elevate BEAUMONT 2040

EXISTING CONDITIONS REPORT

CITY OF BEAUMONT | GENERAL PLAN UPDATE

Note: This Existing Conditions Report was prepared in 2016. All information presented in this document is based on best available data from the City in 2016 (unless noted otherwise in the source of a figure or table). Additionally, the Planning Area has changed since completion of the Existing Conditions Report in 2016. The updated General Plan should be consulted for the updated map of the Planning Area.

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1. INTRODUCTION

OVERVIEW

Beaumont is embarking on an exciting journey – the City is taking bold steps to make the General Plan a true, long-range plan that will chart the City's future into the middle of the 21st century. The Existing Conditions Report provides a high-level analysis for important topics such as land use, mobility, conservation, parks and recreation, infrastructure, community character, and quality of life. The report provides background information and documents significant conditions, trends, and key issues. It is intended to document the baseline conditions in the City of Beaumont, while also providing contextual comparisons with neighboring cities and Riverside County, where applicable. Data and information in the document were collected from a variety of sources, including statistical information collected from the U.S. Census, conversations with community leaders, and City staff.

As an initial step in the General Plan Update, this report is intended to stimulate discussion and generate ideas to further the future steps of the planning process. This chapter provides background information, including information about the General Plan, the purpose of the document, description of the planning area, and brief history of the City. This chapter also provides brief chapter summaries to help navigate the existing conditions report. The Existing Conditions Report is intended for use by a range of stakeholders, including City staff, decision-makers, property owners, residents, and community members of Beaumont.

WHAT IS A GENERAL PLAN?

A General Plan is a city policy document required by state law (Government Code Section 65300-65303.4) that provides a "long term, comprehensive, integrated, internally consistent and compatible statement" of goals and policies that reflect local conditions and community vision. The law requires that a General Plan address the following eight mandatory subject areas, or "elements:"

- **Land use.** The land use element identifies the location and intensity of land uses throughout the City.
- **Circulation.** This element plans for the transportation system including roadways, transit, bicycle and pedestrian facilities; it can also address sewer, gas, water, and other infrastructure conveyance systems.
- **Conservation.** This element guides the use and conservation of natural resources such as soils, wildlife, water, energy, and historic resources.
- **Environmental Justice.** This element identifies disadvantaged communities within the City and seeks to promote resident engagement in the process, mitigate unique or compounded health risks, and identify priority improvements and needs.
- **Housing.** The housing element seeks to accommodate housing needs for all incomes, groups with disabilities, and the homeless.
- **Noise.** This element seeks to limit the community's exposure to excessive noise.
- **Open space.** The open space element identifies parks and open space throughout the City.
- **Safety.** The safety element seeks to reduce the risk of death, injuries, property damage, and economic and social dislocation from natural and human-made hazards.

State law also allows for optional "elements" and for elements to be organized or combined at the City's discretion. For example, the City of Beaumont's 2007 General Plan includes an optional Implementation Element. The State requires cities to maintain a regularly updated General Plan to keep pace with changing conditions and community priorities.

PURPOSE OF THE GENERAL PLAN UPDATE

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

PLANNING AREA – GENERAL PLAN

GEOGRAPHY AND LOCATION

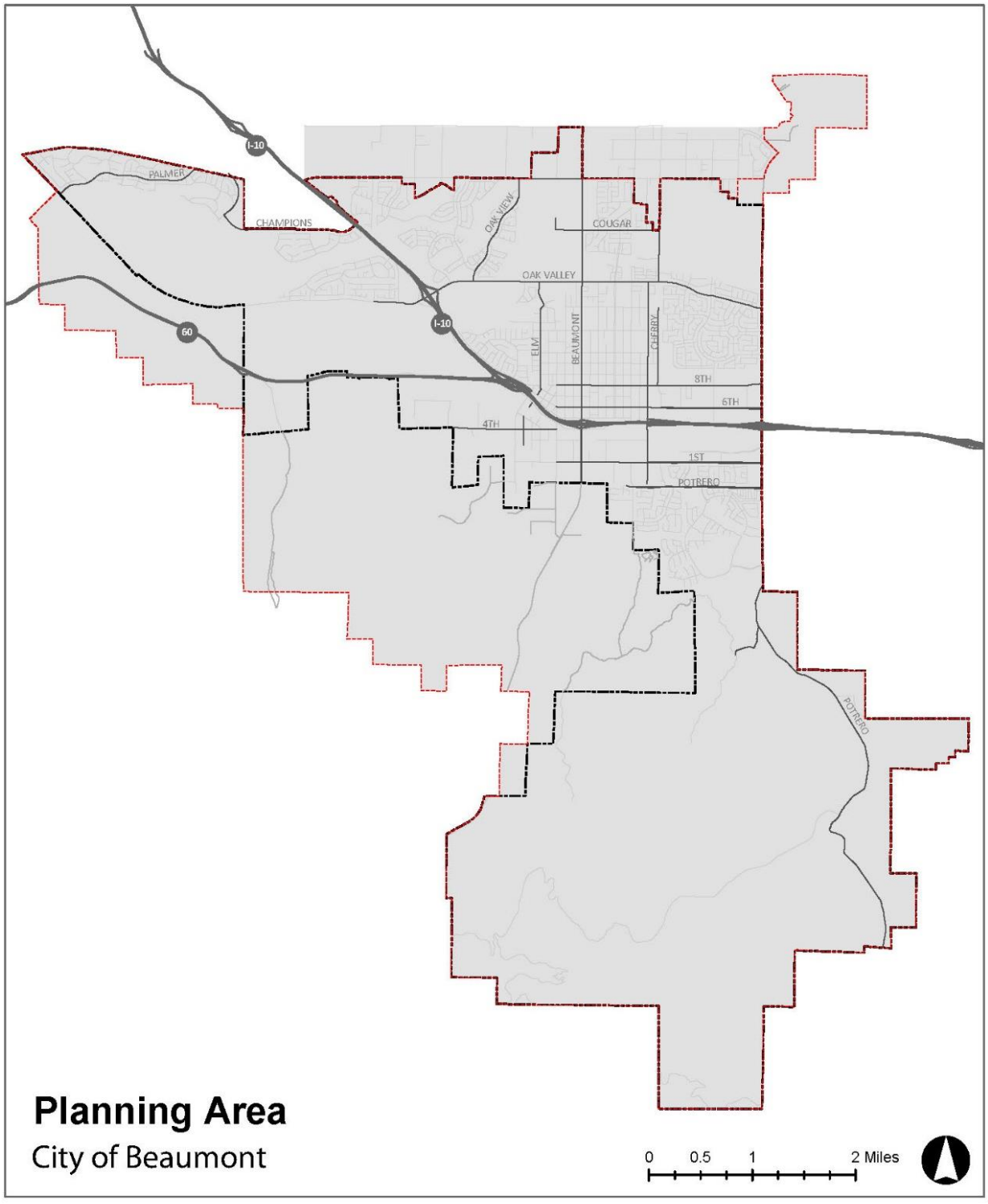
The Planning Area is located in the westernmost portion of Riverside County (County), and is bounded on the west by the City of Calimesa and unincorporated areas, on the north by unincorporated County areas (e.g., Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning. Major transportation routes through the Planning Area include Interstate 10, State Route 60, and State Route 79. According to the United States Census Bureau, the City has a total area of 30.9 square miles (80 square kilometers), of which 99.96% is land and 0.04% is water. The Planning Area has been heavily disturbed by human activity.

The Planning Area is at the peak of the San Gorgonio Pass between San Bernardino and Palm Springs, with an elevation range of approximately 2,500-3,000 feet above sea level (approximately 760 - 915 meters). The Planning Area has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April. The City's unique location provides its residents with beautiful rural views, while maintaining close proximity to urban amenities. Beaumont offers its residents a combination of small town charm and suburban lifestyle, alongside abundant recreational opportunities.

UNINCORPORATED COUNTY LAND

The Beaumont Planning Area includes land within the existing city limits and unincorporated areas outside the current city limits. In preparing the General Plan Update and planning for the future of the City, it will be important to closely coordinate with neighboring jurisdictions and regional agencies in order to plan for sustainable community growth. Land uses within the City's Planning Area may include a combination of undeveloped, developing and developed properties. The Sunny-Cal development was approved for incorporation. Aside from this project and its adjacent properties, there is no planned development in areas outside of the City limits nor is the City seeking annexation of parcels outside its current jurisdiction. However, this area has been included in the study area in order to provide additional context for the General Plan development.

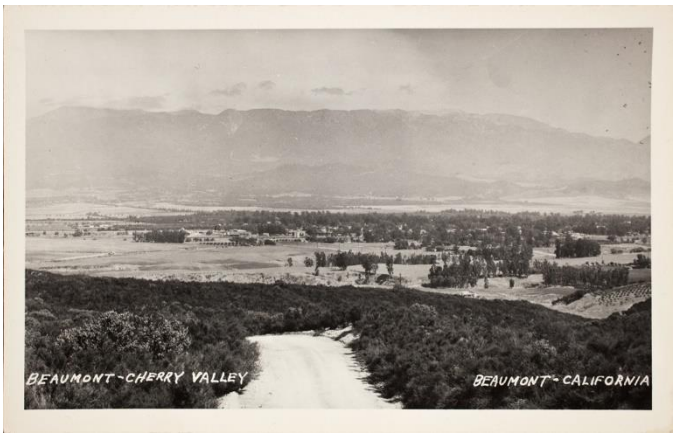
FIGURE 1.1: PLANNING AREA BOUNDARY MAP



OUR CITY

HISTORY

Before the settlement of the white and European settlers, the San Gorgonio Pass was home to the Pass Cahuilla Indians. The Mountain Cahuilla lived in the San Jacinto mountains and the Desert Cahuilla lived in the Coachella Valley. The Cahuilla were hunters and gathered, but also planted crops. Before European contact, the Cahuilla population ranged from 3,600 to as high as 10,000 people. Due to European diseases, such as smallpox, the Cahuilla population was decimated during the 19th century.

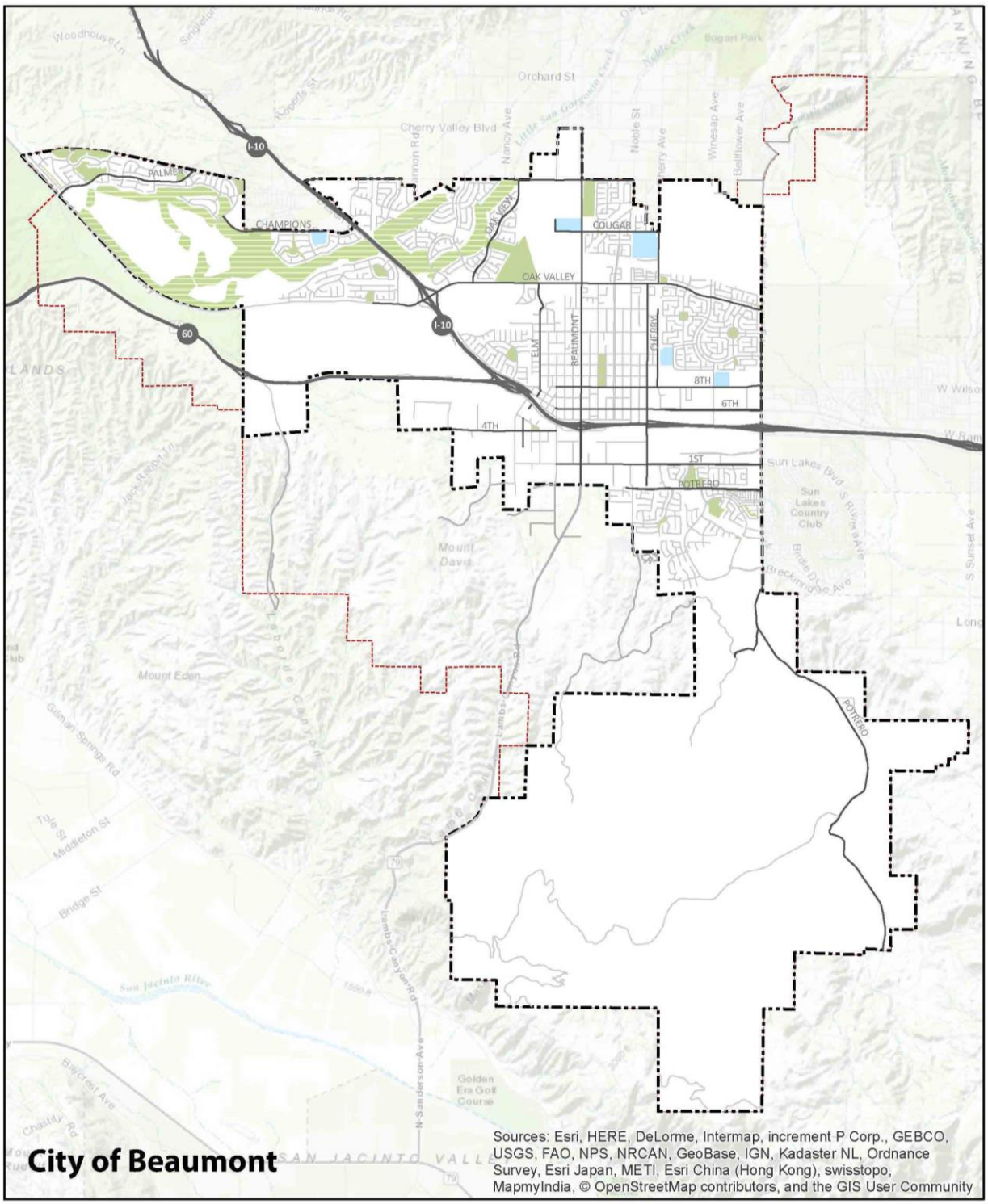


View of Mountains and Developing Town of Beaumont (n.d)
Source: Beaumont Library District

Located at a low point between California's southern mountain ranges, the San Gorgonio Pass first drew the attention of white settlers in the 1850s seeking railway connection to the Pacific Ocean. The Southern Pacific Railroad set tracks in the area that is now Beaumont in the 1860s. In the late 19th century, the area was sparsely populated with a railroad depot and telegraph office in 1875. The first stores were built in 1884, the first school in 1885, and three hotels were constructed by 1887. The town's chief industry during this time was grain agriculture. Population growth was slow and limited until the San Gorgonio Water Company, formed in 1907, developed a reservoir and laid 40 miles of piping to bring water and irrigation to the town. The new water system helped spur the development of new houses and fruit orchards in the north – the population doubled to over 1,100 by 1910.

The city was incorporated in 1912, deriving its name (French for beautiful mountain) from the surrounding picturesque mountains. It soon became well-known for its thriving apple orchards and flourished as a tourist destination. The town's close proximity to Los Angeles, idyllic setting, and affordable housing led to a population boom starting in 2000. A 2008 study by the Public Policy Institute of California noted that Beaumont and its surrounding communities have the highest population growth throughout the Riverside County region. This population explosion has concerned many local residents, who cite increasing student population in schools, rising demand on the water supply, and increasing traffic on the city's road network as key concerns.

FIGURE 1.2: CITY OF BEAUMONT MAP



STRUCTURE OF THE EXISTING CONDITIONS REPORT

CHAPTER 2: OUR COMMUNITY

This chapter provides an overview of the existing demographic and socio-economic characteristics of the City. It uses U.S. Census data, City and County data, and other sources to provide a big picture analysis of the current social context within the City. This chapter also includes information about environmental justice and health conditions in Beaumont, including levels of ozone, chronic disease, and physical activity.

CHAPTER 3: OUR LOCAL MARKET

This chapter summarizes existing trends and projections related to market and economic conditions in the City. It identified types of jobs and employers across the region. A detailed market and economic technical report is found in Technical Appendix A.

CHAPTER 4: OUR CITY

This chapter provides an overview of existing land use and development across the City, identifying twelve Planning Sub-Areas in the City and analyzing general land use patterns, including residential and non-residential uses. It also and provides a summary of development patterns and development opportunity areas in the City. Chapter 4 also include an overview of City structure that identifies the Neighborhood, Commercial, and Downtown cores.

CHAPTER 5: HOW WE GET AROUND

This chapter provides a summary of the existing circulation network and transportation facilities, such as roadways, sidewalks, trails, transit facilities, and bicycle facilities.

CHAPTER 6: OUR COMMUNITY SERVICES

This chapter provides an overview of park, library, and school facilities in the City. The section also discusses solid water, sewage, and waste collection and diversion.

CHAPTER 7: SAFETY

This chapter provides an overview of fire and police services in the City. The section also provides a summary of hazards, such as wildfires and earthquakes. In addition, this chapter summarizes measured noise levels in the City.

CHAPTER 8: OUR NATURAL RESOURCES

This chapter provides an inventory of the existing habitat and special-status species. It also includes an overview of the existing City policies related to biological assets, special status species, and habitat. Chapter 8 also summarizes existing policies and conditions related to air quality, including potential pollution sources.

HOW TO USE THIS EXISTING CONDITIONS REPORT

Each chapter of the Existing Conditions Report is organized with the following sections:

- **Key Findings.** The key findings serve as brief summaries of critical issues in the community and are derived from the analysis in the Existing Conditions Report.
- **Analysis.** Each chapter is divided into sub-sections covering topics pertinent to the General Plan Update. A summary of existing conditions is provided along with an analysis of its importance is presented.
- **Trends and Opportunities.** Each chapter outlines trends and opportunities that should also be considered as part of the General Plan update. These are intended to provide a picture of regional or national trends that will likely impact the City's landscape and urban form over the next 20 years, but may not be prevalent enough to show up as formative existing conditions today.

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2. OUR COMMUNITY

OVERVIEW

The pattern of a growing aging population in the United States is evident in Beaumont, but the City also has a high proportion of youth. These types of demographic transitions will continue to transform land use, population, and services in the City.

As part of the Our General Plan Update process, the Existing Conditions Report provides a snapshot of important demographic patterns and trends in the City. The snapshots summarize data from the 2000 Census, 2010 Census, 5 year estimates from the 2010 and 2015 American Community Survey, and demographics and growth forecasts from the Southern California Association of Government. This chapter includes information on household composition, population, race and ethnicity, housing, education, income, and health.

KEY FINDINGS

The following key findings summarize important takeaways for this Chapter:

- **Population Growth.** SCAG forecasts the population to be 80,600 by 2040, which is a percentage increase of over 118%.
- **Household Income.** The City's median household income has increased by over 118% since 2000. This increase in household income is nearly four times greater than Riverside County.
- **Age.** In terms of age, the City's population of retirees (individuals 60 to 64 years of age) has increased by over 82% since 2000, and its population of adolescents (individuals under 19 years of age) continues to make up nearly one third of the population.
- **Poverty.** Approximately 11.7% of the households earned incomes less than $25,000
- **Educational Attainment.** Generally, Beaumont residents are attaining higher education levels, and those with some college, but no degree has increased by 55%. The percentage of those with a graduate or professional degree has increased by 45%.

ANALYSIS

POPULATION AND HOUSEHOLD CHARACTERISTICS

Beaumont has long been known for its small-town feel, but the population has rapidly grown in the last few decades. The Southern California Association of Governments *2016 Demographics and Growth Forecast* estimates that Beaumont's population will nearly double to 80,600 by the year 2040. Similarly, the number of households is projected to steadily increase. The number of total households tripled in the period between 2000 and 2010. Households are projected to more than double from 11,801 in 2010 to 27,200 by the year 2040.

FIGURE 2.1: POPULATION

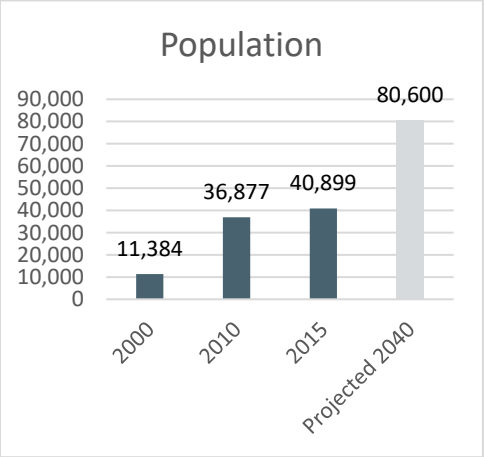


FIGURE 2.2: TOTAL HOUSEHOLDS

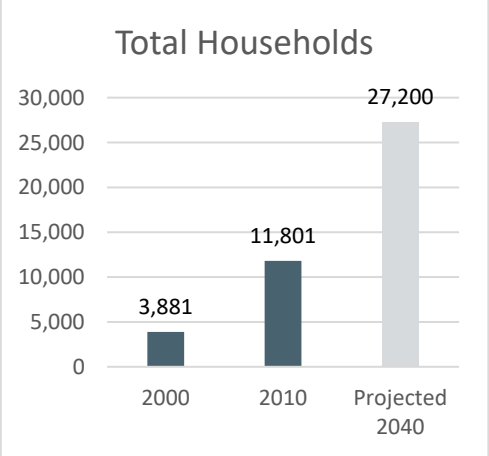
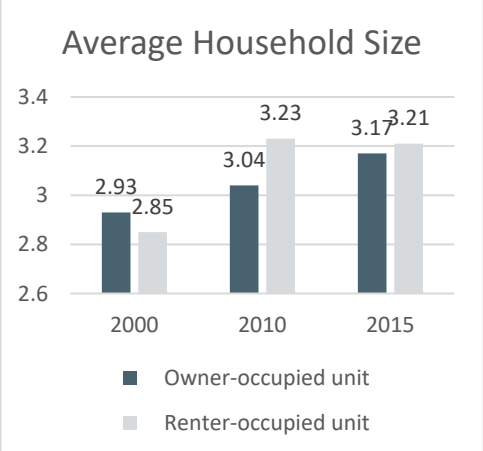


FIGURE 2.3: AVERAGE HOUSEHOLD SIZE



Source: Census 2000, Census 2010, ACS 2011-2015

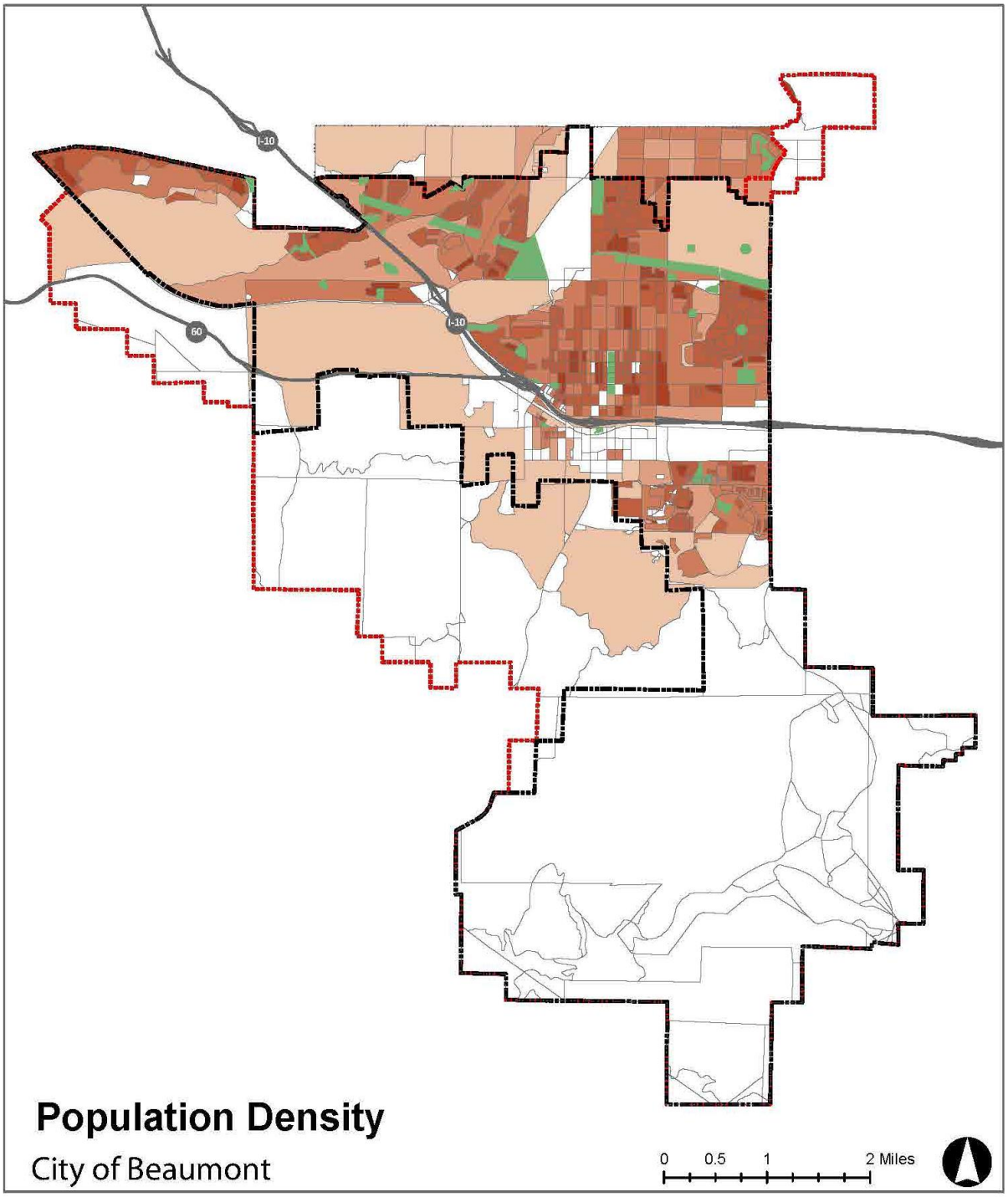
The average household size of both owner-occupied and renter-occupied units in Beaumont has slightly increased from 2000 to 2015. For owner-occupied households, the average increased from 2.93 in 2000 to 3.17 in 2015. For renter-occupied households, the average increased from 2.85 to 3.21 during the same period. The average household size in Riverside County is higher for owner-occupied units (3.20) and renter-occupied units (3.31).

