Section 4.12 of the Draft EIR. The analysis concludes, and this Council finds, that based on compliance with adopted Source Reduction and Recycling Element (SRRE) target waste reduction and recycling goals, and proper management and disposal of waste streams within the County, the implementation of the General plan Update to exceed permitted landfill capacities is considered less than significant.

Facts in Support of the Finding: Lambs Canyon Landfill is currently undergoing a permitting process to increase capacity and extend the life of the facility. However, 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 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. Wastes generated under build-out conditions will be directed to landfills with available capacity, as determined by the County. Solid waste generation, under build-out conditions, represents less than three percent of the County’s total solid waste stream, and is considered to be within the range of disposal estimates reflected in the area wide solid waste management and disposal plans developed by the RCWMD. Landfill capacity exists and/or is planned and programmed that will accommodate solid waste management requirements pursuant to build-out conditions under the General Plan Update.

12. RECREATION

a. Degradation of Existing Parks

Potential Significant Impact: Use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Finding: Potential impacts to existing recreation facilities are discussed in Section 4.13 of the Draft EIR. The analysis concludes, and this Council finds, that Goals, Policies, and Implementation Programs contained in the General Plan Update will provide for adequate and appropriate recreational facilities throughout the General Plan Area. Realization of these Goals, Policies and Implementation Programs also precludes or minimizes potentially adverse effects to recreational facilities and services.

Facts in Support of the Finding: Substantial population growth anticipated based on implementation of the General Plan Update will lead to increased demand for public park and recreation facilities and services. New development within the City will be required to provide parkland dedications or appropriate “in lieu” fees, consistent with Goals, Policies and Implementation Programs identified in the General Plan Update, and as defined by the City’s Local Park Code and the State of California Quimby Act requirements. Further, a portion of the “Basic Service and Facility” fees collected from new development in the City can be used to fund the

maintenance of park facilities. These fees and/or dedications are considered sufficient to provide adequate and appropriate parks and recreational facilities to support build-out of the General Plan Area.

b. Expanded Recreation Facilities

Potential Significant Impact: Construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Finding: Potential impacts to future recreational facilities are discussed in Section 4.13 of the Draft EIR. The analysis concludes, and this Council finds, that project-level environmental review of future recreational facilities will reduce potential impacts to a less-than-significant level. No mitigation is required.

Facts in Support of the Finding: As components of larger development projects, or on an individual basis, parks and recreational facilities that may be realized pursuant to implementation of the General Plan Update are subject to environmental review by the City and as provided for under CEQA. As parks and recreational facilities are planned and implemented, project-level environmental review of these facilities, to include provision of any necessary mitigation measures, will ensure that construction or expansion of recreational facilities will result in adverse physical effects on the environment.

13. TRANSPORTATION AND CIRCULATION

a. Roadway Levels of Service

Potential Significant Impact: Degradation of Roadway Levels of Service.

Finding: Potential impacts to existing roadways are discussed in Section 4.14 of the Draft EIR. The analysis concludes, and this Council finds, that the potential for the General plan Update to substantially degrade roadway levels of service is considered less than significant.

Facts in Support of the Finding: Future growth associated with the implementation of the proposed General Plan Update will result in a substantial increase in the traffic that is generated throughout the City. The General Plan Update Traffic Study compares existing traffic conditions with forecasts for year 2030 and ultimate General Plan buildout conditions. Roadway improvements realized pursuant to the proposed General Plan Update Circulation Element will provide LOS “D” or better conditions at all Study Area key intersections, in both the year 2030 and under post-2030 General Plan buildout conditions. Improvements to regional roadways will be addressed through continued cooperation with Caltrans, Riverside County and other neighboring jurisdictions, as set forth in General Plan Update Circulation Element Policies 1 through 8. Realization of General Plan Update Policies and Implementation Programs, in combination with transportation system

improvements reflected in the General Plan Update Circulation Element and specified in the General Plan EIR Traffic Study will ensure that adequate LOS conditions are maintained within the General Plan Area.

b. Parking

Potential Significant Impact: Inadequate parking.

Finding: Potential impacts relative to parking are discussed in Section 4.14 of the Draft EIR. The analysis concludes, and this Council finds, that the General Plan Update Goals, Policies, and Implementation Programs will provide adequate and appropriate parking facilities within the General Plan Area. Therefore the potential for adoption and implementation of the General Plan Update to result in inadequate or improper parking facilities is considered less than significant.