While Beaumont's projected population growth will place significant pressures on existing transportation, public facilities, and utility services, the City is also well positioned to prepare for the future demands of this growth. The City has entitled nearly all of its land, a process of securing pre-construction requirements for future development. As part of these early planning efforts, the City has an opportunity to coordinate land use and transportation efforts to encourage sustainable economic growth.

POPULATION DENSITY

The map below illustrates population density in Beaumont. Population density tends to be fairly homogenous across both older and newer development the City. There are also large areas of largely undeveloped land with very low population density. The pattern is largely due to the high percentage of entitled land in the City, in addition to vacant land and open space within the City's sphere of influence

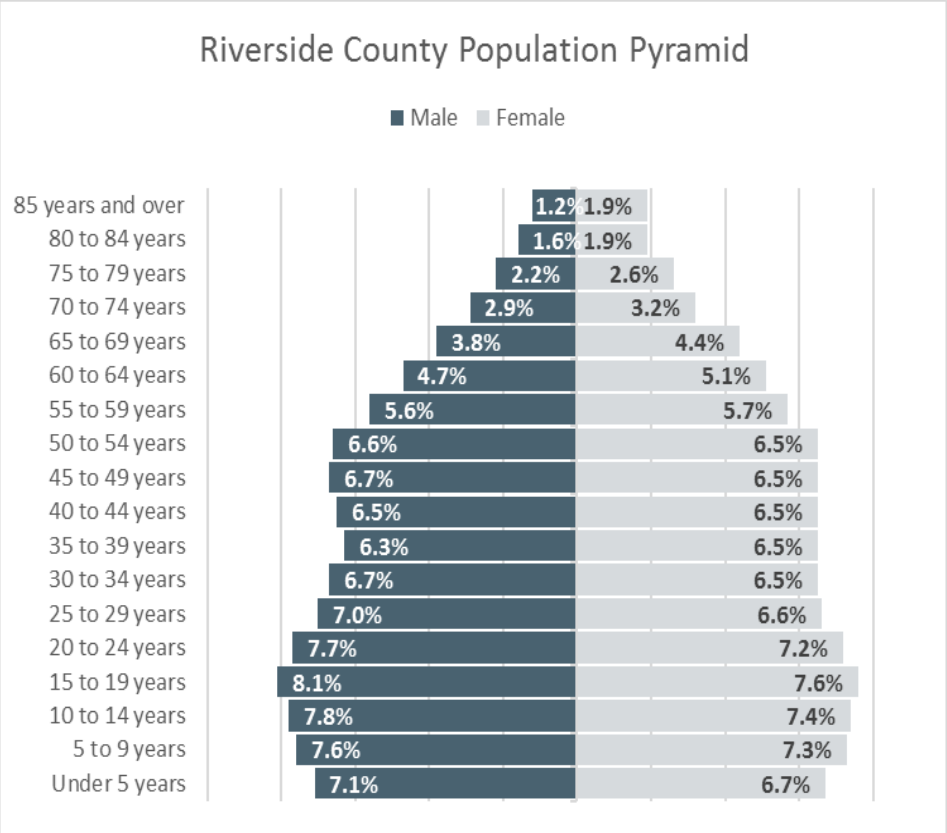
FIGURE 2.4: POPULATION DENSITY MAP



POPULATION PYRAMIDS

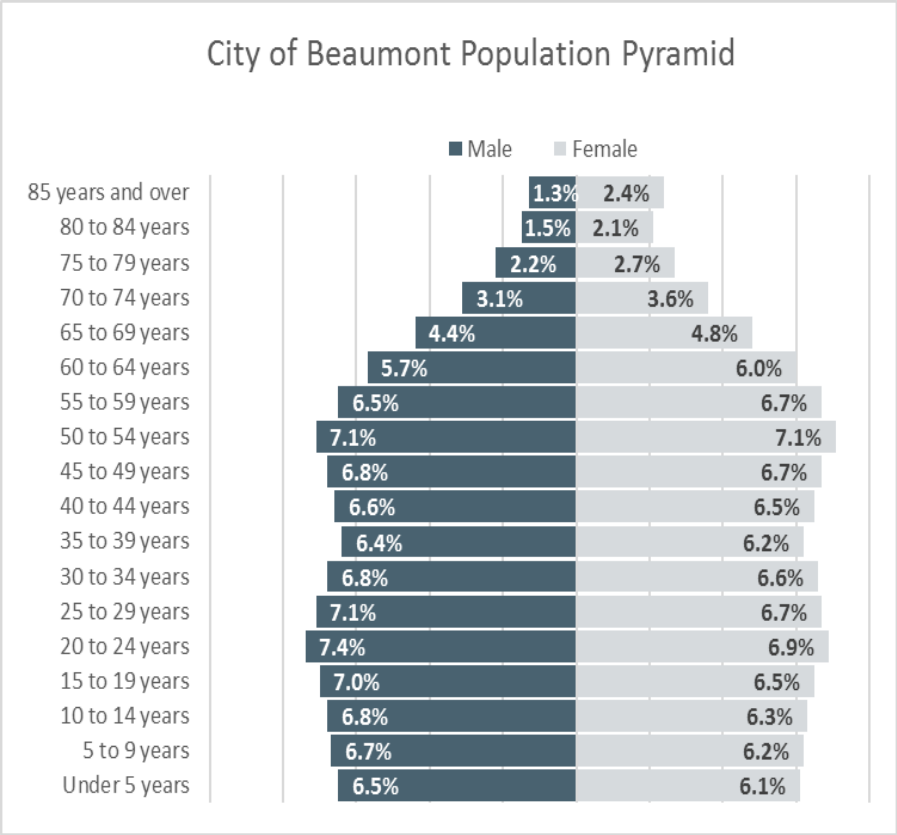
A population pyramid displays the distribution of population for both males and females. In Beaumont, the proportion of females is slightly higher than that of males in both the City (50.7%) and Riverside County (50.2%). The population that lives in Beaumont tends to be older than in Riverside County as a whole. In 2015, just over 22% of the City's population was older than 55, as compared to 23% of the County population. Beaumont also has a similar proportion of residents under the age of 24 (37.7 %) compared to the County (37.3%).

FIGURE 2.5: RIVERSIDE COUNTY POPULATION PYRAMID



Source: Census 2000, ACS 2011-2015

FIGURE 2.6: BEAUMONT POPULATION PYRAMID



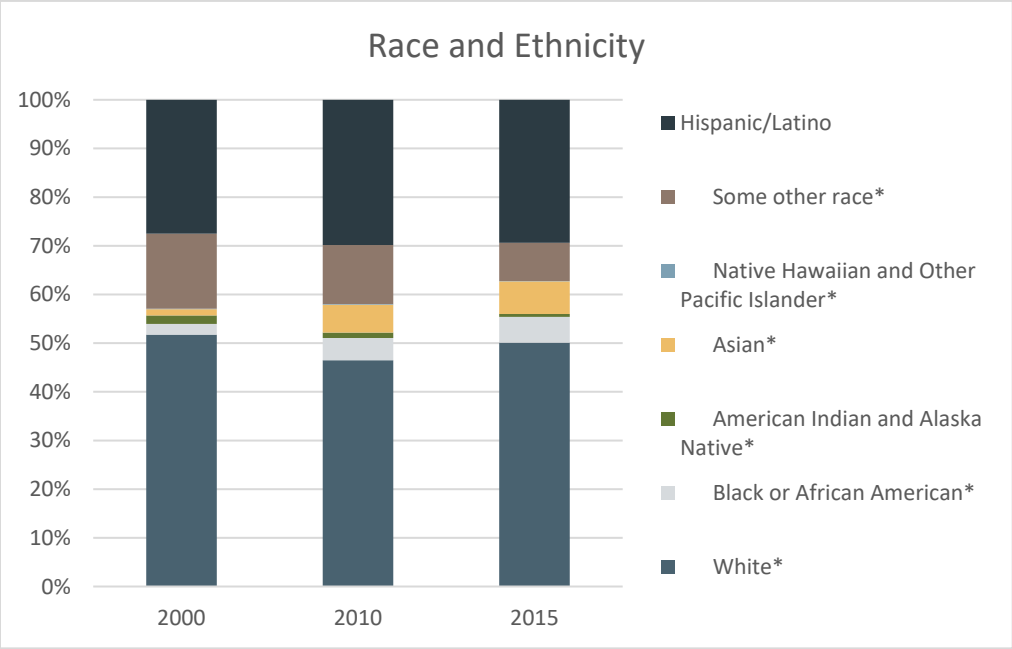
Source: Census 2000, ACS 2011-2015

RACE AND ETHNICITY

The Census Bureau presents race in two ways: “race alone” and “race in combination.” For the purpose of this Existing Conditions Report, the chart below categorizes race into White, Black, American Indian, Asian, Pacific Islander, and Some Other Race. Each of the racial groups numbers are reported in total and by number of people identifying with Hispanic as an ethnicity.

Over the last 15 years, there have been various noticeable demographic trends in the City. The White population decreased slightly from 68.1% to 62.8% between 2000 and 2010, but steadily increased to 66.5% by 2015. The Black and Asian population has significantly increased, with the Black population doubling from 2.9% of the population to 6.2% and the Asian population more than tripling from 1.7% to 7.7% between 2000 to 2010. In 2015, the Black population represented 7% and the Asian population 8.9% of the population. The number of people that identified as Hispanic steadily increased, albeit at a slower rate, from 36.2% to 40.3% between 2000 and 2010, dropping slightly to 39% in 2015. On the other hand, the American Indian and Alaska Native population has steadily decreased from 2.3% in 2000 to 1.5% in 2010 to 0.8% in 2015.

FIGURE 2.7: BEAUMONT RACE AND ETHNICITY



*Not Hispanic

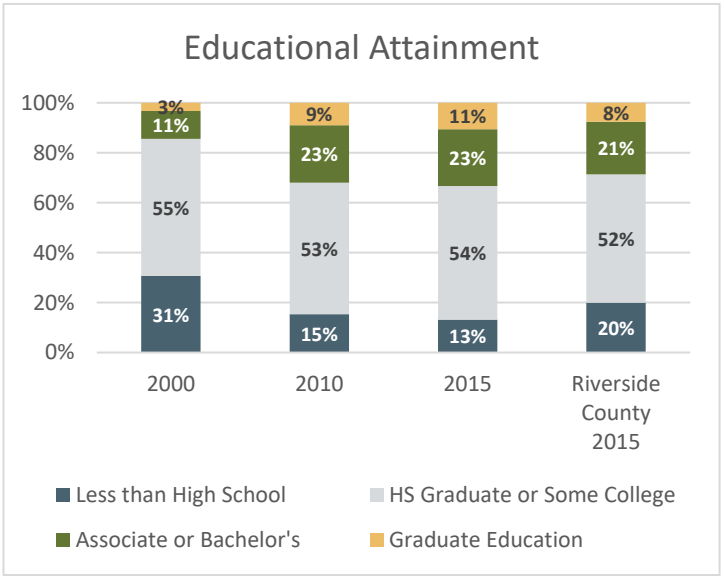
Source: Census 2000, ACS 2006-2010, ACS 2011-2015

EDUCATIONAL ATTAINMENT

Overall, education levels in Beaumont increased between 2000 and 2015. The percentage of residents who completed an associate's or bachelor's degree increased from 11% to 23%. During the same time period, the percentage of residents who completed high school or had less than a high-school education declined. Compared to the County, the educational attainment levels of residents in the City are slightly higher.

Although education levels in the City increased, there are significant differences by ethnicity and gender. These figures compare the educational attainment levels between White, Black, and Hispanic/Latino males and White Black, and Hispanic/Latino female residents 25 years and over.

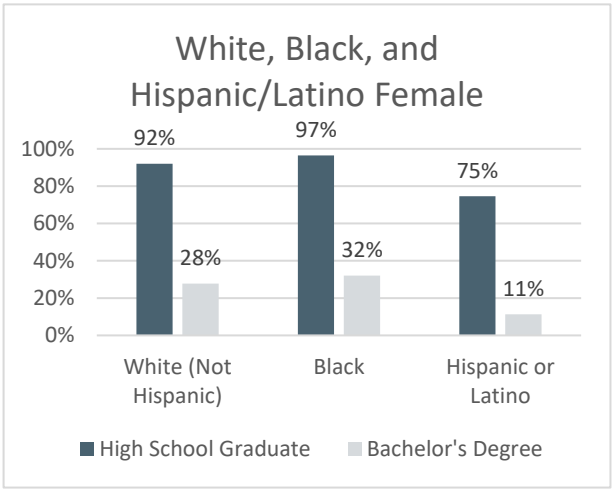
FIGURE 2.8: BEAUMONT EDUCATION ATTAINMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

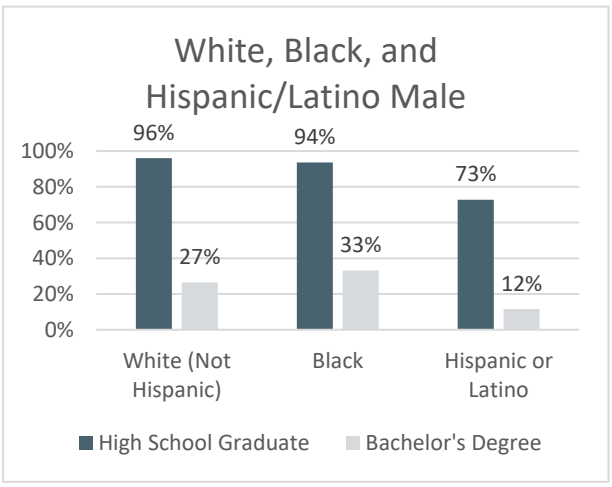
Overall, educational levels among Latino residents are significantly lower than their White and Black counterparts. Seventy-three percent of Hispanic/Latino males are high school graduates, compared to 96% of White males and 94% of Black males. Only 12% of Hispanic/Latino males obtained a Bachelor's degree compared to 27% of White males and 33% of Black males. Educational levels are also significantly higher for White and Black females compared to Hispanic/Latina female residents. Only 11% of Hispanic/Latina females obtained a bachelor's degree, compared to 32% of Black females and 28% of White females.

FIGURE 2.9: FEMALE EDUCATION ATTAINMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

FIGURE 2.10: MALE EDUCATION ATTAINMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

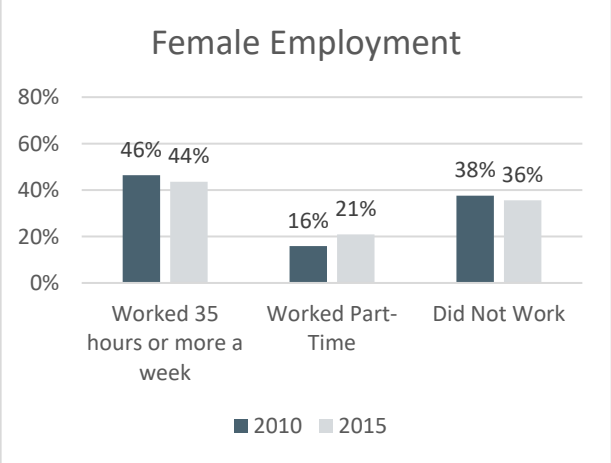
EMPLOYMENT

The City's unemployment rate has dramatically decreased since 2010, a trend that is discussed in more detail in the *Our Market* section of the Existing Conditions Report.

Although the City unemployment rate remains lower than the County as a whole, there are some notable differences between male and female employment in Beaumont. Between 2010 and 2015, the percentage of males working full time dropped from 69% to 63%, while the percentage of males working part time increased slightly from 11% to 13%. The percentage of females working full-time decreased slightly from 46% to 44%, while the percentage of females working part-time increased from 16% to 21%.

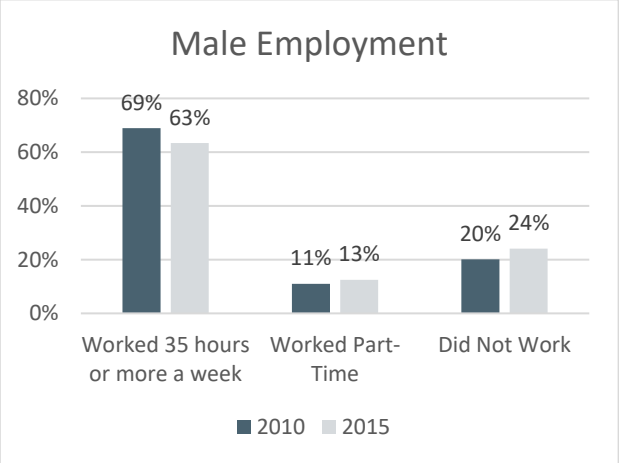
There was also a notable difference between male and female employment in Beaumont. While the percentage of males not working increased from 20% to 24% between 2010 and 2015, the percentage of females not working decreased from 38% to 36%.

FIGURE 2.11: FEMALE EMPLOYMENT



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

FIGURE 2.12: MALE EMPLOYMENT



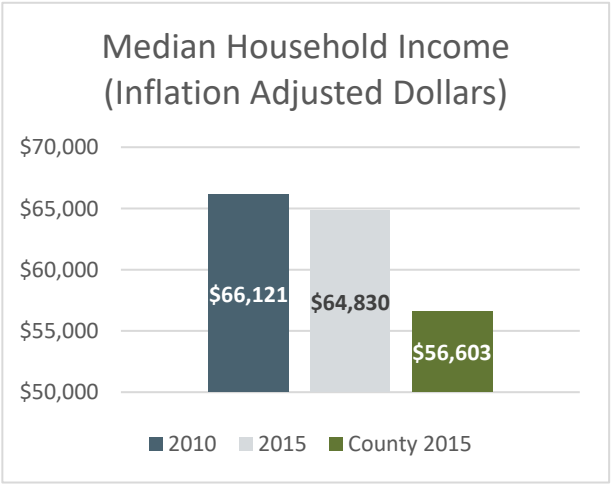
Source: Census 2000, ACS 2006-2010, ACS 2011-2015

INCOME AND POVERTY

Between 2010 and 2015, the median household income in Beaumont decreased by $1,291, falling from $66,121 to $64,830. Relative to the County, the City's median household income was significantly higher than the County total ($56,603) in the year 2015.

According to the American Community Survey Estimates (2011-2015), approximately 9% of families in the City had income below the Federal poverty level during the last 12 months. This was significantly lower than the countywide (13%) and statewide (14%) averages. Furthermore, 11.7% of the households earned incomes less than $25,000 per year and 32.1% of households earned less than $50,000 per year.

FIGURE 2.13: MEDIAN HOUSEHOLD INCOME



Source: Census 2000, ACS 2006-2010, ACS 2011-2015

HEALTH

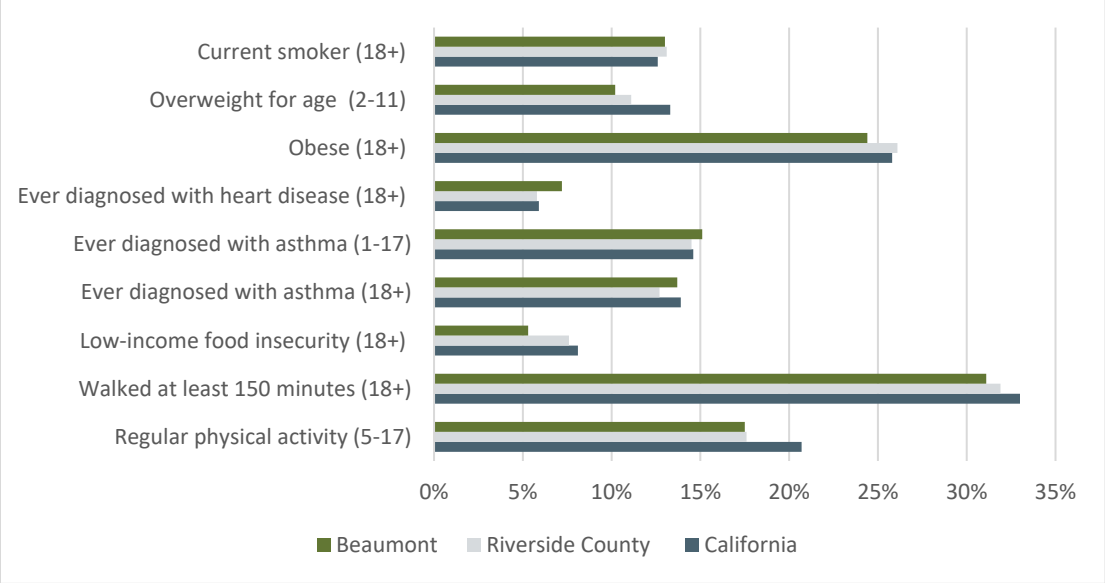
Compared with Riverside County and California, Beaumont residents have lower rates of obesity and lower rates of food insecurity. However, residents are slightly below average in terms of physical activity with about 31% of Beaumont adults walking at least 150 minutes a week compared to 33% of Californians. Only 17.5% of Beaumont youth engage in regular physical activity compared with 20.7% of California youth.

TABLE 2.1: HEALTH INDICATORS

	Beaumont	Riverside County	California
Fair or poor health (0-17)	4.6%	4.8%	5.2%
Fair or poor health (18-64)	20.1%	20.8%	19.2%
Fair or poor health (65+)	21.8%	24.7%	27.8%
Regular physical activity (5-17)	17.5%	17.6%	20.7%
Walked at least 150 minutes (18+)	31.1%	31.9%	33.0%
Low-income food insecurity (18+)	5.3%	7.6%	8.1%
Ever diagnosed with asthma (18+)	13.7%	12.7%	13.9%
Ever diagnosed with asthma (1-17)	15.1%	14.5%	14.6%
Ever diagnosed with heart disease (18+)	7.2%	5.8%	5.9%
Obese (18+)	24.4%	26.1%	25.8%
Overweight for age (2-11)	10.2%	11.1%	13.3%
Current smoker (18+)	13.0%	13.1%	12.6%

Source: California Health Interview Survey

FIGURE 2.14: SELECTED HEALTH INDICATORS (2014)



Source*: California Health Interview Survey*

The most critical health issue in Beaumont is heart disease, with about 25% more cases of heart disease diagnosed in the City than at the County or State level. Heart disease is the leading cause of death in the County and California. Several factors contribute to heart disease, including diet, exercise, genetic predisposition, and pollution

exposure. According to a new study from the UC Berkeley School of Public Health, "Chronic exposure to ground level ozone, a powerful greenhouse gas and a widespread air pollutant in many major cities, is linked to premature death from cardiovascular disease." Coordinated planning efforts across the fields of land use, transportation, design, and housing represents an opportunity to improve people's health across the City.

ENVIRONMENTAL JUSTICE

Senate Bill 1000 (or the Planning for Healthy Communities Act) was signed into law by Governor Jerry Brown on September 24, 2016. SB 1000 requires that cities and counties not only identify environmental and health impacts within their boundaries, but also address the needs of vulnerable communities most impacted by their effects. Given the timeline for the Beaumont General Plan update and the revision of more than two elements to the document, the requirements of SB 1000 will apply.

DEFINITION OF "DISADVANTAGED COMMUNITIES"

An area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area and is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

California Health and Safety Code Section 39711

(a) The California Environmental Protection Agency shall identify disadvantaged communities for investment opportunities related to this chapter. These communities shall be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

(1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

(2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

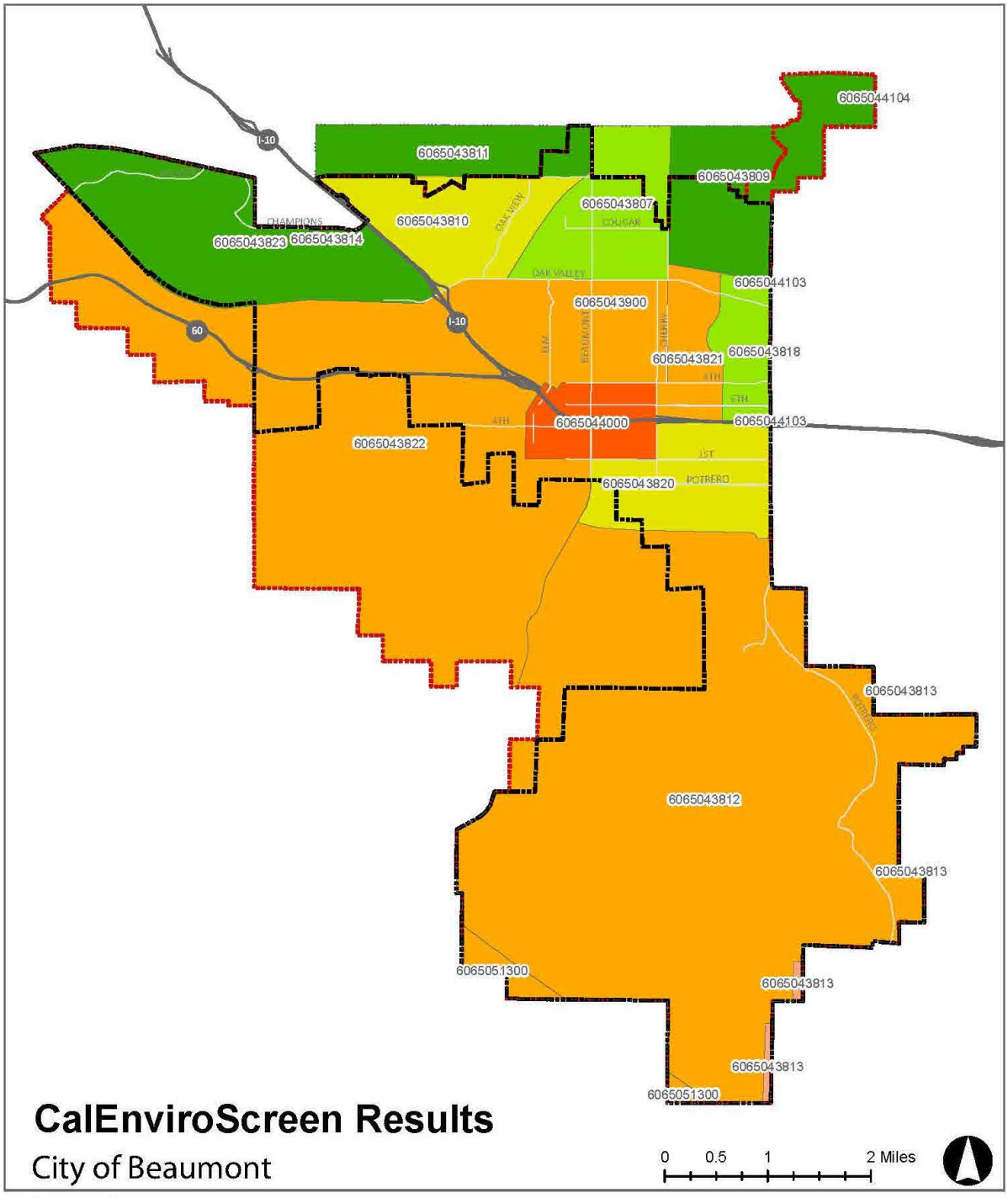
(b) The California Environmental Protection Agency shall hold at least one public workshop prior to the identification of disadvantaged communities pursuant to this section.

(c) Chapter 3.5 (commencing with Section 11340) of the Part 1 of Division 3 of Title 2 of the Government Code does not apply to the identification of disadvantaged communities pursuant to this section.

SB 1000 defers to CalEPA's definition of a disadvantaged communities as an area in the top 25% highest air pollution scores in the state based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores. CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. This tool was updated in 2017 to included health and socioeconomic indicators in addition to environmental burden. (A community's score must be greater than or equal to 36.62). CalEnviroScreen indicators fall into four broad groups—exposures, environmental effects, sensitive populations, and socioeconomic factors.

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

FIGURE 2.15: CALENVIROSCREEN RESULTS MAP



Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

Census tract 6065044000 in Beaumont has a CalEnviro 3.0 Score of 82%. Because this tract is in the top 25% of scores statewide, it qualifies as a "disadvantaged community." Census tract 4000 stands out as a disadvantaged community because it of disproportionately high socioeconomic challenges and environmental burdens.

As shown in the table below, there is no one single factor burdening this area. Rather, several environmental, health, and socioeconomic indicators—including ozone, hazardous waste, cardiovascular rate, unemployment and housing burden—that make this community a priority for social justice "investments." Census tract 4000 has similar poverty rates to 3900 and similar unemployment rates to 3812 and 3900. It has similar high hazardous waste score to 3820 and 3821. It also has slightly lower scores than other tracts for environmental exposure.

TABLE 2.2: BEAUMONT CALENVIROSCREEN RESULTS BY CENSUS TRACT

Census Tract 606504+	3807	3812	3818	3820	3821	3900	4000
Population:	5,743	5,409	3,832	3,895	2,707	6,405	2,109
CalEnviroScreen 3.0 Percentile:	41 - 45%	61 - 65%	36 - 40%	51 - 55%	61 - 65%	61 - 65%	81 - 85%
Pollution Burden Percentile:	13%	49%	23%	44%	50%	36%	58%
Population Characteristics Percentile:	68%	63%	51%	54%	62%	80%	91%
Ozone:	100	98	100	98	100	100	98
PM 2.5:	33	31	31	33	31	33	33
Diesel:	39	12	65	34	65	67	58
Pesticides:	4	0	0	0	0	0	0
Toxic Releases:	34	32	28	28	30	33	33
Traffic:	7	67	59	87	66	11	80
Drinking Water:	43	82	47	41	43	34	34
Cleanups:	0	18	0	42	42	13	60
Groundwater Threats:	0	62	0	0	0	0	32
Hazardous Waste:	0	0	0	92	96	87	96
Impaired Water:	0	0	0	0	0	0	0
Solid Waste:	33	85	0	0	9	50	0
Asthma:	70	84	61	62	70	70	70
Low Birth Weight:	69	NA	75	35	56	37	77
Cardiovascular Rate:	98	99	93	94	98	98	98
Education:	61	21	29	30	56	66	76
Linguistic Isolation:	35	25	46	46	53	57	52
Poverty:	60	24	31	34	54	73	74
Unemployment:	43	86	11	67	10	85	87
Housing Burden:	22	24	6	36	33	77	89

The goal of SB 1000 is to help identify and reduce risks in communities disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. In doing so, SB 1000 offers an opportunity to address existing community health concerns and mitigate the impacts of future health issues, including increasing access to healthy food, preventing chronic disease, improving transportation facilities and infrastructure, promoting healthy land use design, and encouraging physical activity.

3. OUR LOCAL MARKET

OVERVIEW

This Chapter of the Existing Conditions Report summarizes the economic and market conditions in the City of Beaumont. The Market Study (see Technical Appendix A) addresses topics in this Chapter in more technical detail and supports the statements and findings with supporting data, sources, and calculations. The purpose of this Chapter and the Market Study is to present current economic, market, and general fiscal conditions in the context of historic and future trends as a basis for updating and strengthening the economic development policy of the General Plan.

KEY FINDINGS

The following key findings summarize important takeaways for this Chapter.

- Beaumont's population is projected to increase 118% from 36,877 in 2010 to a population of 80,600 by the year 2040.[1]
- Beaumont's households are projected to grow by 15,399 between 2010 and 2040[2]; the residential projects approved or under entitlement will provide 7,427 new units..
- In 2015, the industry with the highest total employment in Beaumont (over 30% of total resident's employment) was "educational services, and health care and social assistance." This likely represents employment at local school districts, as well as universities in the region. Because of this industry's strong representation relative to the rest of Riverside County, it signals a potential opportunity for future growth in the City.
- Over 70% of those who live in Beaumont work elsewhere in the region. The average commute time in Beaumont is just over 31 minutes, higher than the State average of 26.9 minutes, and may indicate that the majority of Beaumont residents are traveling to Riverside, San Bernardino, or Palm Springs for work.
- Household income in Beaumont is greatly outpacing the County, which will improve opportunities for retail growth, particularly in retail segments where residents are currently spending dollars outside of the City limits (e.g., fine dining, casual dining, apparel, etc.).
- Beaumont lacks an attractive, walkable retail environment, but future opportunities exist in the Downtown area along 6th Street, which has an existing grid structure and "mom and pop" shops, and the vacant Urban Village site, which could strategically target future retail and residential demand. Developing walkable retail spaces could help change Beaumont's image as a bedroom community and offer more unique local shopping experiences resulting in more spending in the community.
- Beaumont's industrial inventory expanded 109% from 1,159,042 square feet in 2000 to 2,425,911 square feet in 2016. There is no vacancy in industrial space and the Wolverine Worldwide West Coast Distribution Center project is nearing completion. With significant industrial growth forecasted to continue, the City will need to develop appropriate policy to address fiscal implications of industrial uses to ensure long-term fiscal sustainability.

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[1] SCAG Regional Growth Forecast 2016-2040.

[2] Ibid, US Census Bureau, 2010, Census Summary File 1.

- Major existing economic generators in Beaumont include the Beaumont Unified School District, manufacturing firms (e.g., Priority Pallet, Inc. and Dura Plastic Products, Inc.), the City of Beaumont, general consumer goods (e.g., Walmart), building and construction (e.g., 84 Lumber), fuel and service stations, and restaurants and hotels. Moderate to strong growth is generally forecasted for existing economic generators in the City.

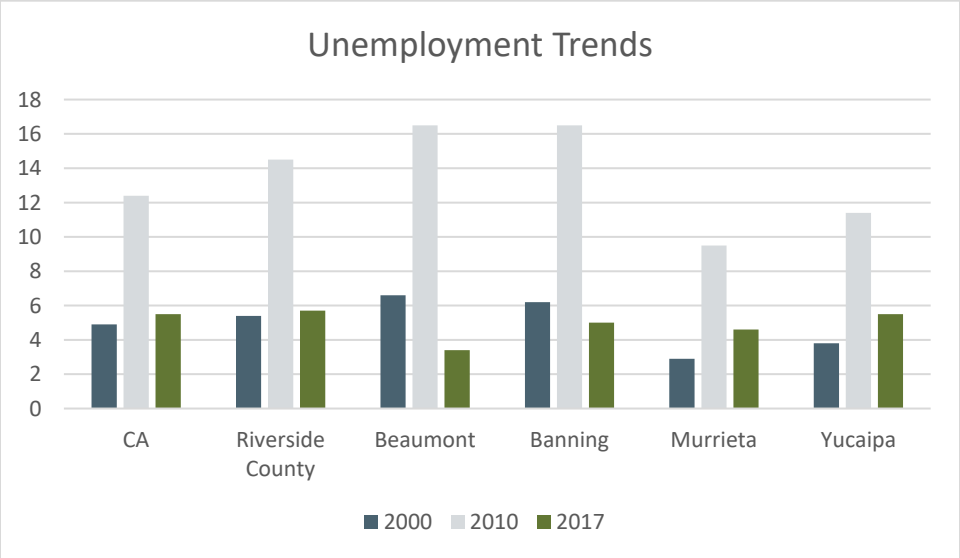
ANALYSIS

EMPLOYMENT TRENDS

Employment and industry trends indicate changes to a city's economic climate, potential, and performance. Industries with a higher representation in Beaumont than in Riverside County reflect potential future growth opportunities for Beaumont. In 2015, the industry with the highest total employment in Beaumont (over 30% of total resident's employment) was "educational services, health care and social assistance." This likely represents employment at local school districts, as well as universities in the region. Because of this industry's strong representation relative to the rest of Riverside County, it signals potential opportunity for future growth. The "retail trade" industry also represents a high employment category in Beaumont (at 13% of resident's employment); however, when compared to the County, Beaumont has a higher concentration of those working in "public administration" and "other services, except public administration" than "retail trade."

Unemployment rates present important information on a number of economic considerations, including job availability and retention, compatibility with local workforce, and overall economic performance. As shown in Figure 3.1, the 2008 economic recession had a notable impact on Beaumont, increasing the City's 2010 unemployment rate to 16.5%, which was much higher than the County and State rates of 14.5% and 12.4%, respectively. However, the unemployment rate in Beaumont has decreased since 2010 and is currently at 3.4%, which is significantly lower than the County and State rates of 5.7% and 5.5%, respectively.

FIGURE 3.1 UNEMPLOYMENT TRENDS



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

JOBS HOUSING BALANCE

The relationship between the number of jobs and the amount of housing directly impacts quality of life indicators such as travel times, congestion, air pollution and family stability, as well as economic indicators such as workplace efficiency and employee retention.[3] The ratio of jobs and housing in Beaumont is among the lowest in the region, which indicates that the majority of Beaumont residents do not work within City limits. As shown in Table 3.1, over 70% of those who live in Beaumont work elsewhere in the region. Average commute time in Beaumont is just over 31 minutes, higher than the State average of 26.9 minutes, and may indicate that the majority of Beaumont residents are traveling to Riverside, San Bernardino, or Palm Springs for work.

TABLE 3.1 EMPLOYMENT INFLOW/OUTFLOW 2014

Live and employed in Beaumont		Live in Beaumont, employed elsewhere (Outflow)		Live elsewhere, employed in Beaumont (Inflow)		Mean travel time to work (mins)
1,142 people	6.3%	12,817 people	70.8%	4,148 people	22.9%	31.6

Source: www.onthemap.ces.census.gov

HOUSING MARKET

Home prices have risen 118% since 2000, consistent with price increases across California; however, increases in rent prices have lagged almost 10% behind the State. The current median home sales price is $282,975, and the median rental price is $1,666. Both home sales and rent prices are significantly lower than median prices in Riverside County and the State. Reflective of this affordability, Beaumont has a high rate of home ownership, at 75%, which is more than 20% higher than ownership rates in California. Most homes in Beaumont were constructed after 2000, and Beaumont has a vacancy rate of only 5.9%, lower than both the State and County.

The existing and future housing stock is dominated by detached single-family homes in suburban neighborhoods. As shown in Table 3.2, almost 87% of the current housing stock is detached single-family.

TABLE 3.2 BEAUMONT HOUSING STOCK BY TYPE OF UNIT (2000-2015)

Type of Unit	2000	%	2010	%	2013	%	2015	%
1 unit, detached	2,693	63.20%	10,066	83.20%	11,380	83.20%	11,727	86.46%
1 unit, attached	172	4.00%	213	1.80%	243	1.80%	257	1.89%
2 to 4 units	340	8.00%	690	5.70%	682	5.00%	469	3.46%
5+ units	706	16.60%	660	5.50%	843	6.20%	647	4.77%
Mobile homes, RV, Van, Etc.	347	8.10%	469	3.90%	520	3.80%	463	3.41%
Total	4,258	100%	12,098	100%	13,668	100%	13,563	100%

Source: Census 2000 Summary File 3 (SF 3), Table H030 Units in Structure. 2008-2010 American Community Survey (ACS) 3-Year Estimates, Table B25024 Units in Structure. 2011-2015 American Community Survey 5-Year Estimates, B25024.State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2013, with 2010 Benchmark Sacramento, California, May 2013

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

Beaumont's undiversified detached single-family housing stock may be a limiting factor for attracting future residents, as broad residential trends are showing increased preferences for smaller, more affordable units with shared amenities located in walkable, mixed use neighborhoods.[4] These housing preferences reflect needs and demands of millennials and baby boomers, who are often financially constrained and desire convenience, physical activity, and social engagement.

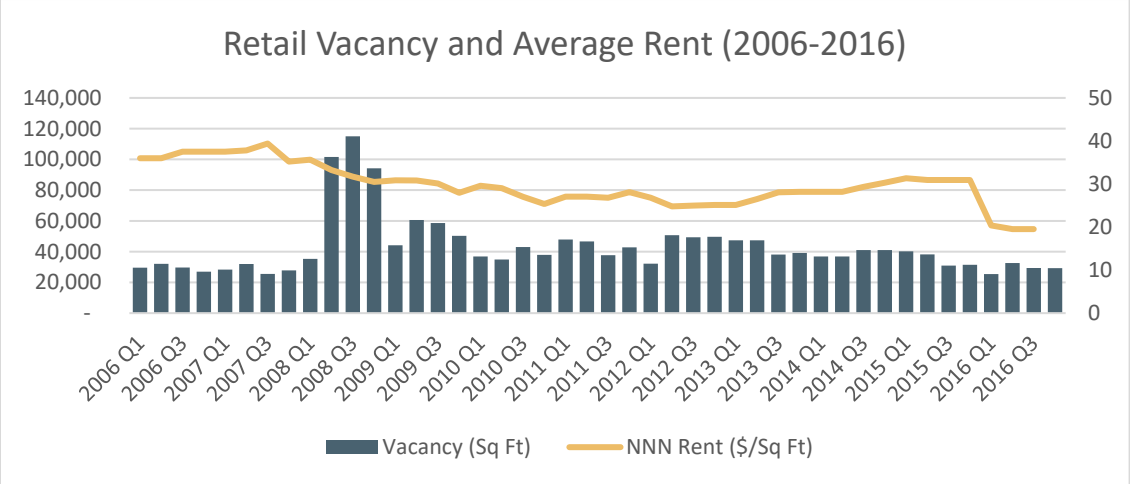
COMMERCIAL MARKET

The commercial market in Beaumont includes retail, hotel, and office.

RETAIL

The retail market in Beaumont is primarily concentrated in three commercial areas: Oak Valley, Downtown (6th Street Corridor), and the Second Street Marketplace. Retail in these areas is largely auto-oriented, with chain retailers focused heavily in the Second Street Marketplace and "mom and pop" shops generally concentrated in the Downtown. The amount of retail space increased by 52% since 2006, with the addition of 25 buildings, but no new square footage has been constructed since 2013. Despite low vacancy rates, average retail rents have declined to $19.52/square foot per year ($1.63/square foot per month), which is almost $4.50 lower than the average asking price in the Inland Empire. The decline in retail rents/square foot and retail rents that are lower regionally is indicative of a cooling retail market, which likely reflects a number of factors (e.g., existing retail space and environments, regional competition, changing retail preferences, and e-commerce growth).

FIGURE 3.2 RETAIL VACANCY AND AVERAGE RENT

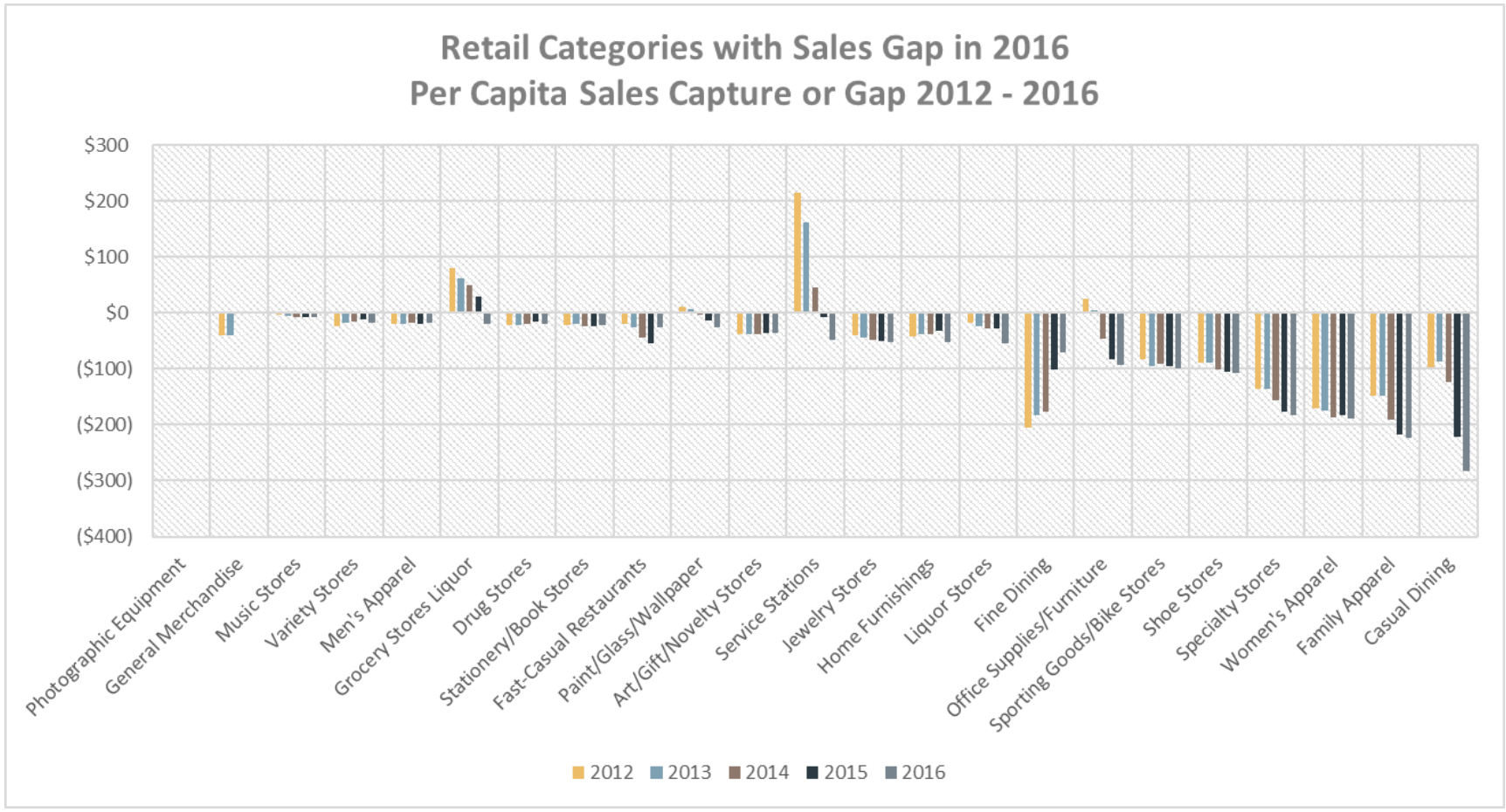


Source: CoStar

Regional shopping is available outside of Beaumont in Moreno Valley, Redlands, Riverside, and Cabazon. Residents have indicated that they travel to these areas for various retail options, including fine dining, entertainment (e.g., movie theater), and specialty retail (e.g., clothing). Retail leakage is a measure of how well local retail establishments are meeting the needs of their residents, and shows where residents are likely spending dollars outside of the city limits. Figure 3.3 shows the retail categories that experienced per capita sales gap or leakage in 2016 and how they performed on a comparative per capita basis from 2012 through 2016.

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

FIGURE 3.3 RETAIL CATEGORIES WITH SALES GAP IN 2016



Sources: HdL, Lisa Wise Consulting, Inc.

Increasing median income of Beaumont residents will improve opportunities for retail growth resulting from higher levels of discretionary income, particularly focused in certain areas where leakage/gaps currently exist (e.g., dining and apparel). However, low vacancies provide few opportunities for new retailers that cannot afford to construct new retail space.

Overall, retail is generally trending toward smaller, walkable, mixed retail experiences to compete with online channels.[5] Beaumont lacks an attractive, walkable retail environment, but future opportunities exist in the Downtown area along 6th Street, which has an existing grid structure, and the Urban Village site, which could strategically target future retail demand, as well as demand in other segments, particularly residential. Developing walkable retail spaces could help change Beaumont's image as a bedroom community and offer more unique local shopping experiences resulting in more spending in the community.

HOTEL

Of Beaumont's five hotels, one is a midscale hotel and the other four are economy. The midscale hotel, the Holiday Inn Express & Suites, is adjacent to the Oak Valley golf course. Beaumont has a higher concentration of economy hotels (80%) compared to the total region (61%), and as a result, the average room rates in Beaumont are $84, which is $8 less than the regional average room rate.

TABLE 3.3 LOCAL & REGIONAL HOTELS BY SCALE

	Beaumont	%	Region	%	Total	%
Economy	4	80%	7	54%	11	61%
Midscale	0	-	3	23%	3	17%
Upper Midscale	1	20%	3	23%	4	22%

Note: Regional analysis includes all accommodations within 10 miles of Beaumont

The Inland Empire has experienced recent hotel development, but none of these hotels have been or are planned to be constructed in Beaumont. Due to this increase in hotels, some forecast that the Inland Empire is potentially reaching a peak in hotel supply. Furthermore, the hotel industry overall is experiencing reduced growth or stabilization that has been speculated to be partially attributed to the sharing economy (e.g., Airbnb, VRBO, etc.). Midscale hotels generally have the best outlook, particularly when compared to upscale or luxury hotels; however, near term hotel demand in Beaumont is low.[6] However, Beaumont may have an opportunity to capitalize on visitation and tourism opportunities based on existing attractions and unique assets (history - railroad, antiques cluster, historic buildings; environment/climate; leisure – golf, open spaces; geography – access to Palm Springs, etc.), which could facilitate future growth in the hotel sector.

OFFICE

There is a very limited supply of office space in Beaumont comprised of two buildings totaling 12,614 square feet. Office rents have fluctuated due to the limited supply and erratic vacancies; the average rent in 2016 was

[5] Cohn Reznick, LLP. (2017) Momentum 207, Commercial Real Estate Outlook: Agility and Discipline in a Time of Uncertainty; Williams, Champaign. (December 14, 2016). BizNow. Placemaking: These landlords have transformed mere shopping centers into destination centers; Lisa Wise Consulting, Ine.