Facts in Support of the Finding: The General Plan Circulation Element acknowledges that a lack of parking in the community impacts residents and visitors to the City by contributing to traffic congestion. Parking limitations also have the potential to limit the success of commercial businesses. Implementation of General Plan Update Circulation Element Policies 17 through 19 will ensure that adequate parking is provided for future development, and Circulation Element Policy 20 will ensure existing parking is adequate within the City's downtown central business district.

c. Alternative Transportation

Potential Significant Impact: Conflict with adopted policies, plans or programs supporting alternative transportation.

Finding: Potential impacts relative to alternative transportation are discussed in Section 4.14 of the Draft EIR. The analysis concludes, and this Council finds, that implementation of proposed General Plan Policies will ensure implementation of the General plan Update does not adversely impact alternative modes of transportation. Potential impacts are considered less than significant.

Facts in Support of the Finding: Because regional plans are formulated based on adopted General Plans, inherent conflicts between the City of Beaumont General Plan Update and adopted regional policies, plans and programs may exist since the buildout scenario for the General Plan Area is being modified. These conflicts will exist until any affected regional plans are updated to acknowledge and incorporate the updates to the Beaumont General Plan. Policies 6, 12, and 24 through 29 of the General Plan Update's Circulation Element specifically address and support alternative transportation modes, including buses and related transit improvements, bike trails, walking trails and connection to regional open spaces via trails within and adjacent to existing trails. Related

Implementation Programs identified in the General Plan Update act to ensure timely and appropriate realization of these Policies.

14. WATER RESOURCES

a. Expanded Water Supply

Potential Significant Impact: Require new or expanded water supplies.

Finding: Potential impacts relative to water supply are discussed in Section 4.15 of the Draft EIR. The analysis concludes, and this Council finds, that the potential impacts regarding requirements for new or additional water supplies are therefore determined to be less than significant.

Facts in Support of the Finding: As part of the adopted BCVWD Urban Water Management Plan, and consistent with the provisions of the Adjudication Agreement, existing water supplies will be augmented to support anticipated development within the General Plan Area. Existing and anticipated sources of water available to the General Plan Area include: groundwater, recycled water, new capture of stormwater for recharge of the Basin, and purchase of State Water Project water. Buildout pursuant to the proposed General Plan Update is fully supported by existing and anticipated water supplies identified under the BCVWD Urban Water Management Plan and Adjudication Agreement. On this basis, although new and expanded water supplies will be required to support buildout conditions anticipated under the General Plan Update, these water supplies are identified and accounted for under the adopted UWMP, and will be available as specified under the Adjudication Agreement.

B. FINDINGS REGARDING IMPACTS ANALYZED IN THE EIR AND DETERMINED TO BE MITIGATED TO LESS THAN SIGNIFICANT LEVELS

This section includes findings for project impacts, which are potentially significant, but can be mitigated to a less than significant level with the imposition of mitigation measures. This Council finds that all potentially significant impacts of the project listed below can and will be mitigated, reduced or avoided by imposition of the mitigation measures, and these mitigation measures are set forth in the Mitigation Monitoring Plan adopted by the Council. Specific findings of the Council for each category of such impacts are set forth in detail below.

Public Resources Code Section 21081 states that no public agency shall approve or carry out a project for which an Environmental Impact Report has been completed which identifies one or more significant effects unless the public agency makes one or more of the following findings:

- Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.

- Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR.

The Council hereby finds, pursuant to Section 21081, that the following potential significant environmental impacts can and will be mitigated to below a level of significance, based upon the implementation of the mitigation measures in the Final EIR. Each mitigation measure discussed in this section of the findings is assigned a code letter correlating it with the environmental category used in the Mitigation Monitoring Program included in the Final EIR.

1. AESTHETICS/VISUAL RESOURCES

a. Scenic Vistas

Potential Significant Impact: Substantial effect on a scenic vista, substantially damage scenic resources, or substantially degrade the existing visual character or quality of the site and its surroundings.

Finding: The proposed Project's potential impacts on aesthetics and visual resources are analyzed in Section 4.3 of the Draft EIR. The EIR analysis concludes that the conversion of open space to urban uses that would be realized under the General Plan Update would have potentially significant visual impacts, either by causing the obstruction of existing views, or by potentially obstructing distant panoramic views from existing development. Specifically, ridgelines within the General Plan Area could be altered by new development, resulting in visual degradation of those areas, and obstruction of the distant or panoramic views beyond ridgelines. The following measure will mitigate this impact to below a level of significance.