[6] Sperance, Cameron, Bisnow Boston, U.S. Hotel Industry Continues High Performance Streak, March 1, 2017; Urban Futures Incorporated, Econsolutions by Hdl (2017). Beaumont Potrero Bridge & Interchange Project. Land Use Assumptions, Market Viability, And Revenue Projection Study. Prepared for the City of Beaumont.

$31.56/square foot per year ($2.63/square foot per month). While current office vacancy in Beaumont is low, office vacancies are relative high regionally, demonstrating a low demand for this sector.

General office trends include smaller square footage requirements per employee, which are being driven by four major forces according to CoStar, a leading commercial real estate analytics firm:

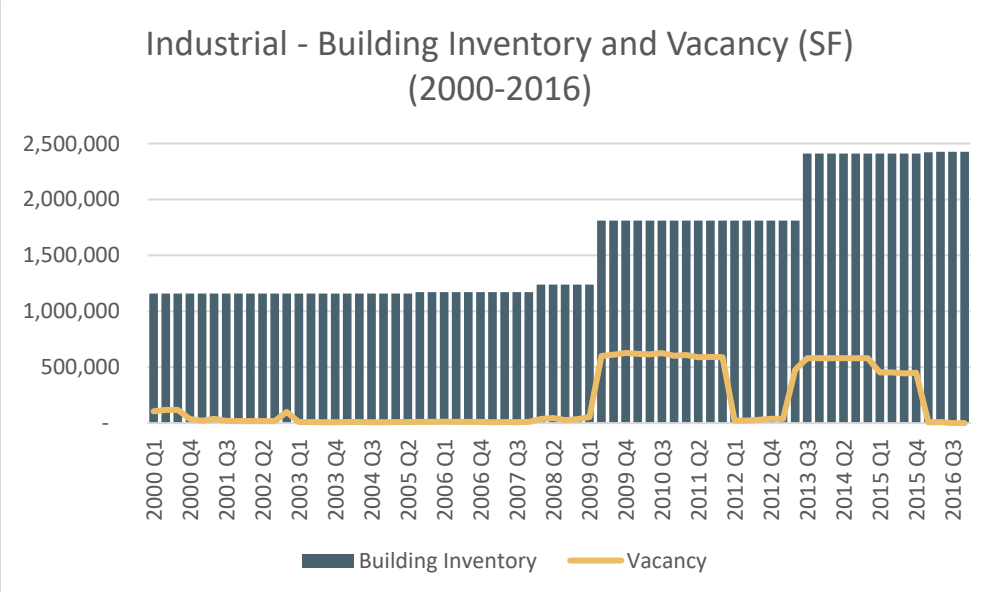
- Move to more standardized work space;
- Non-dedicated office space (sharing), along with more on-site amenities;
- Growing acceptance, even encouragement of telecommuting and working in third places; and
- More collaborative work spaces and functional project teams.[7]

Also, business owners are relocating offices to more urban areas for better access to a broader and more established workforce pool. Population growth and a more vibrant retail sector could create synergies with, and demand for, office space in Beaumont.

INDUSTRIAL MARKET

The Inland Empire is growing significantly as a hub with rapidly growing facilities to distribute goods arriving through the ports of Los Angeles and Long Beach. Beaumont has capitalized on its location along the primary transportation corridor of our nation's busiest port complex to offer break bulk, storage, and transport services. Beaumont's industrial inventory expanded 109% from 1,159,042 square feet in 2000 to 2,425,911 square feet in 2016. There is no vacancy in industrial space and a significant industrial project is nearing completion (Wolverine Worldwide West Coast Distribution Center). Industrial rents were approximately $4/square foot per year ($0.33/square foot per month) in both 2015 and 2016, representing relatively affordable industrial space. However, with significant industrial growth forecasted, the City will need to develop appropriate policy to address fiscal implications of industrial uses to ensure long-term fiscal sustainability.

FIGURE 3.4 INDUSTRIAL – BUILDING INVENTORY AND VACANCY



Source: CoStar

[7] Heschmeyer, Mark (2013), CoStar News.

ECONOMIC GENERATORS

Key economic generators in Beaumont can be categorized by major employer and sales tax producers. Major employers in Beaumont include the Beaumont Unified School District, Walmart, Lowe's Distribution Center, manufacturing firms (e.g., Priority Pallet, Inc. and Dura Plastic Products, Inc.), and the City of Beaumont. The top sales tax generating industry types in 2016 were general consumer goods, building and construction, restaurants and hotels, and fuel and service stations[8]. Some examples of businesses in these top sales tax generating industries are listed below:

- **General consumer goods.** Walmart, Best Buy, Ross, Kohl's
- Building and construction. Home Depot, 84 Lumber
- **Restaurants and hotels.** Chilis, Bakers Burgers, Holiday Inn Express & Suites
- **Fuel and Service Stations.** Beaumont Shell, Grove 76, Oak Valley Chevron9

Given the future market demand and employment trends, Table 3.4 describes the potential forecast for existing economic generators; moderate to strong growth is generally forecasted for existing economic generators.

TABLE 3.4 FORECAST OF EXISTING ECONOMIC GENERATORS

Existing Economic Generator	Future Growth	Why?	Typical Occupation Median Salary (2015 USD) [1]	Median Income Difference [2]
Unified School District	Strong	Population increase, household size	$51,875	$19.460
City of Beaumont	Moderate	Population increase, fiscal constraints	$51,875	$19.460
General Consumer Goods	Moderate/ Strong	Population increase, higher household incomes, e-commerce growth	$25,143	($7,272)
Building and Construction	Strong	Local construction of pipeline projects, strong regional construction growth	$37,228	$4,813
Fuel and Service Stations	Moderate/ Strong	Major transportation route, e-commerce expansion, autonomous vehicles, fuel	$25,143	($7,272)
Restaurants and Hotels	Moderate/ Strong	Population increase, higher household incomes, weak near-term hotel demand	$15,758 - $30,551	($16,657 - $1,864)

1) U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates. Occupation by Sex and Median Earnings in the Past 12 Months; Lisa Wise Consulting, Inc.
2) Median income calculated as 1/2 2015 median household income ($64,830 / 2 = $32,415).

FISCAL PERFORMANCE

The City has faced budgetary challenges following slow economic recovery from the Great Recession (2007-2009) and fiscal stress resulting from State mandates and elimination of Redevelopment Agencies in 2012. Furthermore,

[8] HdL.

[9] City of Beaumont, Annual Budget, FY 2016-2017

Beaumont continues to address a corruption scandal involving seven former Beaumont officials, which has resulted in actions to improve the City's financial management policies and internal controls, as well as reduced City staff in both number and compensation. The City is working to restore its financial sustainability, which is a primary focus of the General Plan Update.

While some land uses may be viable from a market perspective (i.e., profitable to a developer or investor), they may not be fiscally beneficial to the City. For instance, an industrial warehouse may be profitable from the perspective of a private investor or business operator, but provides little to no sales tax revenue to the City. Therefore, the City must assess potential land use policy with an acknowledgement of fiscal implications, and within the context of market realities.

While Redevelopment Agencies were eliminated in 2012, new funding tools are emerging, which include Enhanced Infrastructure Financing Districts (EIFDs), State cap-and-trade funded programs (e.g., Affordable Housing and Sustainable Communities Program), crowdfunding, and tactical urbanism. Other reliable funding tools include business improvement districts (BIDs), community development corporations, and tax credits. These options can be explored when evaluating implementation of various General Plan actions and programs.

BABY BOOMERS

Baby boomers and millennials are the key demographic cohorts moving the residential market, which is being affected by their financial constraints, needs, and preferences. Trends show increasing demand for smaller units that are in walkable settings, but also an increase in multigenerational living. Also, services for financial assistance since there will be an increasing number of lower income seniors. The significant growth in the 65 and over population over the next 20 years will have a dramatic impact on housing needs as well as necessary services. Generally, these services include providing health care and assistance for those who have disabilities, from a mobility disability (e.g., difficulty walking, getting in and out of bed, climbing a flight of stairs) and cognitive impairment (e.g., dementia) to long-term care (e.g., home health aide, assisted living care, nursing, etc.).

E-COMMERCE

Retail continues to be dynamic, adjusting to competition with online channels, often through new store formats (e.g., smaller, urban footprints), the provision of more experience-based retail environments, or convenience retail. With the rise of e-commerce comes increased demand for distribution networks that can provide swift delivery, including large distribution centers, as well as smaller "last mile" centers.

ONLINE HOSTING SERVICES

With the emergence of the sharing economy, online hosting services (e.g., Airbnb, VRBO, etc.) have experienced a dramatic rise that has caused controversy in many communities related to health and safety, neighborhood character, and fiscal issues. Slowing growth in the hotel market may be partially attributed to the sharing economy.

TELECOMMUTING

Technology has also driven down the amount of office square space required per employee because it has enabled telecommuting, co-tenanting, and shared work spaces. This type of office environment is also financially efficient and is a trend that is expected to continue.

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4. OUR CITY

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to the physical development of the City of Beaumont and includes an overview of historic setting and buildings, development patterns, existing land use, and streetscape quality.

KEY FINDINGS

The following key findings summarize important takeaways for this Chapter:

- **History.** The city has a rich history and there seems to be an opportunity to capitalize on that history for both placemaking and branding purposes.
- **Downtown.** The city currently lacks a defined, recognizable downtown area, but maintains the historic development pattern of a California railroad town. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, the City should continue to work to revitalize the Downtown.
- **Housing.** The city's housing stock is relatively new, offering higher quality and higher performing building stock that should be more attractive to future residents. However, the diversity of housing types in the City is low, limiting options for people to remain in their neighborhoods or even in the City as they progress through different life stages.
- **Neighborhoods.** The city offers a few different neighborhood types and the diversity is good for attracting a wide variety of residents. However, the City's neighborhoods have lower levels of connectivity and accessibility to goods and services. Neighborhoods with higher levels of accessibility and walkability are in growing demand and improving accessibility may be important for maintaining demand for Beaumont's neighborhoods into the future.
- **Development potential.** The City has a lot of undeveloped land within its jurisdiction, as well as a lot of entitled development units that may come close to meeting the city's residential development demand over the course of the next General Plan cycle. As such, non-residential development and infill residential development may become important areas of focus for the community and the General Plan update.

ANALYSIS

HISTORIC SETTING

The City of Beaumont was incorporated in 1912. The City of Beaumont sits at the opening of the San Gorgonio Pass which has historically been a gateway between the inland valley/coastal areas and the desert regions of Southern California. People have passed through this area for centuries. The area has been inhabited by the Cahuilla people historically. The Cahuilla people identify the Pass Area as their ancestral lands. Nearby tribes which identify as having ancestral ties in and around the City of Beaumont are the Morongo Band of Mission Indians, Cabazon Band of Mission Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians.

As early as the 1850s, U.S. government surveying parties passed through the vicinity of what is now Beaumont. The location of the town of Beaumont was originally called "San Gorgonia" for a post office that was established on August 21, 1879, at the Southern Pacific Railroad's (SPRR) Summit station (Gunther 1984:456). At the summit of the San Gorgonio Pass, the SPRR's Summit Station served as a rest stop for railway travelers who had just crossed the Mojave Desert on their way to Los Angeles. The railroad station, comprising a small red building, an adjacent turn-table, a water tank and well head, and a few other buildings were all that made up the location. In 1884, George C. Egan purchased the land at Summit Station from the SPRR and platted a 320-acre town site named San Gorgonio (Gunther 1984:457). In November 1887, an investment company run by H.C. Sigler, bought Egan's share in the town site and renamed the town Beaumont, after Sigler's hometown of Beaumont, Texas. The name "Beaumont" has been used extensively in place names, and is derived from the French word for "beautiful mountain." Beaumont was incorporated as a city on November 18, 1912. It was around this same time that the first cherry trees were being planted in Beaumont. By the 1960s, around 40 groves dotted the landscape between Beaumont and Cherry Valley, while farther to the north at Oak Glen an apple industry has been thriving since the 1890s (City of Beaumont, 2013).

Southern Pacific Depot circa 1880's

HISTORIC BUILDINGS AND POINTS OF INTEREST

The oldest part of the modern-day community of Beaumont is focused around the segment of 6th Street between Orange Street and Veile, and 5th and 8th Streets. Key historic buildings in the City are listed in Table 4.1, Key Historic Buildings, and shown on Figure 4.1. Photographs of the key historic buildings are shown below.

TABLE 4.1 HISTORIC BUILDINGS

Historic building	Current Use
Old Bank	Precision Stamping
Old High School	City Hall
Beaumont Carnegie Library	Beaumont Library District
Beaumont Woman's Club	San Gorgonio Pass Historical Society Museum
Old Church	First Christian Church
St. Stephen's Episcopal Church	St. Stephen's Episcopal Church
San Gorgonio Catholic Church	Blessed Kateri Tekakwitha
Beaumont Hotel	Burned down 1909

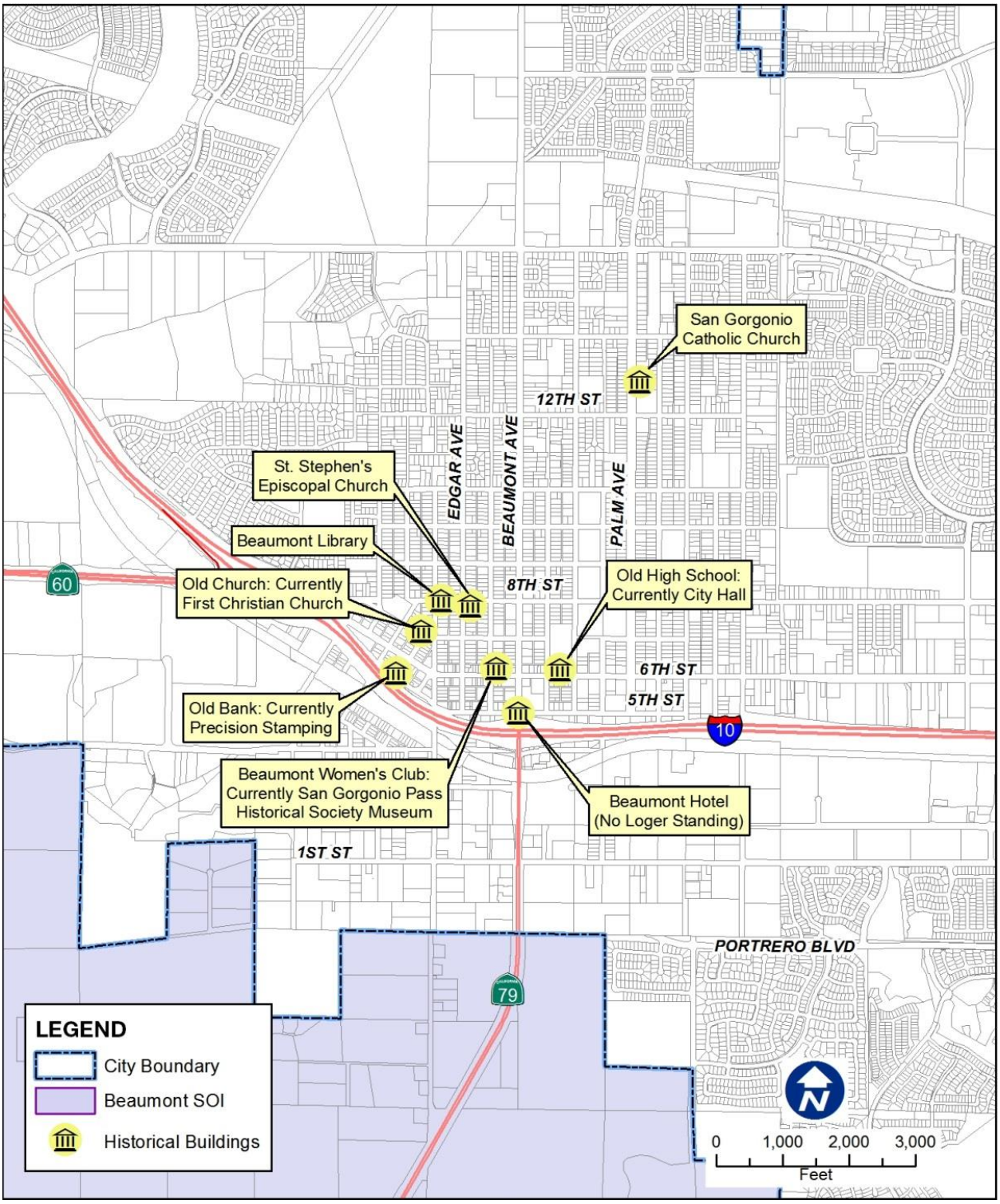
California Points of Historical Interest are buildings, sites, features, or events that are of local significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. The points of interest identified by the California Office of Historic Preservation within the Planning Area are listed in Table 4.2, Local California Point of Interest Resources.

Bogart House

TABLE 4.2 LOCAL CALIFORNIA POINT OF INTEREST RESOURCES

Resource	Location
Beaumont Carnegie Library	125 E. 8th St
Bogart House	545 Euclid Ave
Frink Ranch	Unlisted
Noble's Ranch	Unlisted
St. Boniface School	Unlisted

FIGURE 4.1 KEY HISTORIC BUILDINGS



Old Bank

Old High School

Beaumont Carnegie Library

Beaumont Woman's Club

Old Church

St. Stephen's Episcopal Church

Beaumont Hotel

San Gorgonio Catholic Church

Beaumont's rich architectural history and connection to the past provides the community with an opportunity not afforded to many Inland Empire communities. Rich and deep historical connections help distinguish communities from one another. In the case of Beaumont, the city's long history could be more deeply capitalized on to help differentiate Beaumont from other Southern California communities, helping to communicate to future residents, investors, and patrons that Beaumont is not just another bedroom community.

LAND USE

PLANNING AREA EXISTING LAND USES

The City of Beaumont has a relatively small built footprint compared to its overall size. The Planning Area includes the Sphere of Influence and a portion of land that is unincorporated, residential and undeveloped land outside of city limits. There is limited data on existing use in land outside of the City limits. The greatest use within the Planning Area at more than 75% of the Planning Area is vacant. The next largest category is single family residential at just more than 10%, followed by commercial at 5.7%. The vacant land category includes lands that are reserved for open space as well as land designated for urban uses that have not been developed yet. Residential development is primarily found north of SR-60 and I-10 in the flatter areas of the city. As shown in Figure 4.2, Existing Land Uses within Planning Area, most of the neighborhoods are single-use neighborhoods without supporting commercial uses or services in close proximity. Most of the vacant land, especially that land designated by the existing General Plan as open space, is found in the southern end of the city in areas generally characterized with steeper slopes and more rugged topography. While there is a substantial amount of vacant land within the core area of the city, as well as along the freeways, much of this land has already been entitled for development. This pattern of existing uses indicates that Beaumont is a bedroom community with much potential for growth.

FIGURE 4.2 EXISTING LAND USES WITHIN PLANNING AREA

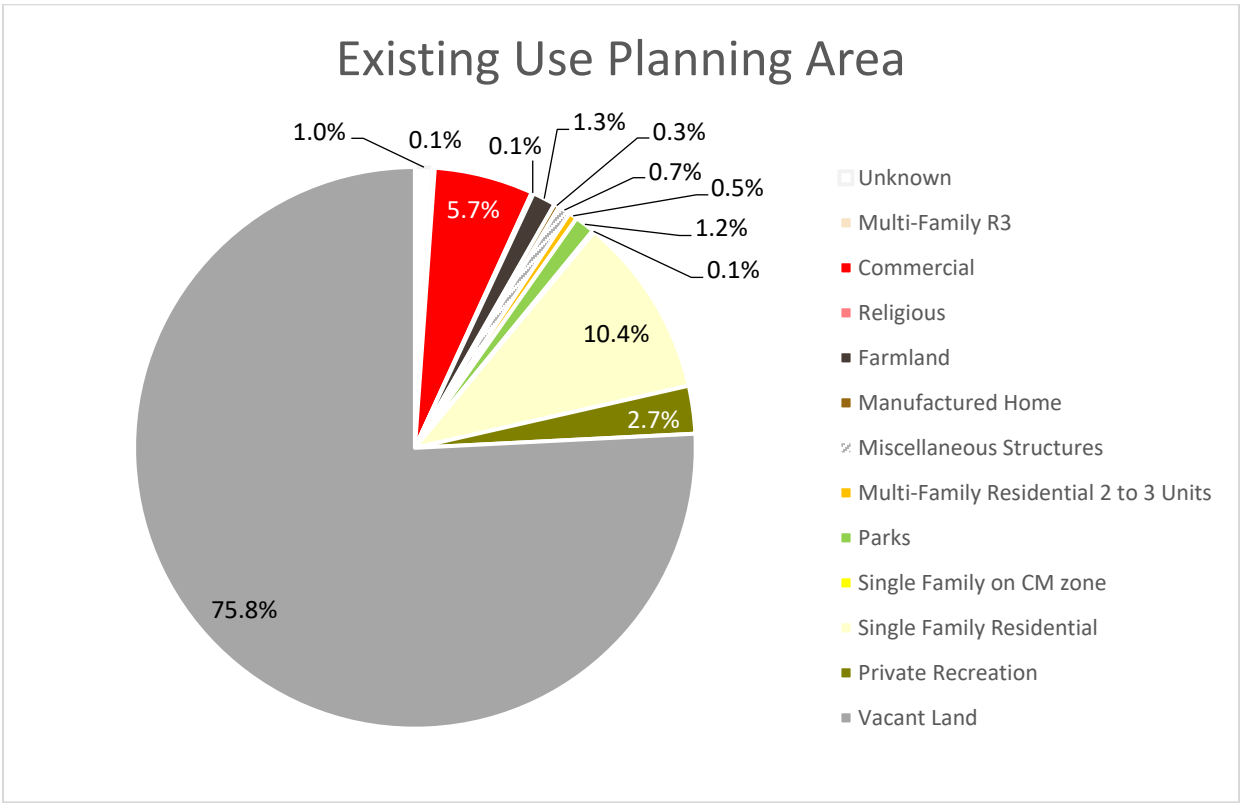
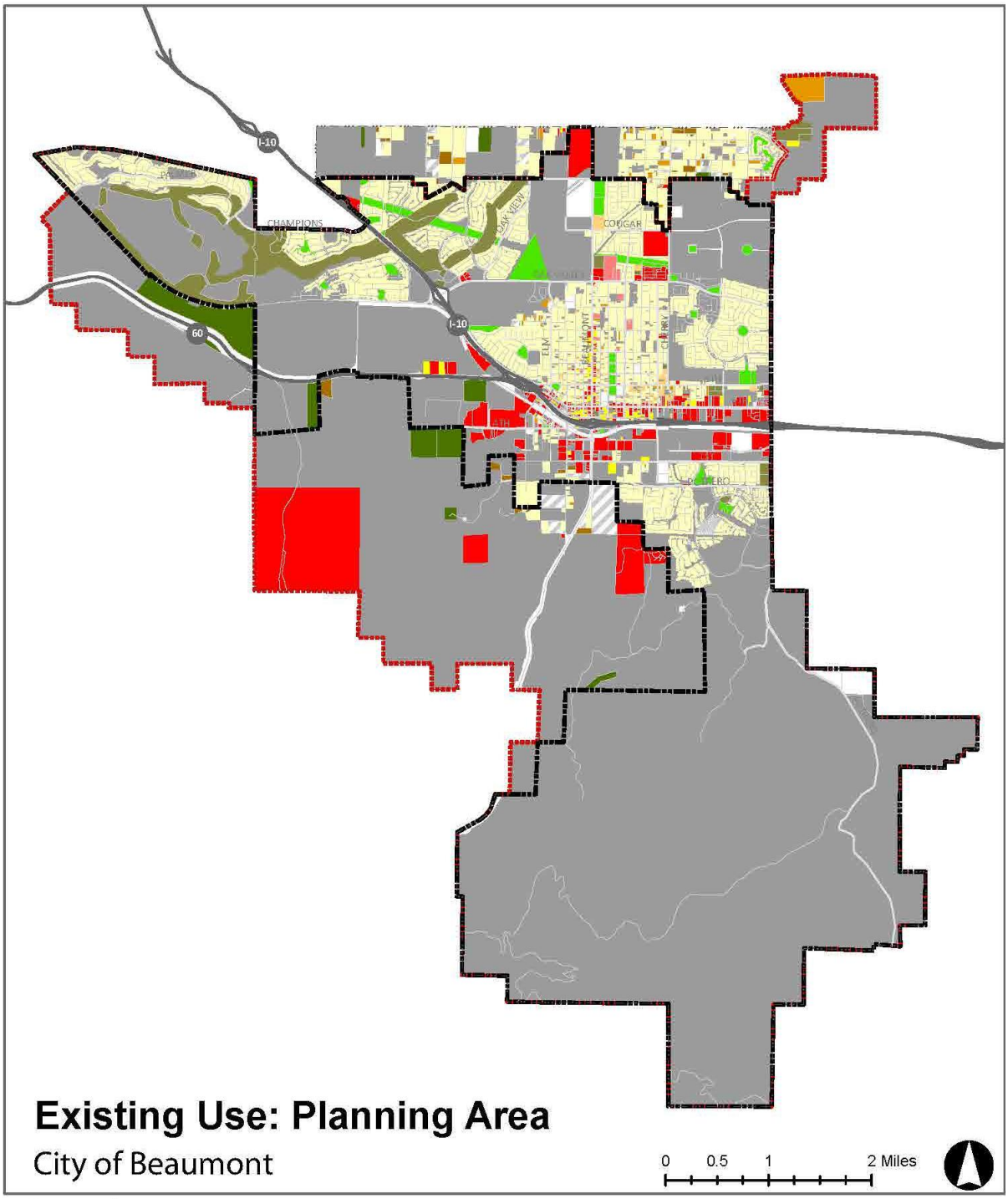