***Mitigation Measure 4.3.1:** The City shall adopt a Hillside Development Ordinance addressing potential visual effects of development on hillsides and ridgelines. Hillside/Ridgeline development and protection criteria, and related design solutions may be developed and implemented through City's Specific Plan and design review processes.*

Facts in Support of the Finding: The General Plan Area does not contain any specifically designated scenic vistas that would be affected by implementation of the proposed General Plan Update. However, the General Plan Update envisions development that will affect largely undeveloped and rural areas lying within the current City Sphere of Influence. Future development within the General Plan Area would result in the intensification of existing urban uses as well as

conversion of open space into urban land uses. Project-specific design review of future development proposals will afford the City the opportunity to review and consider scenic views and localized resources on a case-by-case basis. Special attention will be given to development proposals within the Badlands area, and projects that could affect views of, or otherwise alter ridgelines, as reflected in Mitigation Measure 4.3.1. This measure is considered sufficient to reduce aesthetic/visual resource impacts to a less-than-significant level.

1. HAZARDS/RISK OF UPSET

a. Development on Known Hazardous Material Sites

Potential Significant Impact: Creation of 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. Development on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment.

Finding: Potential impacts relevant to development on identified hazardous material sites are discussed in Section 4.8 of the Draft EIR. The analysis concludes, and this Council finds that the General Plan Update does not specifically address the potential for the Project to result in undue exposure of persons and property due to accidental release of hazardous materials. To ensure potential impacts and associated issues are reduced, the following Safety Element Policy and associated Implementation Programs shall be incorporated in the General Plan Update, as presented in the following mitigation measure:

***Mitigation Measure 4.8.1: Policy Statement:** The City of Beaumont shall ensure that potentially sensitive receptors and land uses are not located proximate to, or otherwise unduly exposed to, hazards or hazardous materials. Further, the City shall ensure that development does not occur on or proximate to a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Similarly, the City shall ensure that sources of potentially hazardous materials or potentially hazardous land uses are not located proximate to, or would otherwise result in undue exposure of, potentially sensitive land uses to hazards or hazardous materials.*

***Implementation Programs:** Hazardous Materials Control; Environmental Review; Emergency Preparedness Plan; Zoning conformity; Building Code Review; Code Enforcement.*

Facts in Support of the Finding: The General Plan Update does not propose land uses or other elements that would be considered to constitute a significant hazard to the public or the environment that would result in or cause a “reasonably foreseeable upset and accident conditions involving the

release of hazardous materials into the environment.” Development projects realized pursuant to the proposed General Plan Update will be subject to environmental review process mandated under CEQA and implemented by the City. These review processes require the identification of known hazardous material sites that will affect, or be affected by, development projects. Prior to implementation of new projects, site-specific Phase I Environmental assessments and related environmental reviews are conducted in order to determine if previously unknown sources of hazardous materials or hazardous wastes may be present. Consistent with adopted regulations, if such materials are identified, necessary project revisions, mitigation, and/or remediation activities are completed prior to project implementation. Implementation of Mitigation Measure 4.8.1 and Implementation Programs are considered sufficient to reduce impacts to a less-than-significant level.

1. NOISE

a. Ground-borne Vibration/Noise

Potential Significant Impact: Exposure of people to, or generation of, excessive ground-borne vibration or noise levels.

Finding: Based on the whole record, this Council finds that the impacts associated with ground-borne noise can be reduced to less than significant with implementation of changes to existing policies, in the form of Mitigation Measure 4.11.1, within the General Plan Update.

Mitigation Measure 4.11.1 Safety Element Policy Nos. 25 and 27 (following), shall be amended as indicated by *bold italics*:

Safety Element Policy 25 The City of Beaumont will incorporate noise and *vibration* considerations into land use planning decisions.

Safety Element Policy 27 The City of Beaumont shall promote the effective enforcement of City, State and Federal noise and *vibration* standards by all appropriate City divisions.

Facts in Support of the Finding: Within the General Plan Area, train traffic is considered to be the primary source and generator of ground-borne vibration and ground-borne noise. Within the General Plan Area, existing railways parallel major roadways. In combination, roadway and railway right-of-ways typically establish a sufficient buffer zone (150 feet in width or more), beyond which effects of ground-borne vibration and noise are typically imperceptible. It is also noted that land uses along these roadway/railway corridors are either vacant, or developed with industrial or commercial uses, which are less sensitive to ground-borne vibration/noise than residential uses. With application of Mitigation Measure 4.11.1, potential impacts due to, or resulting from, generation of ground-borne vibration and noise are determined to be less than significant.

4. TRANSPORTATION AND CIRCULATION

a. Roadway Safety Hazards

Potential Significant Impact: Increased safety hazards due to improper roadway design or inadequate emergency access.

Finding: The proposed Project's potential roadway design impacts are analyzed in Section 4.14 of the Draft EIR. The EIR analysis concludes and this Council finds that the addition of a new policy to the General Plan Circulation Element, in the form of Mitigation Measure 4.14.1, will ensure that the coordination needed to maintain safe roadway transitions occurs, reducing potential impacts to a less-than-significant level.

***Mitigation Measure 4.14.1 Policy Statement:** The City of Beaumont will work cooperatively with the County of Riverside and the Riverside County Transportation Commission (RCTC) to reconcile differences in roadway systems by amending the RCIP system when the opportunity arises.*

Facts in Support of the Finding: The proposed Circulation Element of the General Plan Update designates a hierarchy of streets throughout the Study Area. As areas develop or as the City identifies the need, streets will be developed to their ultimate configuration. Incompatibilities between adjoining street sections are sometimes created when streets within the City extend into neighboring cities or into unincorporated County areas. This type of incompatibility can cause impacts to roadway capacities by restricting traffic flow at the point of convergence. Traffic inefficiencies occur when there is a transition in the number of travel lanes or when the adjoining street sections vary in the number of lanes, size of lanes or size of the adjacent parkways and/or medians. Coordination between local agencies will effectively eliminate potential safety hazards due to roadway design incompatibilities.

5. WATER

a. Groundwater Supplies

Potential Significant Impact: *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.*

Finding: The analysis concludes and this Council finds, that the current Beaumont-Cherry Valley Water District (BCVWD) 2005 Urban Water Management Plan (UWMP) does not reflect full build-out of the General Plan Area under post year-2030 conditions, and therefore does not provide the basis for determining post-2030 potential impacts to groundwater resources. Therefore additional policy direction in the form of Mitigation

Measure 4.15.1, and applicable Implementation Programs, shall be included in the General Plan Update, and will ensure potentially significant impacts to groundwater resources are reduced to a less than significant level.

Mitigation Measure 4.15.1 Policy Statement: *The City and BCVWD shall mutually reconcile and assure that future updates to the UWMP, and related UWMP analysis for post-2030 conditions, reflect the most recent General plan buildout population and development projects. Projects not reflected or considered in the then current UWMP shall not be approved by the City.*

Implementation Programs: *Environmental Review; Redevelopment; Zoning Conformity*

Facts in Support of the Finding: The 2005 UWMP is considered to accurately assess potential water supplies available to, and water consumption resulting from, development within the General Plan Area through the year 2030. As identified in the BCVWD Urban Water Management Plan, the BCVWD water supply plan can easily meet future water demands within the General Plan Area through 2030. Under year 2030 conditions, the BCVWD Urban Water Management Plan projects, and can support the water demands for a population of 92,300 persons within the General Plan Area. However, post-2030 conditions assumed under the General Plan Update buildout scenario are predicated on a resident population of approximately 107,200 persons; an approximately 16 percent additional increment in growth than that reflected in the 2030 UWMP population projections.

Increased water demands based on the General Plan Update's post-2030 population estimates will ultimately be met through increased conservation efforts, increased use of recycled water, additional water purchases, water rights transfer, and policies/implementation programs as identified by the City and BCVWD.

C. IMPACTS ANALYZED IN THE EIR AND DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE

With the implementation of all available and feasible mitigation measures recommended in the EIR, the following adverse impacts of the Project stated below are considered to be significant and unavoidable, both individually and cumulatively, based upon information in the Project EIR, in the record, and based upon testimony provided during the public hearings on this Project. These impacts are considered significant and unavoidable despite the mitigation measures which are imposed and which will reduce impacts to the extent feasible.

1. AIR QUALITY

a. Short-Term, Construction-Related Impacts

Significant Unavoidable Impact: A violation of an air quality standard or substantial contribution to an existing or projected air quality violation.