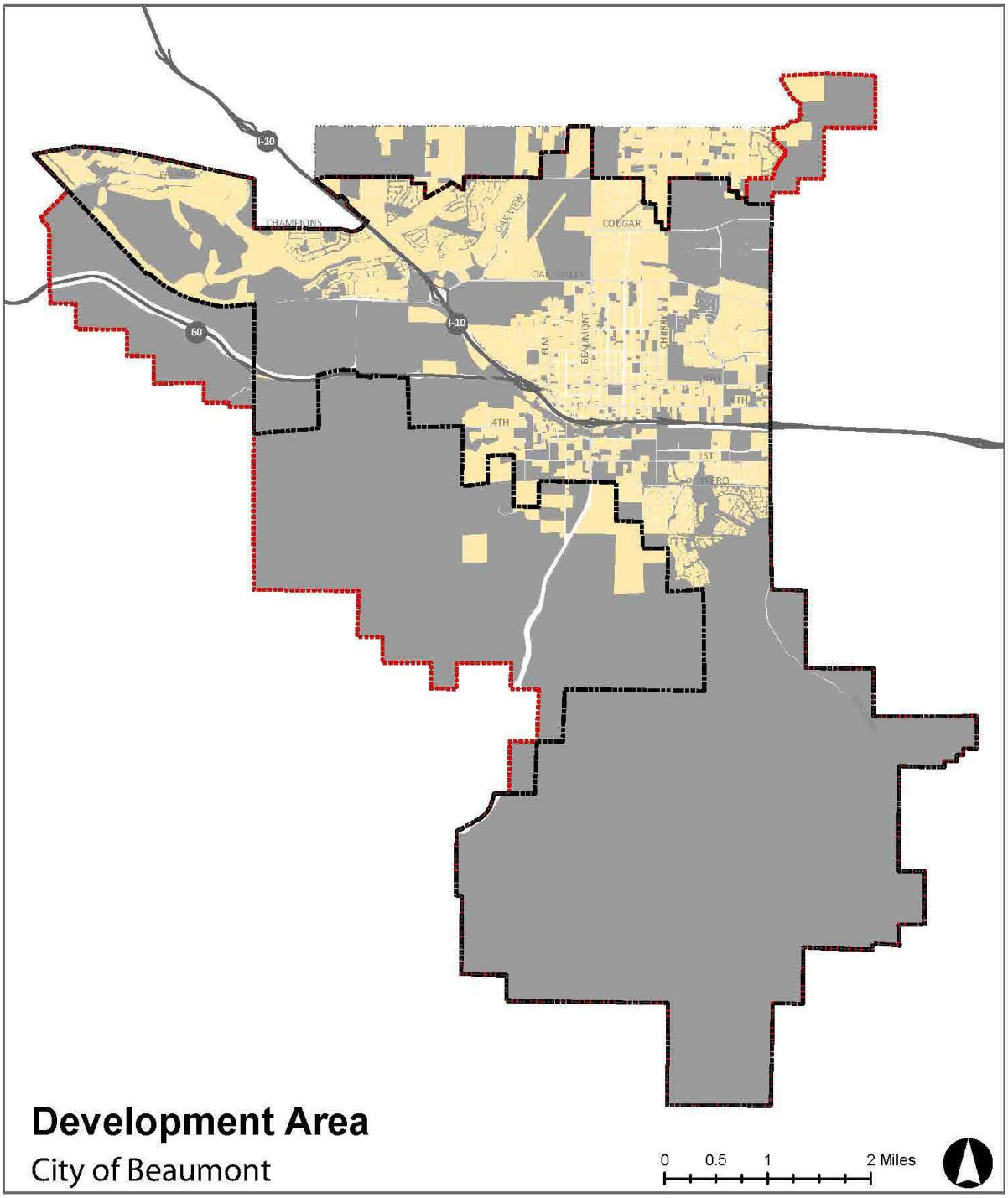
FIGURE 4.3 EXISTING LAND USES WITHIN PLANNING AREA MAP



DEVELOPMENT AREA

A look at the developed area in comparison to the undeveloped area of the city further emphasizes how much undeveloped land is within the city. Figure 4.4 also shows how the city has developed incrementally overtime. The original city center and the smaller parcels and block patterns of the city's early railroad town history are clear. Overtime, development has largely radiated out from the original town center, following the freeway east and west and Beaumont Avenue/SR-79 north. Not all of this undeveloped land could or should be considered for urban uses. Much of the land in the southern half of the city faces numerous development constraints, including topography, habitat, and even hazards associated with previous munitions testing. Similarly, the undeveloped land in the southern half of the city provides important aesthetic benefits, serving as both a backdrop to the city and defining the city's southern gateway. Having such a large area of undeveloped land within the city presents numerous opportunities for the future. Undeveloped land can become new neighborhoods, new shopping centers, new employment centers, or recreation and open space amenities for the community. Even vacant land that has been entitled for a future use but not yet built upon offers the community an opportunity for redefining that land's future, if the community and associated developers have an interest in re-thinking the future of those development projects.

FIGURE 4.4 DEVELOPMENT AREA MAP



Legend

- Sphere of Influence Boundary
- City Boundary
- Planning Area Boundary
- Highways
- Major Roads
- Local Roads
- Developed Land
- Undeveloped Land

Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

PLANNING SUB-AREAS

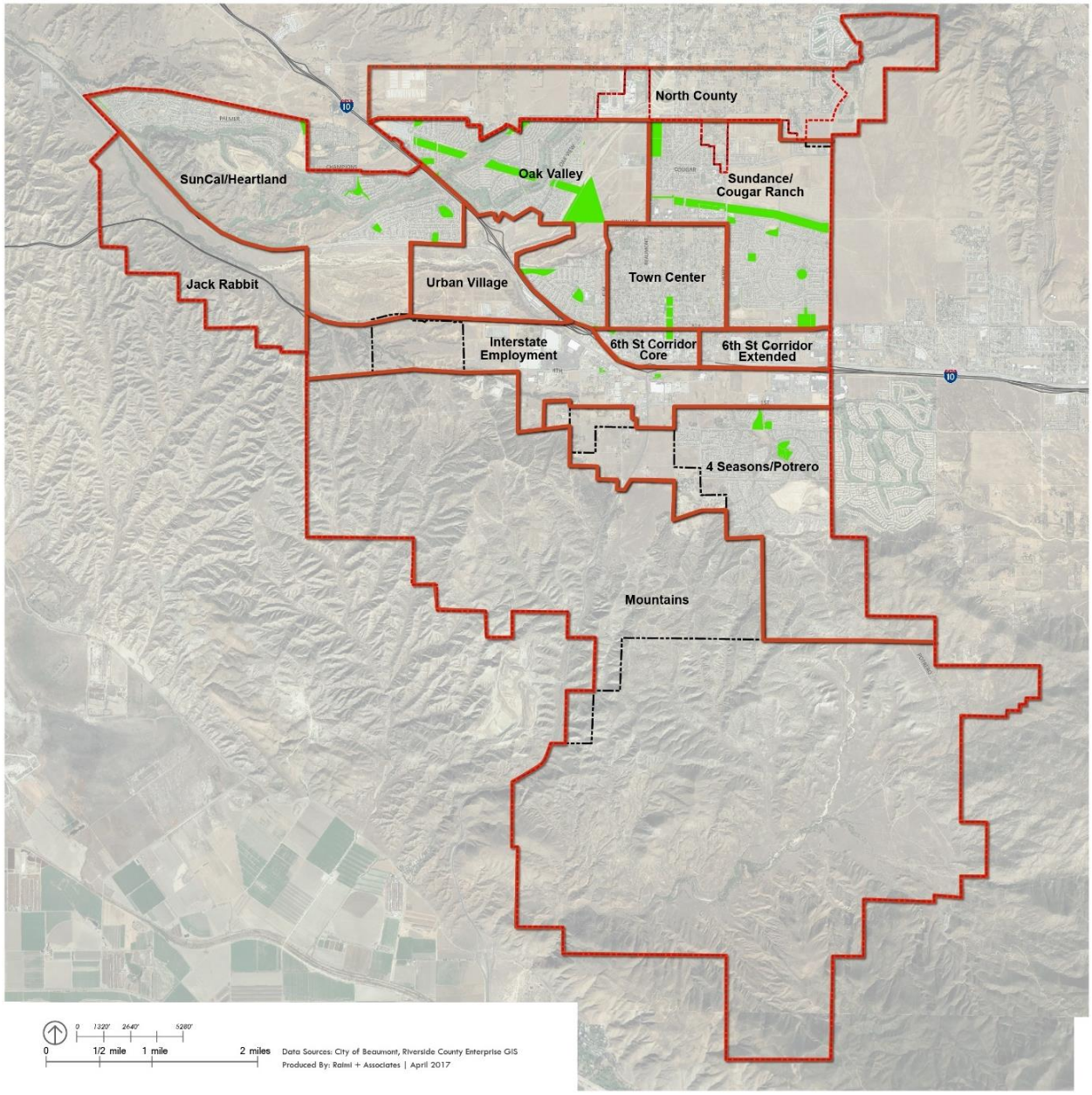
The geographic area governed by the Beaumont General Plan was studied as part of preparing the Existing Conditions Report. The area includes the City's corporate boundaries as they existed in 2005 and the City's established Sphere of Influence. Given the transformation of the City since the 2007 General Plan, the larger Beaumont Planning Area has been subdivided into twelve smaller sub-areas. These planning sub-areas are described below.

- **Town Center.** This sub-area largely corresponds to the older residential section of the City. The sub-area is bounded by 8th Street on the south, Cherry Avenue on the east, Elm Avenue on the west, and Oak Valley Parkway on the north. Residential development within this sub-area largely consists of single-family residential development with multiple-family residential development occupying in-fill lots.
- **Oak Valley.** This planning sub-area is dominated by the Oak Valley Specific Plan, located north of the Oak Valley Parkway and east of the I-10 Freeway and the Three Rings Ranch and Kirkwood developments located to the south of Oak Valley Parkway. The sub-area is bounded by the I-10 Freeway on the west and south, Elm Avenue on the southeast, and Brookside Avenue on the north.
- **North County**. This sub-area is dominated by unincorporated, low density, rural County land. The sub-area includes the community of Cherry Valley and various agricultural uses, including cherry orchards, lavender fields, fruits, herbs and vegetables. This is the only sub-area that includes area outside of the City's jurisdiction, area which has been included to provide the City with a mechanism for coordination with the Cherry Valley community and reconciling any possible conflicts that might arise between the urban uses of Beaumont and the rural uses of Cherry Valley. The sub-area is generally bounded by Cherry Valley Boulevard on the north, Brookside Avenue on the south (and also co-terminates on the west), and extends to Highland Springs Ranch and Inn on the east.
- **Sundance/Cougar Ranch.** This sub-area is predominantly newer single-family homes and includes the Cougar Ranch and Sundance developments. A large portion of vacant land in this sub-area is part of the Sundance Specific Plan. Once completed, the project will include mixed-use development consisting of residential, commercial and public facility (i.e., parks and schools) uses.
- **6th Street Corridor**. This sub-area follows the vision for a Downtown Core Area laid out in the draft Downtown Specific Plan for a higher-intensity, walkable urban core with a mix of residential, office, retail and civic land uses. The Downtown Core is bounded by 8th Street on the north, the I-10 Freeway on the south, Palm Avenue to the east, and the I-10 and the SR-60 interchange on the west. Commercial and industrial uses located along the 6th Street frontage are the predominant land uses within this sub-area. A large number of homes are also found in the sub-area, south of 8th Street.
- **6th Street Corridor Extended.** This sub-area is a continuation of the 6th Street Corridor and is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on the east, and Palm Avenue to the west. Multi-family, commercial, and vacant land are the predominant land uses within this sub-area. The land use pattern in this area consists of future commercial land uses along 6th Street and future multiple family development along the south side of 8th Street.
- **Interstate Employment.** This sub-area contains large tracts of undeveloped land, farmland, and industrial development. It is located to the south of the I-10 Freeway and the Union Pacific Railroad, extends to the western City boundary, and Highland Springs Road on the east. The land use pattern in this area has the potential to accommodate future interstate employment.
- **4 Seasons/Potrero.** This sub-area is predominantly newer single-family homes and includes plans for the Seneca Springs, 4 Seasons and Potrero Creek Estates developments. Once completed, the projects will

provide single family residential housing and include diverse recreational opportunities, natural open space, and trails.

- **Urban Village**. This sub-area is predominantly north of SR-60 freeway and south of the I-10. There is an existing Urban Village Overlay that could include a regional commercial center, higher density residential development, open space, and recreational amenities. However, at this time, the sub-area is largely vacant. Industrial land uses are not presently allowed within the Urban Village Plan Overlay and any development proposals within the area would require a specific plan.
- **SunCal/Heartland.** This large sub-area is located west of the I-10 Freeway and includes areas located north of the SR-60. The majority of the sub-area is currently undeveloped, though new residential projects are planned as part of the SunCal, Heartland, and Tournament Hills and Fairway Canyon developments.
- **Jack Rabbit:** This sub-area includes the mountainous range known as the San Timoteo Badlands. This area is undeveloped and contains the western extent of SR-60 in Beaumont.
- **Mountains:** This Planning Sub-Area includes Potrero Canyon and Laborde Canyon, an area totaling more than 11,000 acres and consisting of predominantly vacant land. A portion of this site was owned by Lockheed Martin and was used as a test site for rocket motor and weapons testing from 1960 to 1974. The site was approved for County acquisition, and pending clean-up, will serve as protected open space.

FIGURE 4.5 PROPOSED GENERAL PLAN SUB-AREAS MAP



HOUSING

Beaumont has experienced significant growth in the last few decades. Over 65% of its housing stock is less than 20 years old. About one-quarter, or 26%, of land within city limits is allocated for residential use. Vacant residential land (13%) is the most common type, followed by single family residential land (12% or 3065 acres). The homes in the City were built over a long period of time. The older residential neighborhoods in the Town Center and along the 6th Street Corridor are generally more diverse in terms of residential types than the newer neighborhoods. These older neighborhoods usually contain a mixture of all types, whereas newer areas are farther away from the City center and are predominantly suburban tract housing. Less than 1% of the City's land use (80 acres) are manufactured homes – there are three mobile home parks in the City, including an age-restricted (55+) community. Similarly, multifamily housing residential makes up less than 1% of land uses within the Planning Area (29 acres). There are only three apartment communities with more than 40 units and these are all affordable housing complexes. Orchard Creek Apartments, a 143-unit community, is the largest. In addition, there is one co-op community, Beaumont Terrace, which offers 50-units of affordable housing for seniors. The newer subdivisions are located along the eastern, northern and western edges of the city.

AGE OF HOUSING UNITS

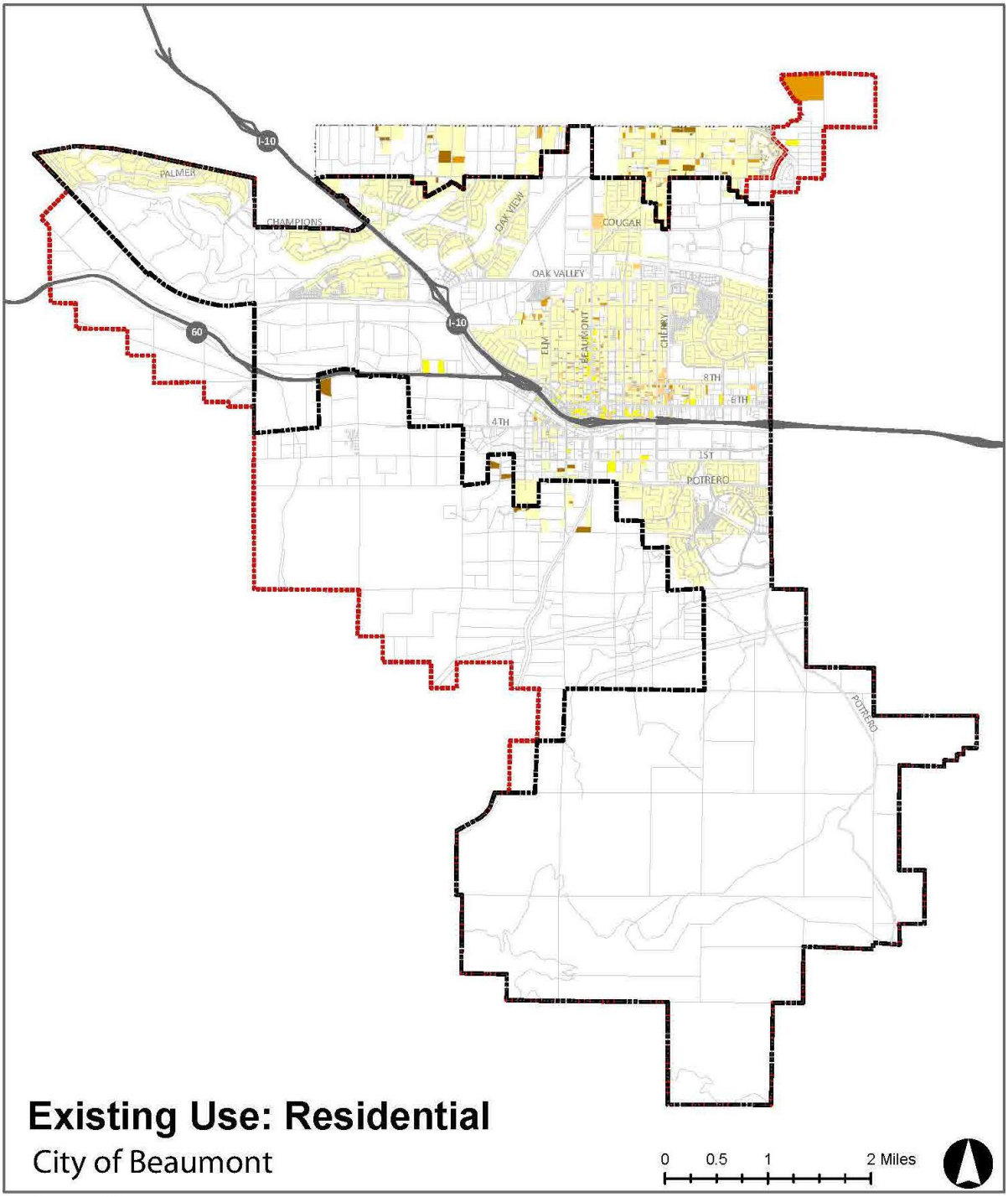
According to the 2011-2015 American Community Survey estimates, the number of homes built in the City peaked in the period between 2000 and 2009, in which 8,232 units were developed. During this period, the percentage of houses built in Beaumont (60.7%) was more than two times the units in the County (27.3%) and three times higher than neighboring Banning (17.3%). Since 2009, the percentage of housing units built in Beaumont significantly decreased, dropping to 4.3% between 2010 - 2013 and to 0.5% since 2014.

TABLE 4.1 AGE OF HOUSING UNITS

	City of Beaumont	Riverside County
Built 2014 or later	0.5%	0.1%
Built 2010 to 2013	4.3%	1.4%
Built 2000 to 2009	60.7%	27.3%
Built 1990 to 1999	5.0%	15.8%
Built 1980 to 1989	5.4%	21.6%
Built 1970 to 1979	6.7%	15.2%
Built 1960 to 1969	4.7%	8.2%
Built 1950 to 1959	7.2%	6.3%
Built 1940 to 1949	3.0%	2.0%
Built 1939 or earlier	2.5%	2.1%
Total Housing Units	13,563	815,322

Source: ACS 2011-2015 5 Year Estimates

FIGURE 4.6 EXISTING RESIDENTIAL USES



Legend

- City Boundary
- Sphere of Influence Boundary
- Planning Area Boundary
- Highways
- Major Roads
- Local Roads
- Single Family on CM zone
- Single Family Residential
- Multi-Family R3
- Multi-Family Residential 2 to 3
- Manufactured Home

Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

HOUSING TENURE & OCCUPANCY

Housing tenure refers to whether a unit is owner-occupied or rented. A housing unit refers to a house, apartment, group of rooms, or single room; the unit is considered occupied if it operates as separate living quarters and is currently occupied. According to the American Community Survey, 94.1% of housing units are occupied and 5.9% are vacant In Beaumont. Riverside County has 85.8% of units occupied and 14.2% vacant. Of the 12,579 housing units that are occupied, 75.3% are owner-occupied and 24.3% are renter-occupied. Compared to Riverside County, the City of Beaumont has a higher rate of owner-occupied housing units (64.8%) and lower rate of renter-occupied housing units (35.2%).

TABLE 4.2 HOUSING TENURE & OCCUPANCY[10]

	City of Beaumont	Riverside County
Housing Tenure		
Owner-occupied	75.3%	64.8%
Renter-occupied	24.7%	35.2%
Housing Occupancy		
Occupied housing units	94.1%	85.8%
Vacant housing units	5.9%	14.2%
Total Housing Units	**13,563**	**815,322**

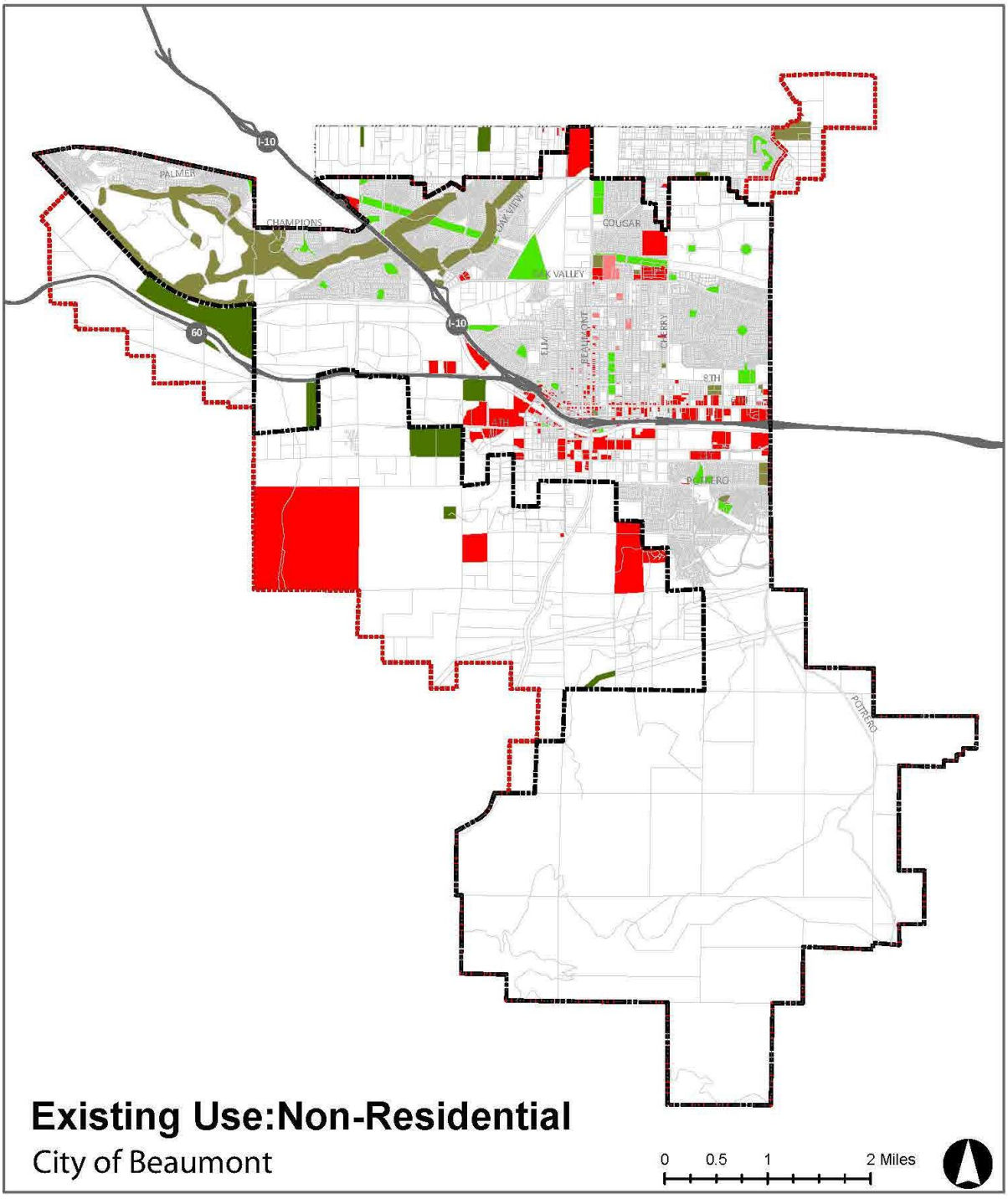
Source: ACS 2011-2015 5-year Estimates, Selected Housing Characteristics

NON-RESIDENTIAL USES

Non-residential uses make up almost 10% of the Planning Area. The County Assessor Parcel Data provides little distinction, so it is hard to parse the data into smaller trends. Commercial uses, which also include industrial uses and some institutional uses, comprise approximately 5.7% of the Planning Area (1530 acres). Retail and industrial uses are primarily located along the city's freeways and boulevards. The city also has approximately 358 acres of farmland (1.33% of the Planning Area). Finally, the City has approximately 737 acres of private recreational uses. Primarily, these uses are comprised almost entirely of private golf courses.

[10] Tables 4.2, 4.3 and 4.4 and Figure 4.8 are based on best available data from the City in 2016.

FIGURE 4.7 EXISTING NON-RESIDENTIAL USES



Data Sources: City of Beaumont GIS data, Riverside County GIS data, 2015 ESRI, World Terrain Base

DEVELOPMENT PATTERNS

Beaumont has been accommodating its spike in population growth with the construction of several new master planned communities, including Oak Valley Greens, Three Rings Ranch, Solera, Sundance and Tournament Hills that are comprised of over 25,000 new residential units. New arterial roads and freeway intersections are also under development. There are currently 50 development projects in Beaumont that are currently under construction, entitled projects not yet in constructions, recently completed. Development is not clustered in one particular area, rather, there are projects located throughout the Planning Area and on both sides of Interstate 10 and on both the east and west sides of the City. Of the projects, currently under development: Fairway Canyon is located in the northwest, Sundance is located to the northeast, the Four Seasons is in the Southwest, and Heartland is located in the West. The projects under development will bring a combined total of 10,659 new dwelling units, which is critical for accommodating Beaumont's burgeoning population growth.

TABLE 4.3 PROJECTS CURRENTLY UNDER CONSTRUCTION

Project	Residential Acreage	Commercial/ Industrial Acreage	Number of Dwelling Units
Sundance	886.85	4450	4450
Fairway Canyon	678.00	46.4	3300
Four Seasons	365.30	-	1890
Heartland	207.60	61.80	981
Seasons at Beaumont	1.30	-	38
Rolling Hills Ranch	-	155.00	-
Total	**2139.05**	**276.05**	**10,659**

TABLE 4.4 ENTITLED PROJECTS NOT YET IN CONSTRUCTION

Project	Residential Acreage	Commercial/ Industrial Acreage	Number of Dwelling Units
Kirkwood Ranch	128.00	-	403
Potrero Creek Estates	307.80	-	700
Tract No. 32850	29.09	-	95
Noble Creek Vistas	222.50	-	648
Hidden Canyon Industrial	-	158.83	-
Sunny-Cal Specific Plan	216.05	10.08	571
Tournament Hills	63.56		279
Beaumont Commercial Center	-	7.07	-
Sundance Corporate Center	-	13.6	-
Total	**967.00**	**189.58**	**13,355**

FIGURE 4.8 CURRENT AND RECENTLY BUILT DEVELOPMENT PROJECTS

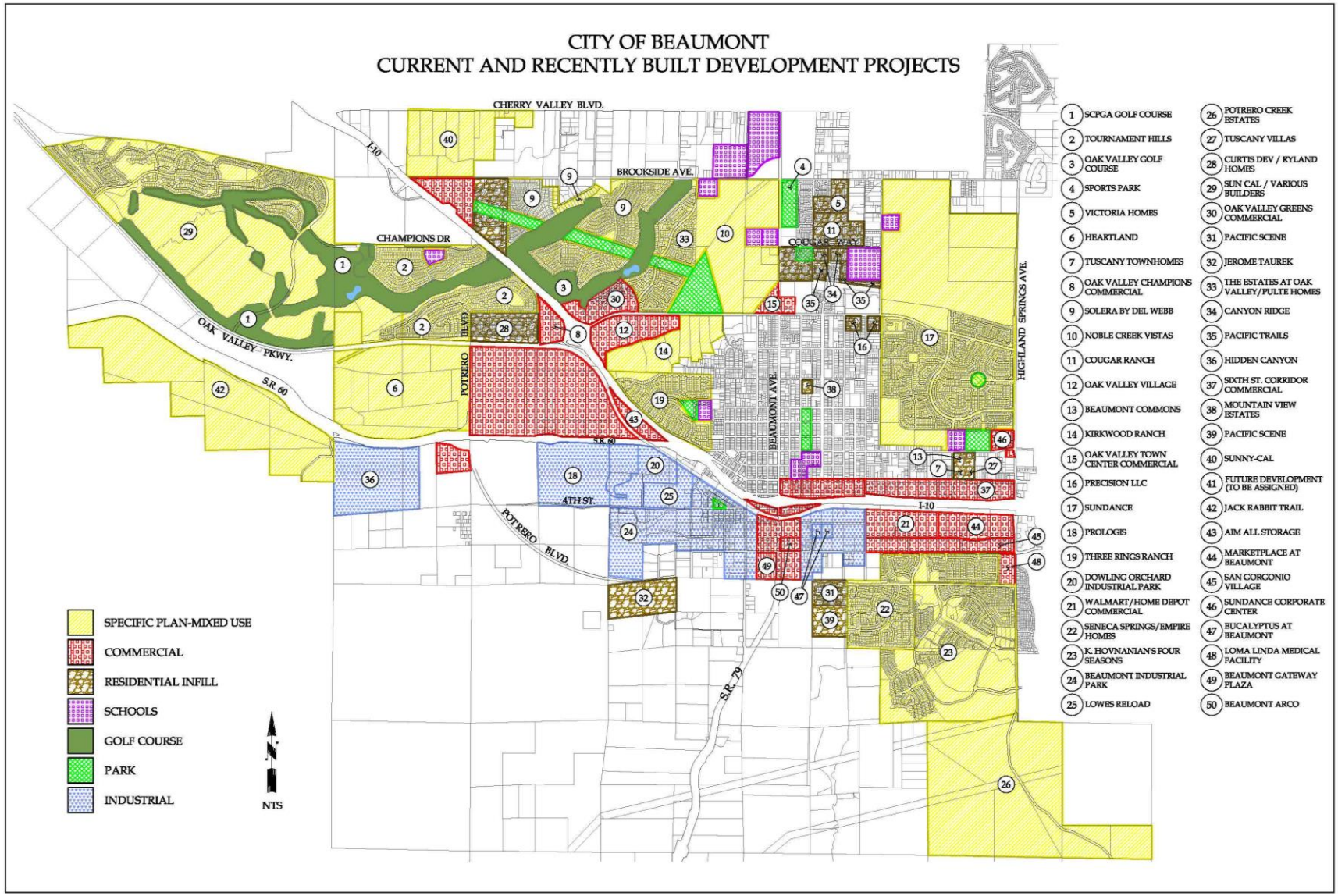
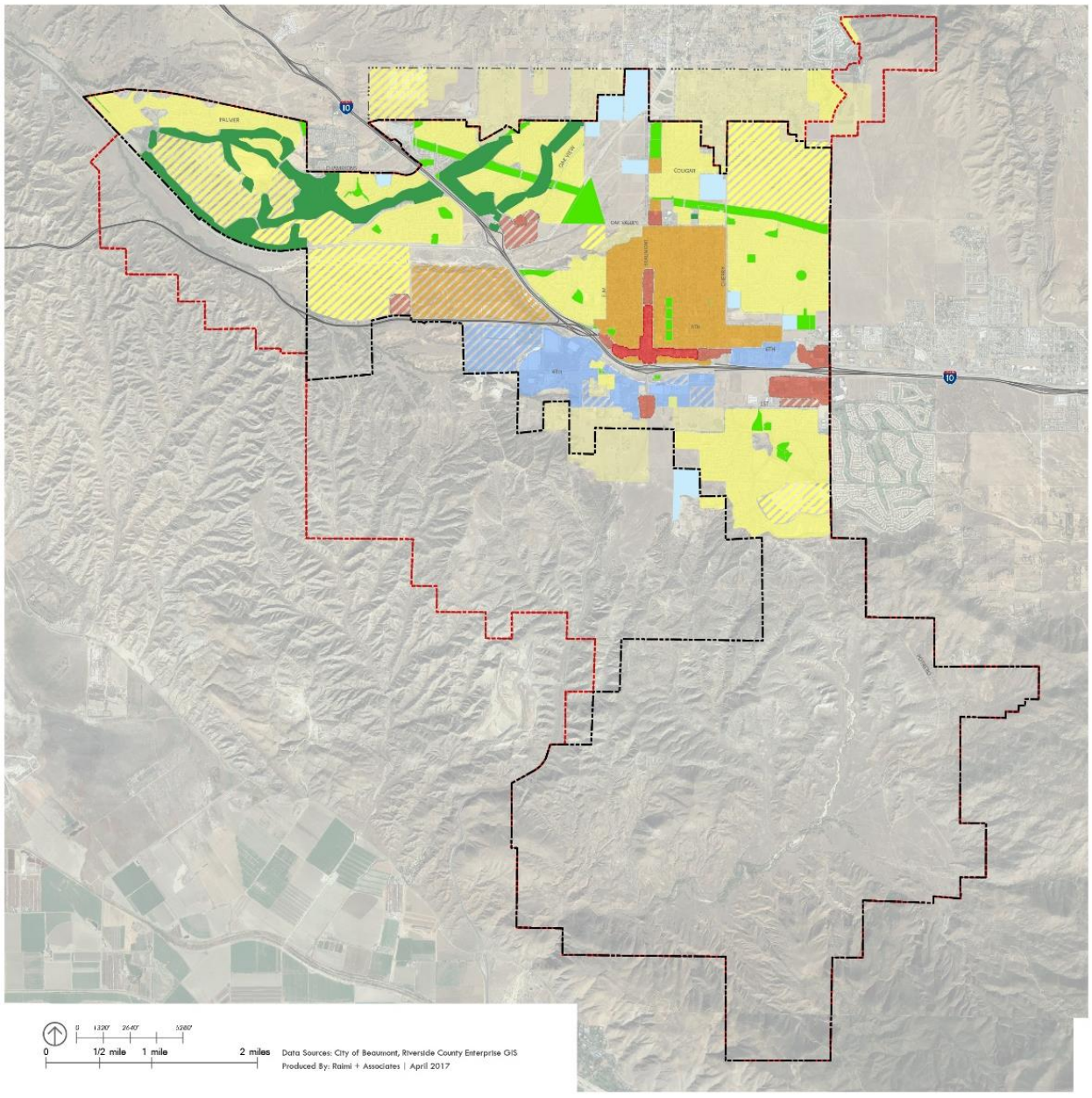


FIGURE 4.9 DEVELOPMENT PATTERN MAP



Development Pattern

- Town Neighborhood
- Planned Town Neighborhood
- Town Center
- Surburban Neighborhood
- Planned Surburban Neighborhood
- Suburban Center
- Planned Suburban Center
- Rural Neighborhood
- Employment District
- Planned Employment District
- Recreational Commercial/Golf
- Major Parks/Open Space
- City Properties
- Schools
- Sphere of Influence Boundary
- City Boundary
- County Areas to be Annexed

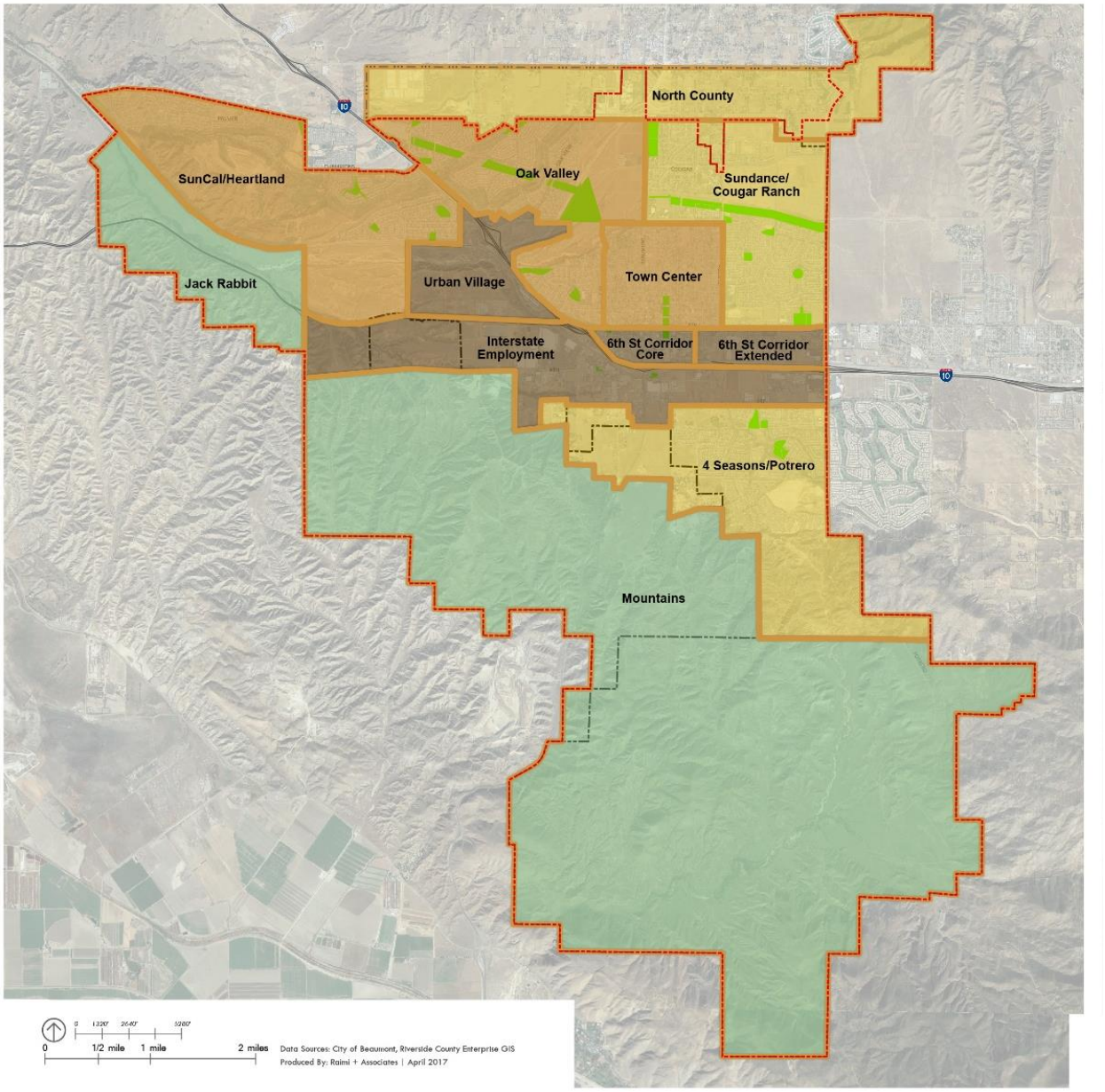
DEVELOPMENT OPPORTUNITY AREAS

- Based on the analysis of neighborhoods, districts and corridors, the City can be characterized into four categories reflecting the types of change or development potential that might be realized during the horizon of the General Plan. The four categories are:
- **Maintain.** Areas of the City where the general character of the area will likely remain the same, but some limited improvements might occur. This may include, but is not limited to, improvements to the public realm, addition of community facilities, or the introduction of neighborhood-serving uses that are desired, but currently absent.
- **Enhance.** Areas of the City where change might be desired or necessary to the public and private realms and where change will happen gradually over the entire horizon of the General Plan and beyond.
- **Evolve/Transform.** Areas where there may be the most potential or desire for significant change in the short to middle term (approximately five to ten years). These areas may look very different in a short period of time.
- **Preserve.** Areas of the City that are most likely to remain as preserved land, including uses designated for open space, regional recreation, and habitat protection.
- The purpose of this classification is to begin a discussion on the level and type of change expected or desired in each area of the City, as well as providing a general idea of where new development should or could be directed. The map and table that follow shows the potential opportunity available or likely nature of change in each sub-area.

TABLE 4.5 GENERAL PLAN PLANNING SUB-AREAS

Planning Area	Maintain	Enhance	Evolve/Transform	Preserve
Town Center		X		
6th street core			X	
6th street extended			X	
Urban village			X	
Oak valley		X		
Interstate Employment			X	
Sundance/Cougar Ranch	X			
SunCal/heartland		X		
North county	X			
4 Seasons/Potrero	X			
Mountains				X
Jack Rabbit				X

FIGURE 4.10 DEVELOPMENT OPPORTUNITIES MAP



Development Opportunities

- Maintain
- Enhance
- Evolve/Transform
- Preserve

- Sphere of Influence Boundary
- City Boundary
- County Areas to be Annexed

CITY STRUCTURE

Neighborhoods, districts, and corridors are the fundamental components of all cities. Mapping these components of a city help to provide an understanding of how people live, shop, work, play, and get around in their communities.

Neighborhoods are the basic building block of great cities. At their core, neighborhoods are the places where we live and are typically mostly residential. Complete neighborhoods are developed areas with a balanced mix of human activity with uses including dwellings, workplaces, shops, civic buildings, and parks. A neighborhood should mix a variety of residential types within a walkable network of green streets and parks, well-connected to parks, schools and neighborhood centers to serve daily shopping needs.

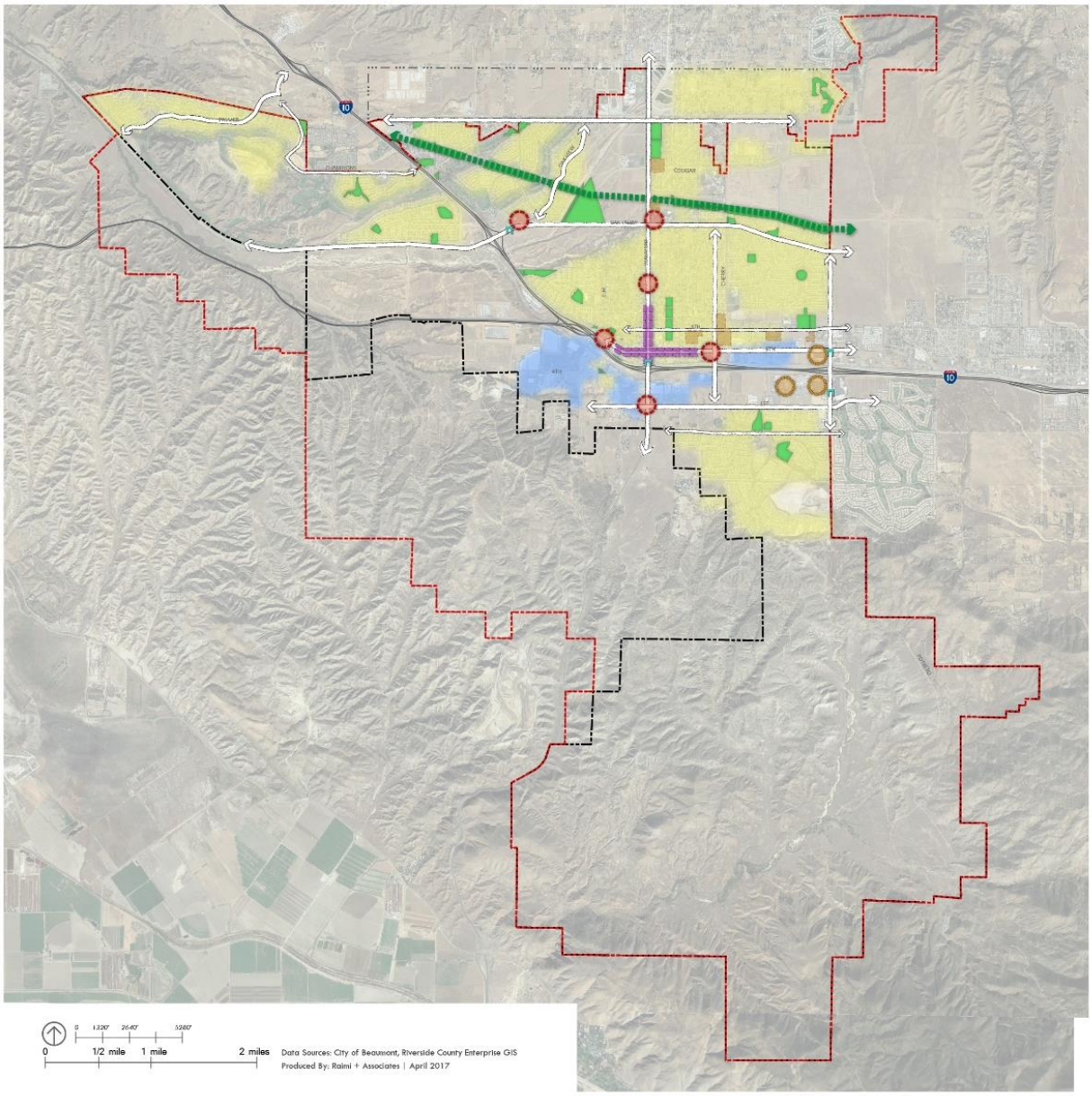
Districts are areas of the city that are functionally specialized with supportive uses without being rigorously regulated to a single use, such as a shopping center. One of the best examples of a district are downtowns (and similarly referred to on Figure 4.11 as the Downtown Core) in which a retail specialization once occurred, but in concert with supporting residential, office, and institutional uses. Districts play an important role in a city since they are typically the primary retail and entertainment areas, and provide jobs and economic development opportunities.

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

Corridors are both the separators of neighborhoods and districts and the viaducts by which people move throughout town. Corridors take many shapes and forms and, as a primary component of the public realm, also serve different transportation and placemaking purposes. In some cases, such as 6th Street through Downtown, corridors have more permeable edges and are readily accessed from the adjacent neighborhoods and districts. In cases where corridors have very high connectivity to surrounding areas, corridors function as "to" places in which people gather and congregate, such as the case with the prototypical Main Street. In other cases, such as along the edges of the newer master planned communities or with conventional arterials, corridors have very limited connectivity to the adjacent areas and serve primarily to move cars. In these limited-access cases, corridors serve primarily as "through" places and a great emphasis is put on efficient automobile operations.

These components of cities can be further defined to convey the type of place or use as is shown in Figure 4.11, City Structure. The existing pattern of land use in the City includes residential, mixed-use, commercial, and open space largely oriented around the east-west regional transportation facilities that bisect the City. The design of districts, neighborhoods, and corridors can actively shape the creation of a town with great accessibility and connectivity. The City Structure map below includes the City's downtown core and the existing network of commercial, residential, and employment centers, in addition to parks and open space. In a compact and walkable environment, centers are characterized by the urban and walkable character and their mix of uses. Gateways can also help make entrance points into the City more prominent and enhanced by using design features unique to the City, such as monuments, gateway markers, art, or signage.

FIGURE 4.11 CITY STRUCTURE MAP



ACCESSIBILITY AND CONNECTIVITY

The pattern in which a place is developed in terms of the street layout, block size, and arrangement of uses, can have a profound effect on how that place functions and heavily influence the day-to-day choices of the people who live, work, shop, and play in that place. For example, neighborhoods with high levels of internal connectivity to community services, including parks, schools, and retail, can provide residents with multiple options on how to get to their destination, both in terms of route and mode (drive, walk, or bike). In turn, such a design can promote transportation efficiency, encourage daily physical activity, and powerfully shape an inviting pedestrian environment. Factors such as a predominance of cul-de-sacs, dead end streets, and a lack of pedestrian connections can similarly shape how we live by largely limiting transportation choices to automobiles.

STREETSCAPE QUALITY AND PEDESTRIAN NETWORK

The layout and quality of the streetscape varies significantly by neighborhood. In some older residential neighborhoods, sidewalks are separated from roadways by landscaped parkways, often incorporating grass and shade trees. In the newer residential areas, sidewalks are typically adjacent to the curb and gutter while landscaping is minimal.

Sidewalks are generally continuous in the residential neighborhoods, though there are occasionally gaps in connectivity between neighborhoods and even from block to block. Older neighborhoods tend to feature better connectivity between blocks, but lack a continuous style or layout. Walkway widths, setback from roadway, landscaping and disabled person's access all vary. In general, the pedestrian network in these older neighborhoods could be considered safer and more walkable. The main component missing is favorable destinations; houses, schools and parks are connected and within walking distance but food service and commercial developments are still focused outside of these residential areas, requiring residents to either walk in a less pedestrian-friendly environment or use another form of transportation. Outside of residential and commercial core areas, sidewalks are not common.