Finding: Based on the whole record, this Council finds that even with application of project-specific mitigation measures for future development and compliance with local, State, SCAQMD and federal air quality regulations, it is anticipated that cumulative construction-related emissions will exceed SCAQMD thresholds for PM₁₀, NO_x and ROG. Cumulative construction-related emissions will remain significant and unavoidable. This impact is overridden by the Project benefits as set forth in the Statement of Overriding Considerations.

Mitigation Measure 4.4.1 Policy Statement: All applicable SCAQMD rules and recommendations which act to reduce construction emissions will be incorporated in new development proposals.

Implementation Programs: Air Quality Planning; Energy Conservation; Environmental Review; Building Code Review; Code Enforcement; Zoning Conformity.

Facts In Support of Findings: The Air Quality Analysis for the General Plan Update anticipates that cumulative construction-related emissions associated with build-out of the General Plan Area will exceed SCAQMD thresholds for the following criteria pollutants: particulate matter of less than ten microns in diameter (PM₁₀), oxides of nitrogen (NO_x), and reactive organic gases (ROG). To aid in the reduction of construction-related air pollutant emissions, the City will require separate environmental analysis and development-specific air quality mitigation measure for discretionary development projects, which types of projects will constitute the majority of future development within the General Plan Area. However, even with application of development-specific mitigation measures, and compliance with local, State, SCAQMD and federal air quality regulations, construction-related air pollutant emissions impacts will remain significant and unavoidable.

b. Long-Term, Mobile and Stationary Source Impacts

Significant Unavoidable Impact: 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).

Finding: Based on the whole record this Council finds that based on current emissions thresholds criteria, long-term operational emissions from individual development projects realized under implementation of the General Plan Update will likely result in exceedances of daily and/or quarterly thresholds for CO, ROG, and NO_x. Despite application of project-specific mitigation measures for future development,

significant unavoidable impacts remain. These impacts are overridden by the Project benefits as set forth in the Statement of Overriding Considerations.

Mitigation Measure 4.4.2 Policy Statement: *To the satisfaction of the City, all applicable SCAQMD rules and recommendations which act to reduce operational emissions impacts will be incorporated in new development proposals.*

Implementation Programs: *Air Quality Planning; Energy Conservation; Environmental Review; Building Code Review; Code Enforcement; Zoning Conformity.*

Facts In Support of Findings: Long-term emissions refer to those air quality impacts that will occur once the land uses proposed under the General Plan Update are implemented, operational, and occupied. These impacts will continue over the operational life of any future development. The long-term air quality impacts associated with potential future development include mobile emissions associated with vehicular traffic; on-site stationary emissions related to the operation of machinery and other equipment; and off-site stationary emissions associated with the generation of natural gas and electricity to serve future development. Vehicle emissions typically account for more than 95 percent of all criteria pollutants within the South Coast Air Basin, and residential travel patterns (e.g., home-to-work commutes, shopping trips, and errands) will account for the vast majority of the vehicle miles traveled (VMT) within the General Plan Area. The majority of the future development that occurs under the General Plan Update will involve discretionary review including separate environmental review and project-specific air quality mitigation measures. However, even with application of mitigation measures, and compliance with local, State, SCAQMD and Federal Air Quality regulations, it is anticipated that individual and cumulative operational emissions will exceed SCAQMD thresholds for CO, ROG, and NO_x.

2. V. PROJECT ALTERNATIVES

Three project alternatives are discussed in Chapter 6 of the Draft EIR, and the potential significance for each of the alternatives is analyzed in Section 6 of the Draft EIR. The Council has considered these alternatives to the General Plan Update Project and makes the following findings.

2. No Project Alternative

Under this Alternative, the General Plan Update would not be adopted, and the current General Plan would be implemented. Under the No Project Alternative, and consistent with the current General Plan, it is also assumed that the City is not a participatory party to the Multiple Species Habitat Conservation Plan (MSHCP). This Alternative would tend to reduce the severity of air quality impacts identified under the Project. However, buildout of the General Plan Area pursuant to a No Project Alternative would still likely result in cumulatively significant exceedances of ROG, NO_x, and PM₁₀ emissions. Additionally, it is anticipated that operational emissions realized pursuant to a No Project Alternative would individually and cumulatively exceed daily and quarterly significance thresholds for ROG, CO, and NO_x emissions. Potential biological resources impacts would need to be addressed in some manner other than is provided for under the MSHCP.

Finding: Based on the whole record, this Council finds that the “No Project Alternative” is not practical because it does not consider post-2030 buildout of the City, and does not reflect changing physical conditions within the planning area. Further, this alternative does not reflect the City’s current vision for buildout, and does not accommodate the regional population projection for the General Plan area.