Crosswalks are common at intersections of higher volume streets throughout the City. They are less common at intersections of residential streets and collectors/arterials. Crosswalks are also much more prevalent in the vicinity of parks and schools.

BLOCK SIZE

Block size is an important factor in determining how walkable an area is and what reasonable transportation choices we have: larger blocks tend to be less walkable and more automobile oriented, smaller blocks tend to facilitate more walking. Block size also tends to influence parcel size and, together, block size and parcel size can influence the type of development and businesses that locate in an area. An examination of the block sizes in Beaumont demonstrates three major block size variations in the City:

- Small, walkable blocks that are less than 2 acres in size (average block size of 1.2 acres) dominate the older, central areas of the City proper and make up about 30% of the City area.
- Moderate blocks of 3 to 25 acres predominate in the City (57%) and are most common in the suburban expansions along edges of the City proper (average block size of 7.3 acres).
- Superblocks larger than 26 acres are found dispersed across the City and largely include entitled land that that is not currently developed (average block size of 123.5 acres).

Block size varies in Beaumont, primarily by age. Older residential neighborhoods and commercial areas, such as the downtown core, feature smaller blocks laid out in a traditional grid pattern. The average distance between intersections in the downtown core and surrounding neighborhoods is 375 to 500 feet. The road system is uniform

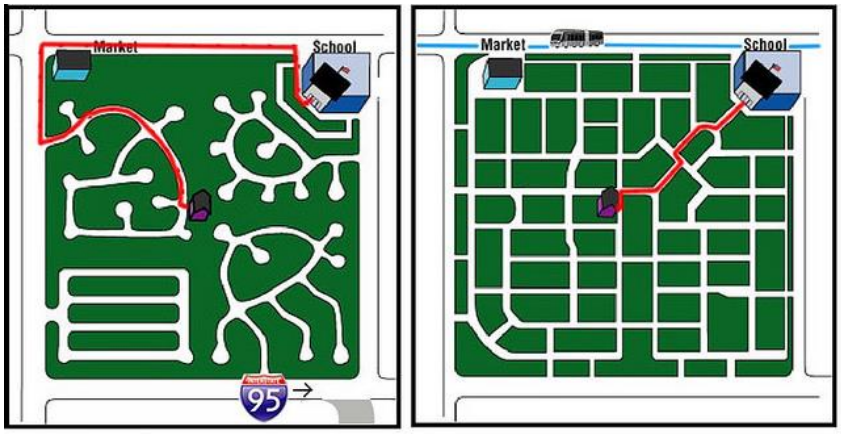
and the intersection distance doesn't typically exceed 500 feet. A commonly used measure for walkable neighborhoods is an intersection distance of 500 feet, indicting the Downtown has great potential as a walkable place. Further away from downtown, block sizes increase and cul-de-sacs become more common.

Newer residential developments seem to commonly feature an internal road network that is isolated from the arterial roadways providing access to the site except for occasional entries and exits mid-block. These roads rarely form a connected grid pattern, and as a result, travel distances between homes is increased, and access to the major roadways is often limited to a few points for the entire development. The analysis of the City shows moderate to low connectivity within these newer neighborhoods. The resulting intersection spacing can exceed 1200 feet. This configuration is commonly known as a "superblock", where arterial roads surround an independent residential neighborhood. However, in these areas pedestrian connectivity outside the neighborhood is lacking. Walls along property lines prevent access to connector roads and arterials from homes directly adjacent to the roads, and pedestrian paths are not common.

Recent commercial developments are typically built on large lots and feature a big, central parking lot serving all businesses, creating large blocks. In the rural and industrial areas, blocks can grow very large, having little to no internal circulation between the arterials and through streets.

INTERSECTION DENSITY

Intersection density works hand in hand with block size to influence how a place looks and feels and how people get around. The design of a more compact and connected neighborhood street network impacts whether people walk and bike, in addition to how much they drive. A walkable neighborhood facilitates direct travel between destinations and can have powerful impacts on health, including the prevention of obesity, heart disease, and diabetes.



Driving-only transportation pattern

Walkable connected transporation network

ACCESSIBILITY TO PARKS

Parks can have significant impacts on residents' health and well-being. The close proximity of parks and recreation services encourages use, physical activity, and mental health benefits. Quality access to parks includes availability near homes, in addition to safe, engaging, and user-friendly facilities. Access to parks in Beaumont is generally high - 55% of all residents have access to a park within a quarter-mile and 82% have access to a park within a half mile.

ACCESSIBILITY TO SCHOOLS

The location of school facilities is important to ensuring student access, in addition to safe access to school. The school zone generally extends from the front door of the facility and includes any blocks that generate a high concentration of school-generated traffic. The walking boundary is typically no more than a mile-out from a school. Walking access to schools in Beaumont is generally low at a quarter-mile (15%) and half-mile (35%) distance from all schools.

ACCESSIBILITY TO RETAIL

Neighborhood retail has a profound effect on people's desire to live in urban neighborhoods and communities. The convenience and availability of a variety of goods and services can play an important role in how people choose where to live and the economic sustainability of the area. Access to retail in Beaumont is moderate with 17% of all residents within a quarter-mile and 37% within a half mile distance.

WALKABILITY

The above discussions about accessibility, connectivity, and pedestrian environment are important variables describing whether a place is walkable. There are many benefits to living in a walkable urban environment. Economic benefits include higher property values, increased private investment, and tourism. In addition, people residing in neighborhoods with mixed land use typically engage in more total physical activity than those in single-use neighborhoods. The combination of high connectivity, high population density, and mixed land use, where residents live in proximity to services and amenities, can powerfully stimulate the local economy. For the past several decades, most places were developed to prioritize the automobile as the primary mode of travel. However, in recent years, there has been a great resurgence and interest in walkable neighborhoods and shopping and entertainment districts. In part, this is fueled by demographic shifts as the Baby Boomers retire and the Millennials establish themselves in the world. For a variety of different reasons, both generations are seeking walkable places. Communities without walkable environments will likely struggle to remain competitive as these two large generations choose to live and shop in places that are not automobile dependent. Beaumont's Downtown and the 2007 General Plan's vision for an Urban Village are two examples of such a concept in the city.

FIGURE 4.12 BLOCK SIZE MAP

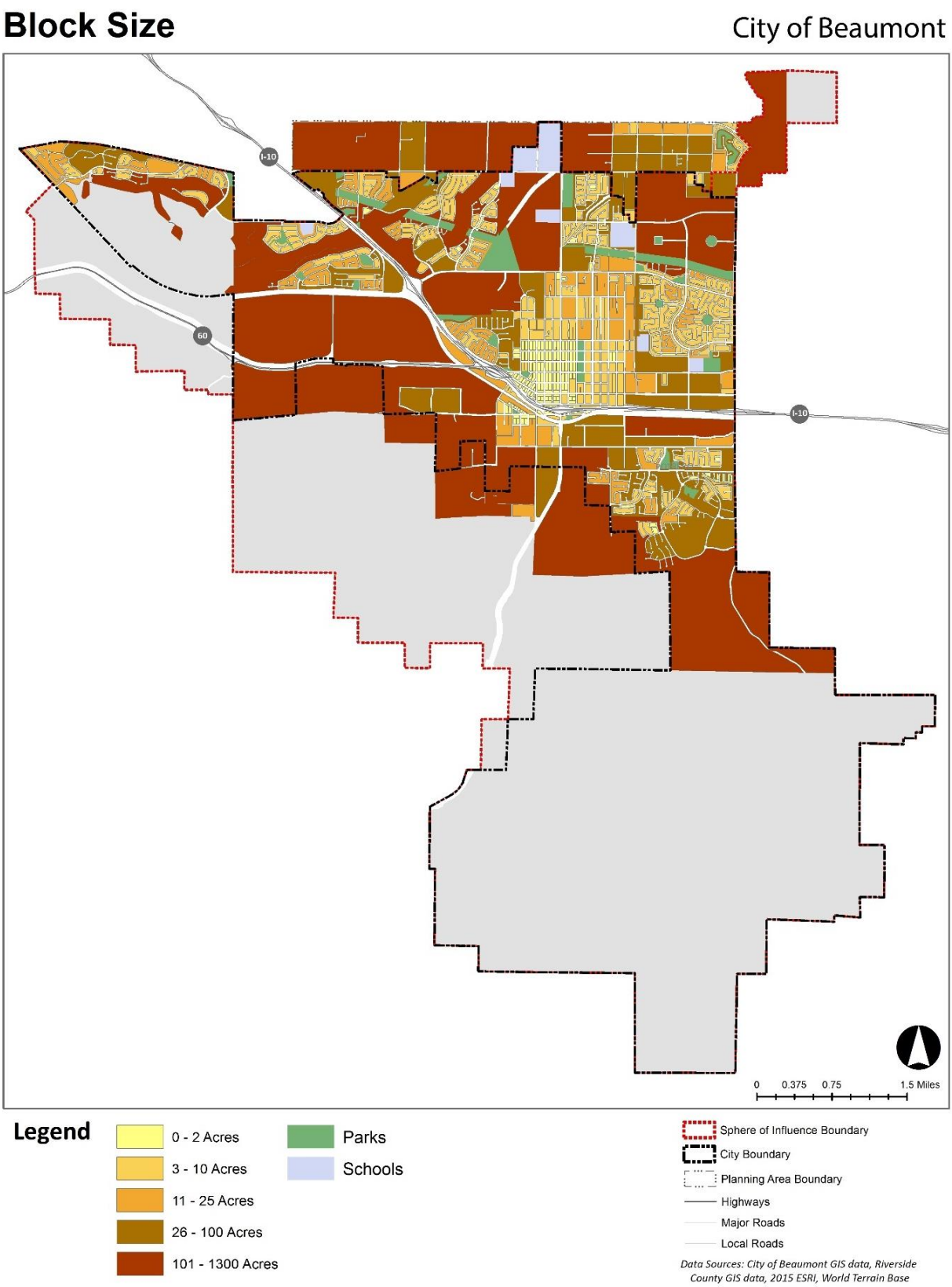


FIGURE 4.13 ACCESS TO PARKS MAP

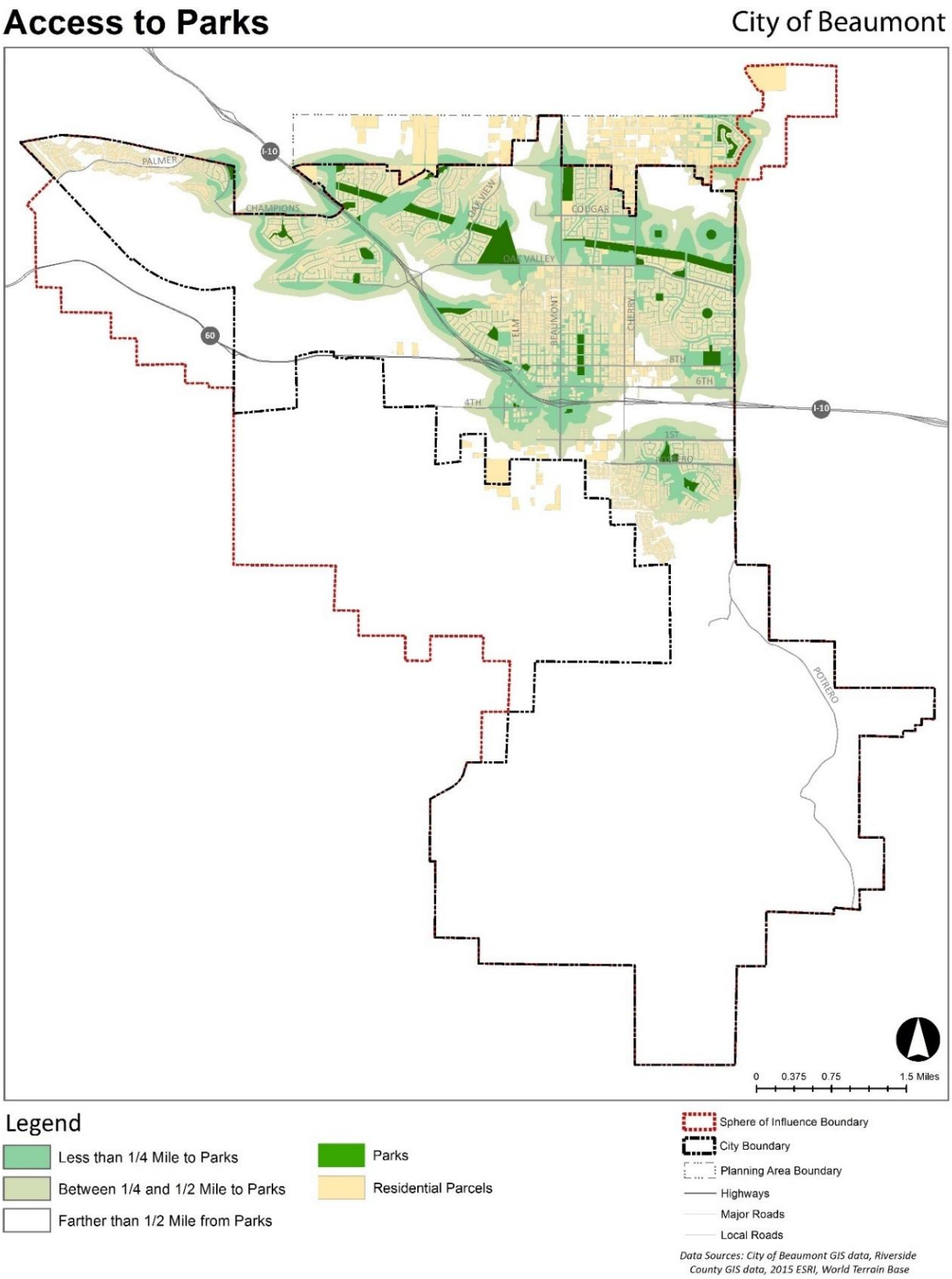


FIGURE 4.14 ACCESS TO SCHOOLS MAP

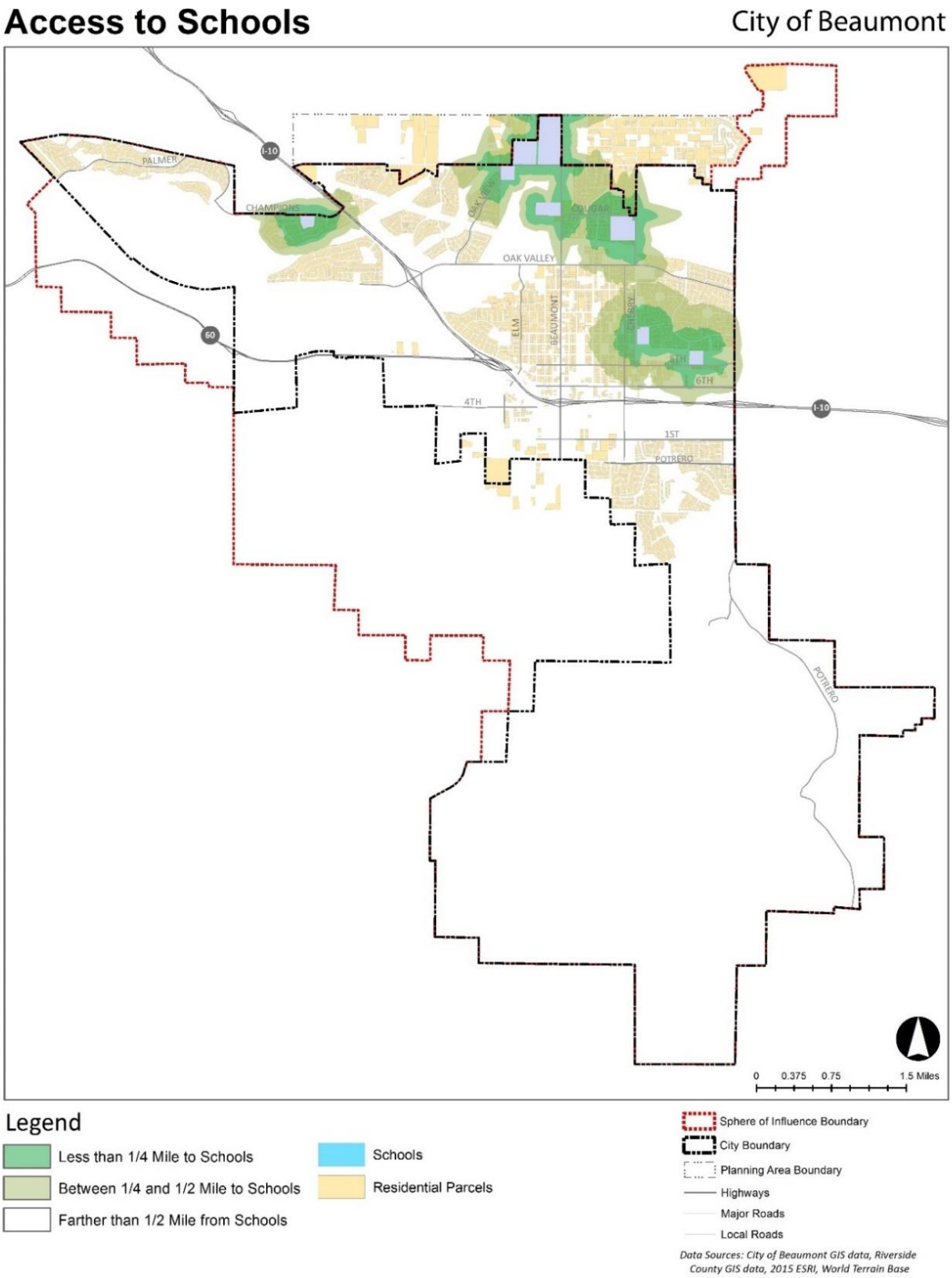


FIGURE 4.15 ACCESS TO RETAIL MAP

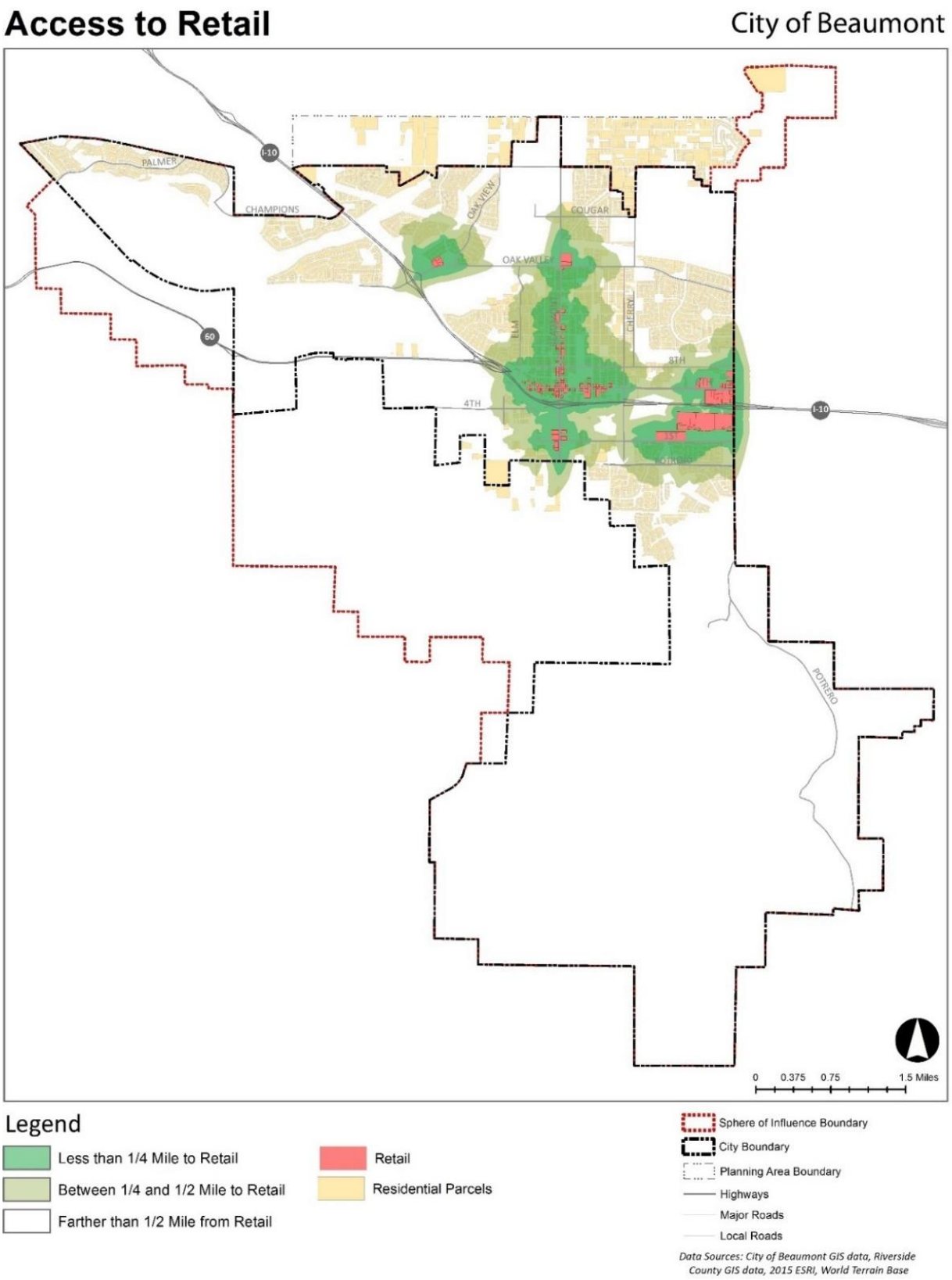
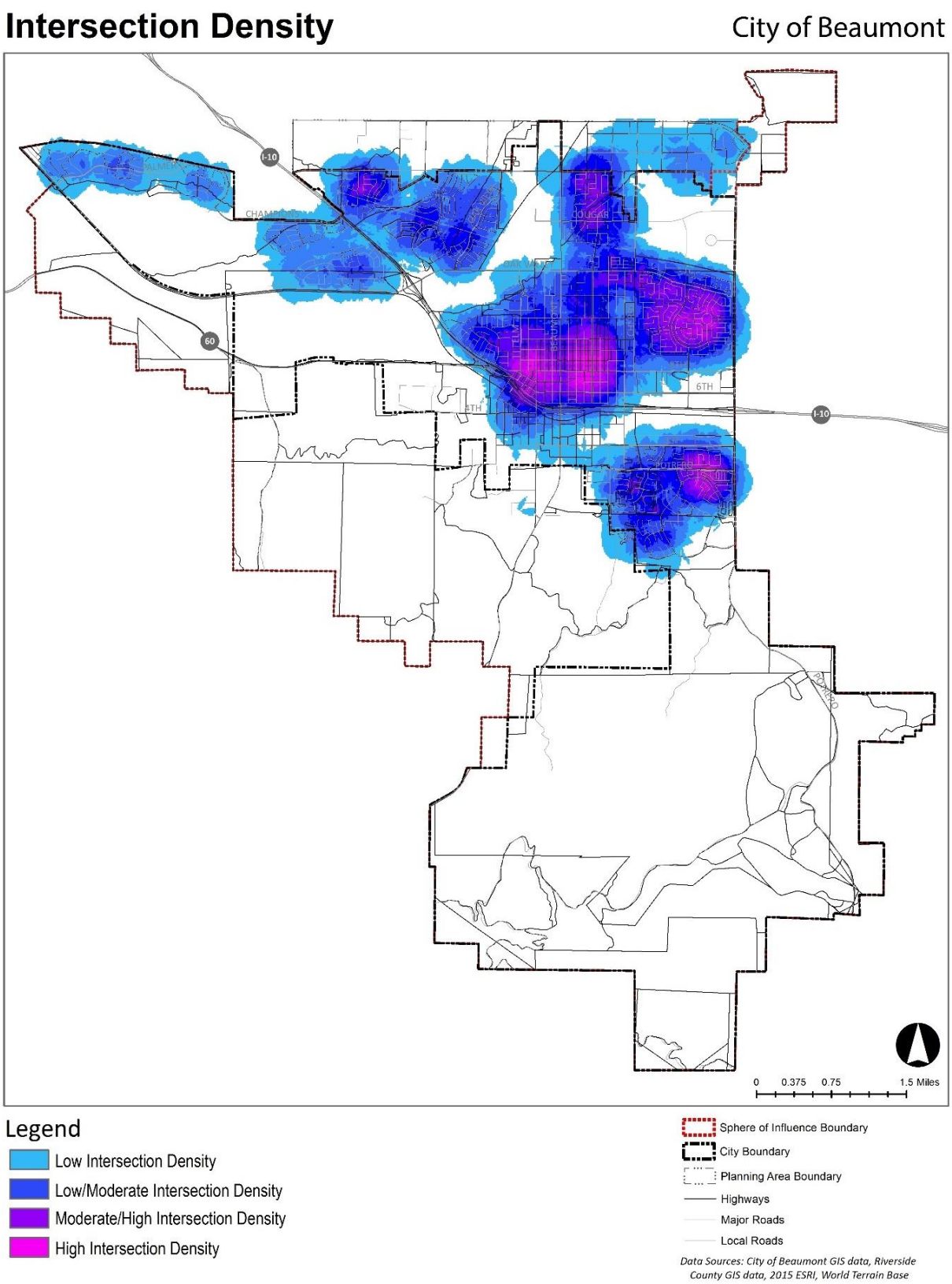


FIGURE 4.16 INTERSECTION DENSITY MAP



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5. HOW WE GET AROUND

OVERVIEW

Beaumont is located in Riverside County and is surrounded by San Jacinto to the south, Calimesa to the North, and Banning to the west. This section identifies the existing transportation system and provides recommendations to further enhance mobility. Beaumont's transportation system includes travel lanes, bicycle lanes, sidewalks, trails, and bus transit.

KEY ISSUES

Employment data for the City provides an important framework for considering key issues relevant to transportation. The following summarizes key takeaways for this chapter:

- There is a lower than expected jobs-to-household ratio. Residents are likely traveling outside of the City for many services (likely both retail and non-retail).
- Residents and employees in the City likely travel longer distances for work and for services compared to other incorporated cities in the region.

ANALYSIS

HOUSING-EMPLOYMENT DYNAMICS

According to the 2015 American Community Survey and the 2015 Longitudinal Employer-Household Dynamics Origin Destination Employment Statics, the City of Beaumont currently includes 41,000 residents. There are approximately 5,800 jobs in Beaumont, representing a job-to-housing ratio of 0.45. In addition, working residents have the following travel patterns:

- 35% of residents travel between ten and 25 miles to reach their employment
- 45% of residents travel 25 miles or more to reach their employment

The majority of these travel West and utilize Interstate 10 and State Route 60. Approximately 22% of the people employed by businesses in the City of Beaumont reside outside of the City. Additionally, as noted above, the City has a job-to-housing ratio of 0.45 (where we would typically expect to see that ratio closer to 1.0 or even slightly higher). The employment dynamic indicates that Beaumont may not be capturing its fair share of the employment market.

ROADWAY SYSTEM

EXISTING STREET SYSTEM

The existing City of Beaumont General Plan's Circulation Element (2007, City of Beaumont) designates eight different roadway classifications: Expressway Corridor, Urban Arterial, Augmented Major Highway, Arterial Highway, Major Roadway, Secondary Street, Collector Street, and Local Streets. Table 5.1 outlines the roadway classification standards from the current circulation element. Figure 5.2 illustrates the number of lanes based on the current roadway network.

The current system reflects a focus on automobile movement, which will be revisited as part of the General Plan update. Table 5-1 displays the roadway classification standards from the General Plan Circulation Elements.

As shown on the figures, much of the City's envisioned roadway network has been completed. However, the following key roadways have not yet been completed:

- Cherry Valley Boulevard extension to SR-60
- Completion of Potrero Boulevard
- Completion of 2nd Street
- Cougar Way extension to 11th Street
- Starlight Avenue extension north
- 4th Street extension
- Other roadways providing access to future developments

TABLE 5.1 ROADWAY CLASSIFICATION STANDARDS

	Travel Lanes	Parking Lanes	Right of Way	Pavement Width	Typical Volumes (ADT)
Expressway Corridor	6 to 8	0	120' – 134'	110'-118'	60,000+
Urban Arterial	6	0	120' – 134'	102'	50,000+
Augmented Major Highway	6	0	110'	92'	50,000+
Arterial Highway	6	0	110'	86'	40,000+
Major Roadways	4	0-2	100'	70'-76'	40,000
Secondary Streets	4	0-2	76-88'	56'-64'	25,000
Collector Streets	4	0-2	66'-78'	44'-56'	25,000
Local Streets	2	0-2			2,000

Note: ADT refers to average daily traffic volumes.

Source: City of Beaumont General Plan Circulation Element, 2007

FIGURE 5.1 CURRENT GENERAL PLAN ROADWAY CLASSIFICATIONS

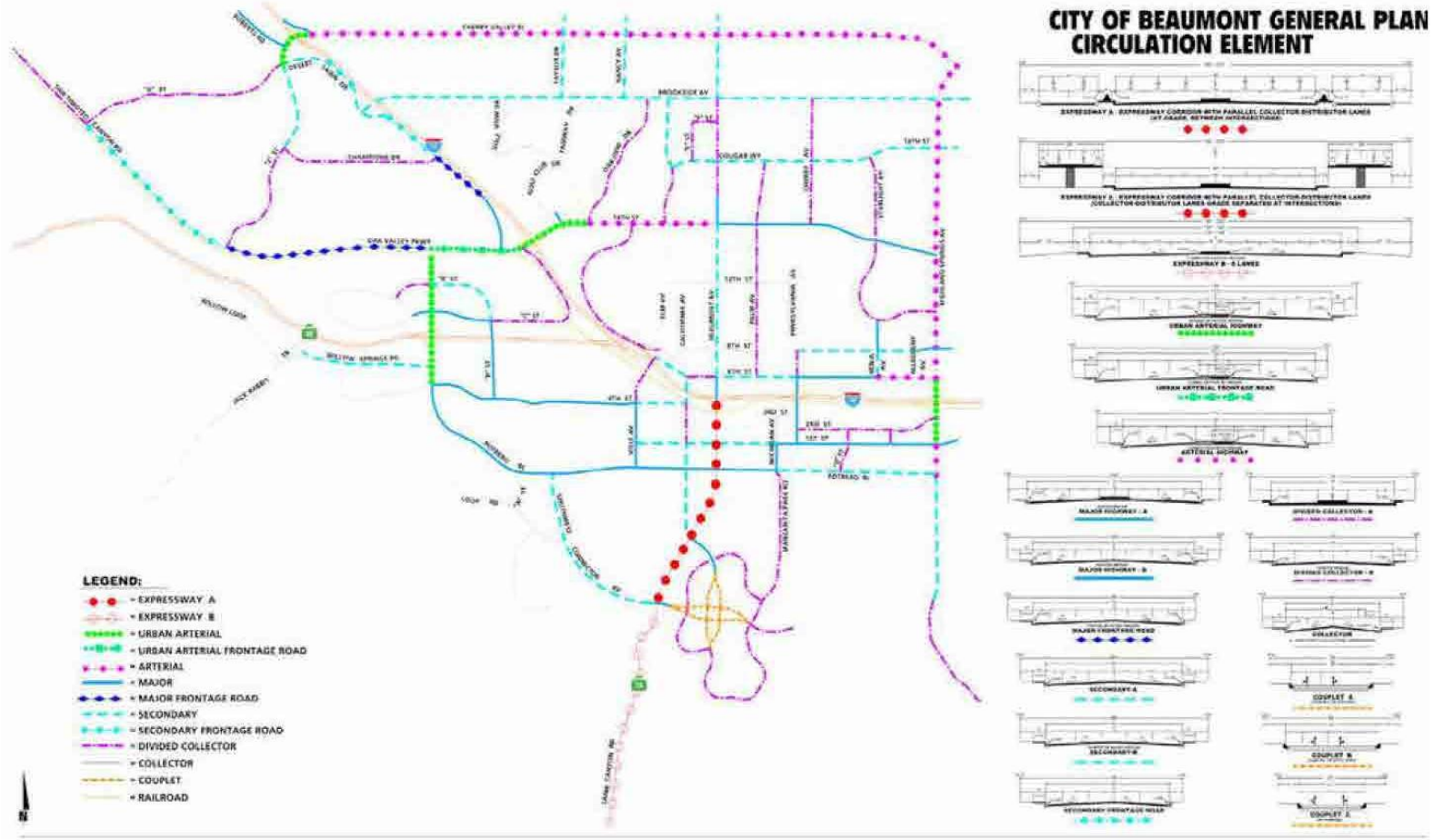


Figure 3-1
Roadway Classification

FIGURE 5.2 NUMBER OF ROADWAY LANES

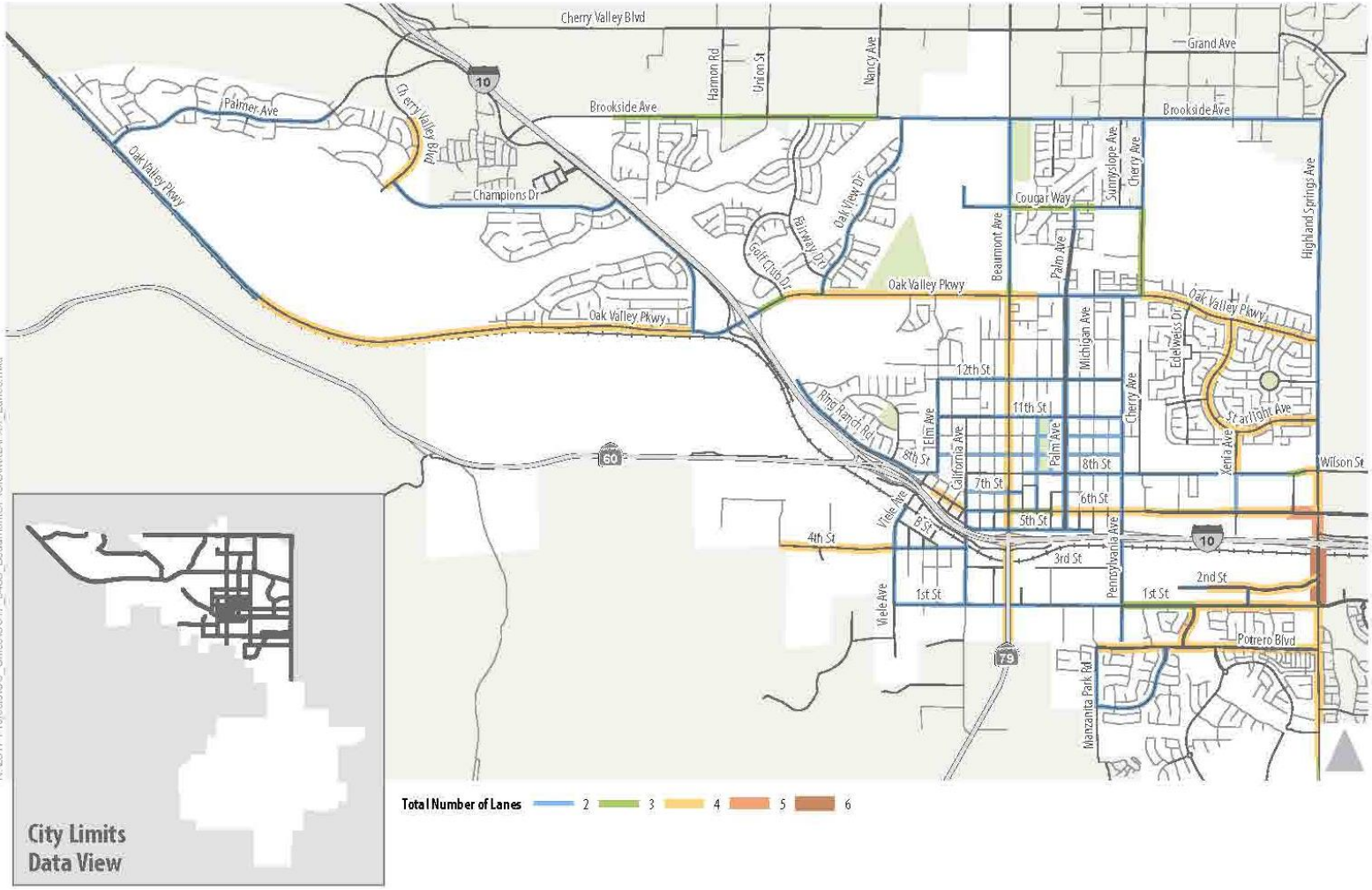


Figure 3-2

Number of Roadway Lanes

FREEWAYS AND HIGHWAYS

Freeways and highways are high-speed facilities that serve intercity or regional traffic, with access provided to grade-separated interchanges. Highways are also higher-speed, regional facilities, but access is provided at-grade in most cases. The freeways through Beaumont are Interstate 10 and State Route 60. SR 79 is a state highway entering the City.

Please note that these facilities are not included in the City's roadway classifications as they are not City facilities, but rather they are Caltrans facilities and are designed and operated to meet Caltrans standards.

- **Interstate 10 (I-10)** provides direct access into the City by way of on-off ramps located at Beaumont Avenue, Highland Spring Avenue, Oak Valley Parkway, Pennsylvania Avenue, and State Route 60. It runs east-west through Beaumont. The freeway has eight lanes with a posted speed of 70 miles per hour. Interstate 10 is the foundation of Beaumont's transportation network and serves much of the population in Riverside County as a regional connector.
- **State Route 60 (SR-60)**, also known as the Moreno Valley Freeway, provides direct access into the City by way of on-off ramps located at 6th Street. It begins west of the city, continuing towards Riverside, and terminates in Los Angeles. Within the city limits, the highway has four lanes with a posted speed of 65 miles per hour
- **State Route 79 (SR-79)** is a north-south facility beginning in Beaumont and terminating in Los Terrenitos. Within the city limits, the highway has four lanes. Beaumont Avenue, south of 5th Street, is also named SR-79. It is a state highway with a posted speed of 45 miles per hour within the city limits.

EXPRESSWAY CORRIDOR

Expressway corridors provide regional, sub regional, and intra-city travel, according to the Circulation Plan for the City of Beaumont. They usually carry the majority of traffic volumes in the roadway classification (2007 General Plan).

URBAN ARTERIAL

This roadway classification serves both regional through-traffic and inter-city traffic. They typically carry traffic onto and off-of the freeways. An Urban Arterial typically contains three travel lanes in each direction and a two-way left-turn lane with either a painted or raised median (2007 General Plan).

AUGMENTED MAJOR HIGHWAY

Augmented Major Highway serves inter-city traffic. The roadways included in this classification will typically contain three travel lanes in each direction with a painted median (2007 General Plan).

ARTERIAL HIGHWAYS

Arterial Highways serve both regional through-traffic and inter-city traffic. These roadways typically direct traffic through the City. Arterial streets provide accessibility between major activity centers and residential areas, as well as connectivity to freeways (2007 General Plan).

Major arterials typically provide four to six travel lanes. Minor arterials enhance the major arterial network and are typically two to four travel lanes. They provide service to trips of moderate lengths.

MAJOR ROADWAYS

Major roadways serve large volumes of inter-city traffic. These roadways typically direct traffic through major development nodes. They contain two travel lanes in each direction with on-street parking provided next to the curb (2007 General Plan).

SECONDARY STREETS

Secondary streets operate similarly to major roadways, except the designed capacity is less than that of a major roadway. They do not carry the volumes of through traffic typically associated with Major Arterials. The City of Beaumont General Plan separates secondary streets into three subclasses: Secondary A, Secondary B, and Secondary Frontage which have varying design requirements related to medians a. All of the Secondary Roads contain two travel lanes in each direction though only Secondary A roadways have a painted median. (2007 General Plan). The other designations direct the presence of sidewalks (one or both sides) and the presence of a parking/shoulder area.

COLLECTORS

Collector streets link residential and commercial areas to each other and to the arterial street system. Two travel lanes are typically provided on collector streets, and the maximum acceptable volumes may be based on neighborhood concerns rather than traffic capacity (2007 General Plan).

LOCAL STREETS

Local streets accommodate low volumes of local traffic and primarily provide access to individual parcels. Local streets typically have two travel lanes (one in each direction) and allow parking on both sides. (2007 General Plan). Through traffic is generally discouraged.

ROADWAY CLASSIFICATION CHANGES

- **1st Street** – 1st Street is classified as a major arterial between Michigan Avenue and Highland Springs Avenue, and as a secondary street between Michigan Avenue and Veile Avenue. It is an east-west facility with four lanes that provides access to the Walmart transit transfer station.
- **6th Street** – 6th Street is classified as a major arterial between Pennsylvania Avenue and Xenia Avenue, a secondary arterial between Beaumont Avenue and Pennsylvania Avenue, and an arterial between an east-west facility with four lanes. It provides direct access to SR-60 and I-10.
- **4th Street** – 4th Street is classified as a major arterial west of Veile Avenue. It is an east-west facility with four lanes.
- **Beaumont Avenue** – Beaumont Avenue is classified as a major arterial between Oak Valley Parkway and Cougar Way, secondary roadway between 6th Street and Oak Valley Parkway, and an expressway between Laird Road and 5th Street. It is a north-south facility with four lanes that provides access through the central region of the city.
- **Brookside Avenue** – Brookside Avenue is classified as a secondary roadway. It is an east-west facility with two lanes. It forms the southern boundary of the city limits.
- **Desert Lawn Drive** – Desert Lawn Drive is classified as a major arterial between Champions Drive and Oak Valley Parkway. It is a north-south facility with two lanes.
- **Oak Valley Parkway** – Oak Valley Parkway is classified as an urban arterial between Potrero Boulevard and Oak View Drive, a major arterial between Potrero Boulevard and Palmer Avenue, and a major arterial between Beaumont Avenue and Highland Springs Avenue. It is an east-west facility with four lanes.

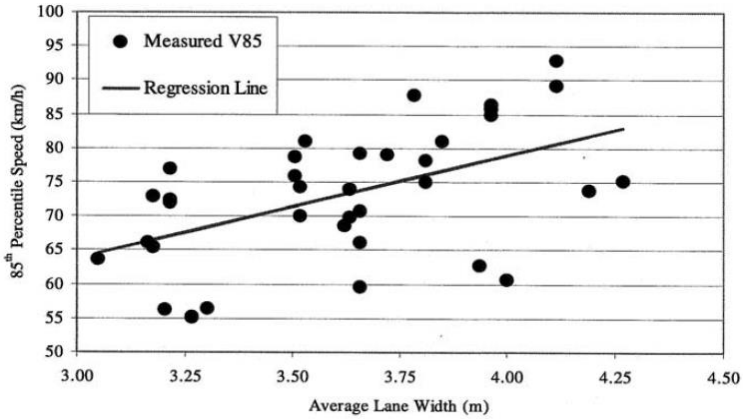
- **Palms Avenue** – Palms Avenue is classified as a collector roadway. It is a north-south facility with two lanes. Palm Avenue has a median that serves pedestrians and bicyclists.
- **Pennsylvania Avenue** – Pennsylvania Avenue is classified as a major arterial between 6th Street and 1st Street. It is a north-south facility with two lanes that provides access to the I-10.
- **Potrero Boulevard** – Potrero Boulevard is classified as a major arterial between 4th Street and Michigan Avenue, and as a secondary roadway between Michigan Avenue and Highland Springs Avenue. It is an east-west facility with two lanes.

ROADWAY SAFETY

The roadway system includes a hierarchical system of roadways, where the automobile is generally prioritized and is "pushed out" to the major arterials and delivered to the freeway system. This system results in wide roadways with high speeds. Additionally, connectivity for bicycles and pedestrians is reduced since circulation becomes circuitous and travel distances increase. However, good connectivity exists in the Downtown area, as that area has greater block density.

Research published in *Design Factors that Affect Driver Speed on Suburban Arterials* (Fitzpatrick, Key et al, June 2000) and summarized as Exhibit 3-1 show that speed increases as travel lane widths increase.

FIGURE 5.3 ROADWAY CLASSIFICATION STANDARDS



When speeds increase, safety typically decreases as crash severity goes up. Additionally, wider roads increase pedestrian exposure distances in the roadway which also affects their safety. Wider roads also increase maintenance costs for the roadways as there is simply additional pavement that needs to be maintained.

The current general plan identifies several key roadways which will largely complete connectivity for the City, including Potrero Boulevard (among others). Completing some of these roadways will further enhance connectivity within the City. Reviewing the current number of lanes and network connectivity indicates that some areas of the City, such as the downtown area, has good network block density and connectivity. However, the newer areas of the City have the more disconnected hierarchical system of roadways.

Additional constraints related to circulation in the City occur due to congestion on I-10, congestion at the freeway interchanges, and the need for grade separations with the rail alignment through the City. However, funding these improvements are challenging for local agencies as funding is always a constraint.

BICYCLE NETWORK

Bicycling is considered an environmentally friendly mode of transportation that enhances both personal and social wellbeing. In addition to transportation, this mode of travel provides many public access, health, and economic benefits. Bicycling could be recognized as an integral component of Beaumont's transportation system. Safe, convenient, attractive, and well-designed bicycle facilities are essential if this mode is to be properly accommodated and encouraged. This mode could be integrated throughout the City of Beaumont, and a network of bicycle facilities linking all areas of the Town could be accommodated. *Beaumont's Bikeway and Pedestrian Master Plan (2011, City of Beaumont Planning Department)* intends to increase the connectivity of existing infrastructure to better serve its population. Figure 5.5 shows the existing and proposed bicycle facilities based on Beaumont's Master Plan. The bicycle network in the City of Beaumont consists of dedicated bicycle paths, bicycle lanes, and bicycle routes.

As mentioned above, the City has existing bike infrastructure and is planning on expanding the current bike network to increase connectivity and encourage more use of bikes. Figure 5.6 shows the field verified existing facilities. Bicycle facilities are classified as follows:

CLASS I BIKEWAYS (BIKE PATHS)

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

FIGURE 5.4 CLASS I BIKEWAYS

CLASS I - Multi-Use Path

Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.

MUTCD R44A (CA)

FIGURE 5.5 EXISTING AND PROPOSED BIKE & PEDESTRIAN FACILITIES

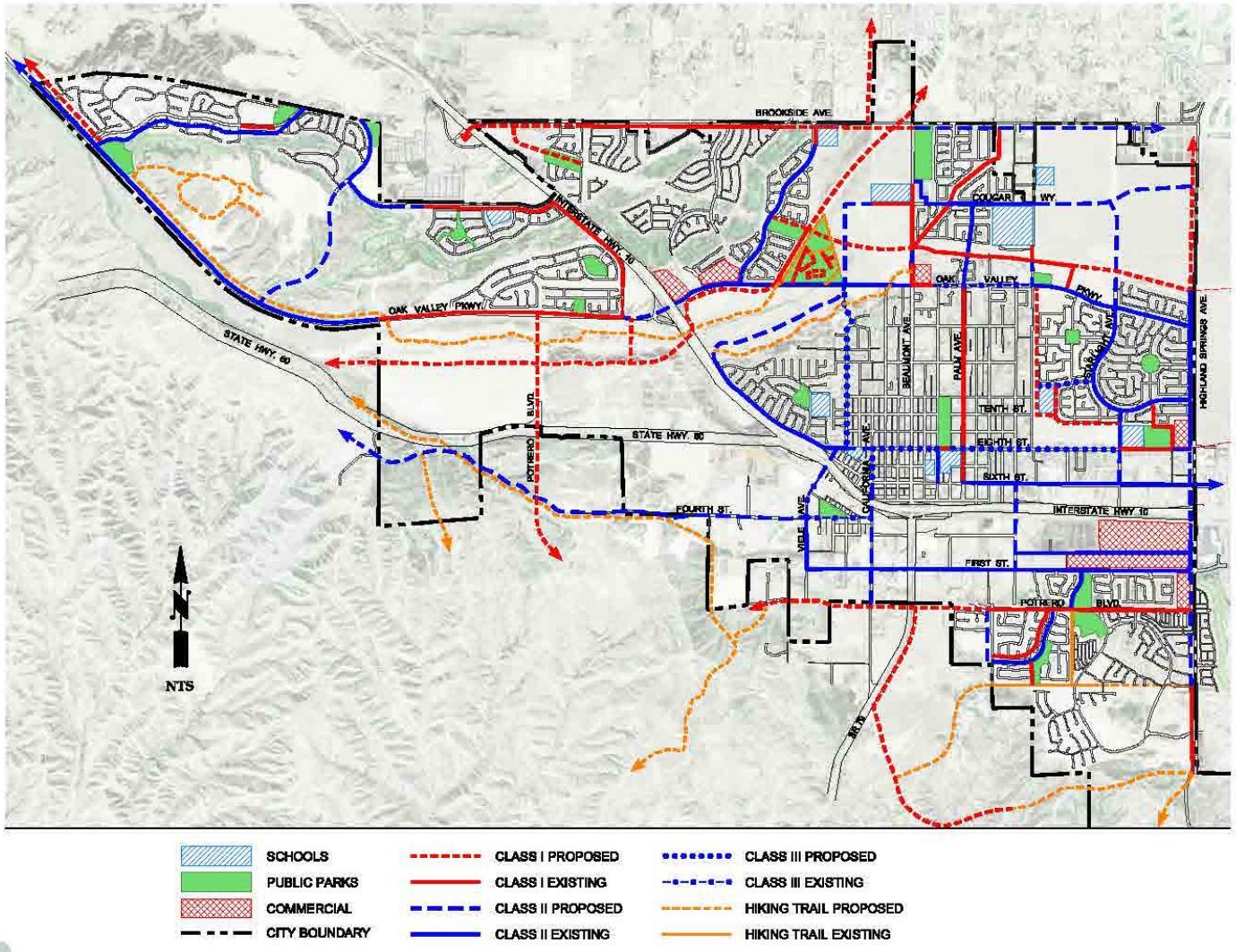


Figure 4-1

Existing & Proposed Bicycle & Pedestrian Facilities

FIGURE 5.6 EXISTING BICYCLE FACILITIES