2. No Build/No Annexation Alternative

Under the No Build/No Annexation Alternative, no further development within the City would occur and no undeveloped Sphere Of Influence (SOI) properties would be annexed to the City. Under this Alternative it is assumed that environmental review of existing and entitled development would have previously addressed those projects’ potential environmental effects, including potential air quality impacts. No new or additional air quality impacts would result due to currently approved entitlements.

Finding: Based on the whole record, this Council finds that the “No Build/No Annexation Alternative” was rejected as an alternative to the Project because it does not achieve the stated objectives of the Project, (1) to accommodate the substantial growth that will occur in coming years as individual developments that were previously approved are constructed; (2) to guide the development of areas within the City and the sphere of influence for which no plans have been previously prepared; (3) to promote new commercial and industrial development that will capitalize on the City’s location near major transportation corridors; and (4) to continue to promote the development of quality housing for all segments of the population and those households with special needs.

2. Reduced Regional Commercial Center Alternative

This alternative recognizes that much of the General Plan Area is already entitled with active or tentative development proposals. However, one of the more substantive, and as yet unrealized land uses proposed under the General Plan Update is the comprehensive planning of a new mixed-use regional commercial center at the SR-60/I-10 confluence. This land use is designated “Urban Village Overlay” under the Project. Under the Reduced Regional Commercial Center Alternative, the total scope of development proposed in this area would be reduced in intensity. This Alternative would tend to reduce traffic volumes in the area of major existing and proposed intersections, and would therefore tend to improve LOS conditions. This Alternative would also tend to reduce the severity of significant air quality impacts that are anticipated under the Project. However, as with the Project, these air quality impacts would remain significant and unavoidable.

Finding: Based on the whole records, this Council finds that the “Reduced Regional Commercial Center Alternative” is not practical because it would curtail full attainment of the following stated objectives of the General Plan Update including: (1) to accommodate the substantial growth that will occur in coming years as individual developments that were previously approved are constructed; (2) to promote new commercial and industrial development that will capitalize on the City’s location near major transportation corridors; and (3) to continue to promote the development of quality housing for all segments of the population and those households with special needs.

2. VI. PROJECT BENEFITS

Benefits from the approval of the Beaumont General Plan Update Project will be derived from the establishment of a comprehensive vision for buildout of the General Plan Area, which appropriately plans for growth and provides for orderly development of the City and its Sphere of Influence. Implementation of the General Plan Update would result in the following benefits.

- Provides for orderly growth consistent with regional and Statewide population estimates, and additional housing consistent with Regional Housing Needs Assessment;
- Provides for revitalization of the City’s historic downtown area;
- Provides for the transportation needs of anticipated growth consistent with plans for local and areawide development;
- Provides for consistency of policies and development standards between existing City properties and outlying areas;
- Provides for extension of urban services in an orderly fashion;
- Establishes biological preserve areas consistent with the Riverside County Multiple Species Habitat Conservation Plan (MHSCP);
- Provides for identification and preservation of locally defined visual resources, including significant ridgelines and “Badlands” areas;
- Provides for identification and preservation of locally significant historical and

- cultural resources;
- Provides for local review and approval of development entitlements by the Beaumont City Council; and
- Assures that residents will enjoy comprehensively planned and funded facilities and services.

● **VII. STATEMENT OF OVERRIDING CONSIDERATIONS**

The City Council of the City of Beaumont adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts identified in the EIR, specifically (1) air quality impacts related to (a) increased local and regional air pollution emissions from construction of future development anticipated under the General Plan Update, and (b) increased local and regional air pollutant emissions from implementation and operation of future development within the General Plan area.

This section of findings specifically addresses the requirements of Section 15093 of the CEQA Guidelines, which require the lead agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. The Council finds that the previously stated major project benefits, see Section VI above, of the City of Beaumont General Plan Update, outweigh the unavoidable significant adverse environmental impacts noted above. Each of the separate benefits of the General Plan Update cited in Section VI above, is hereby determined to be, in itself and independent of the other Project benefits, a basis for overriding all unavoidable environmental impacts identified in the EIR and in these findings.

The Council's findings set forth in the preceding sections have identified all of the adverse environmental impacts and the feasible mitigation measures which can reduce impacts to less-than-significant levels where feasible, or to the lowest feasible levels where significant impacts remain. The findings have also analyzed three alternatives to determine whether there are reasonable or feasible alternatives to the proposed action or whether they might reduce or eliminate the significant adverse impacts of the proposed Project. The EIR presents evidence that the adoption of the City of Beaumont General Plan Update will cause significant adverse impacts, which cannot be substantially mitigated to non-significant levels. These significant impacts have been outlined above and the Council makes the following finding:

Finding: Based on the whole record and having considered the unavoidable adverse impacts of the City of Beaumont General Plan Update, the Council hereby finds that all feasible mitigation has been adopted to reduce or avoid the potentially significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, the Council finds that the beneficial public policy, social, and other considerations of the City of Beaumont General Plan Update outweigh the unavoidable adverse impacts described above. The reasons for accepting these

remaining unmitigated impacts are described below. In making this finding, the Council has balanced the benefits of the proposed Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks.

Furthermore, the Council has considered the alternatives to the Project, and makes the following finding:

Finding: Based on the whole record this Council finds that feasible alternatives to the proposed Project which are capable of reducing identified impacts have been considered and rejected because the alternatives offer a reduced level of benefit when compared to the Project.

The Council further finds that the Project's benefits are substantial and override each unavoidable impact of the Project, as follows:

- **Findings Regarding Air Quality Impacts**

Short-Term Construction-Related Emissions.

The Project's construction-related emissions will increase local and regional air pollutants despite the imposition of project-specific mitigation measures and implementation of best available control technology. The proposed Project construction activities are expected to result in emissions that will exceed SCAQMD thresholds for criteria pollutant ROG, NO_x, and PM₁₀. Increases in local and regional pollutants are not entirely avoidable, as development activities within this region will continue to increase the amount of pollutants both locally and on a regional basis. However, the benefits obtained from the adoption of a comprehensive plan for orderly growth and development necessary to meet the demands of a growing population within the region, are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described in Section VI of this document.

Long-Term Operational Impacts.

Long-term, stationary and mobile source emissions will exceed the SCAQMD thresholds for criteria pollutants CO, ROG and NO_x despite the imposition of project-specific mitigation measures and implementation of best available control technology. The primary generators of long-term operational emissions include vehicles, heating, ventilation, air conditioning equipment, and consumer products. As stated in the Draft EIR, SCAQMD thresholds are expected to be exceeded relative to emissions for criteria pollutants CO, ROG and NO_x. However, the benefits obtained from the adoption of a comprehensive plan for orderly growth and development necessary to meet the demands of a growing population within the region, are sufficient to justify approval of the Project. These impacts are overridden by Project benefits described in Section VI of this document.

As the CEQA Lead Agency for the proposed action, the City of Beaumont has reviewed the Project

description and the EIR and fully understands the General Plan Update. Further, the Council finds that all potential adverse environmental impacts and all feasible mitigation measures to reduce these impacts have been identified in the Draft EIR, the Final EIR and public testimony. These impacts and mitigation measures are discussed in Section IV, above. The Council also finds that a reasonable range of alternatives was considered in the EIR and in Section V above, and that no feasible alternatives, which substantially lessen Project impacts are available for adoption.

The Council has identified social benefits and important public policy objectives, Section VI above, which will result from implementing the proposed Project. The Council has balanced these substantial benefits against the unavoidable significant adverse effects of the proposed Project. Given the substantial benefits that will accrue to the City of Beaumont, and the region, from implementation of the City of Beaumont General Plan Update, the Council finds that the benefits identified herein override the unavoidable environmental effects.

California Public Resources Code 21002 provides: "In the event specific economic, social, and other conditions make infeasible such Project alternatives or such mitigation measures, individual projects can be approved in spite of one or more significant effects thereof." Section 21002.1(c) provides: "In the event that economic, social, or other conditions make it infeasible to mitigate one or more significant effects of a project on the environment, the project may nonetheless be approved or carried out at the discretion of a public agency...." Finally, California Administrative Code, Title 14, 15093(a) states: "If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.' "

VIII. ADOPTION OF A MONITORING PLAN FOR THE CEQA MITIGATION MEASURES

Section 21081.6 of the Public Resources Code requires this Council to adopt a monitoring or reporting program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The Mitigation Monitoring Plan, included as Section 4 in the Final EIR, (MMP) is adopted because it fulfills the CEQA mitigation monitoring requirements:

- a) The MMP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and
- b) Measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures.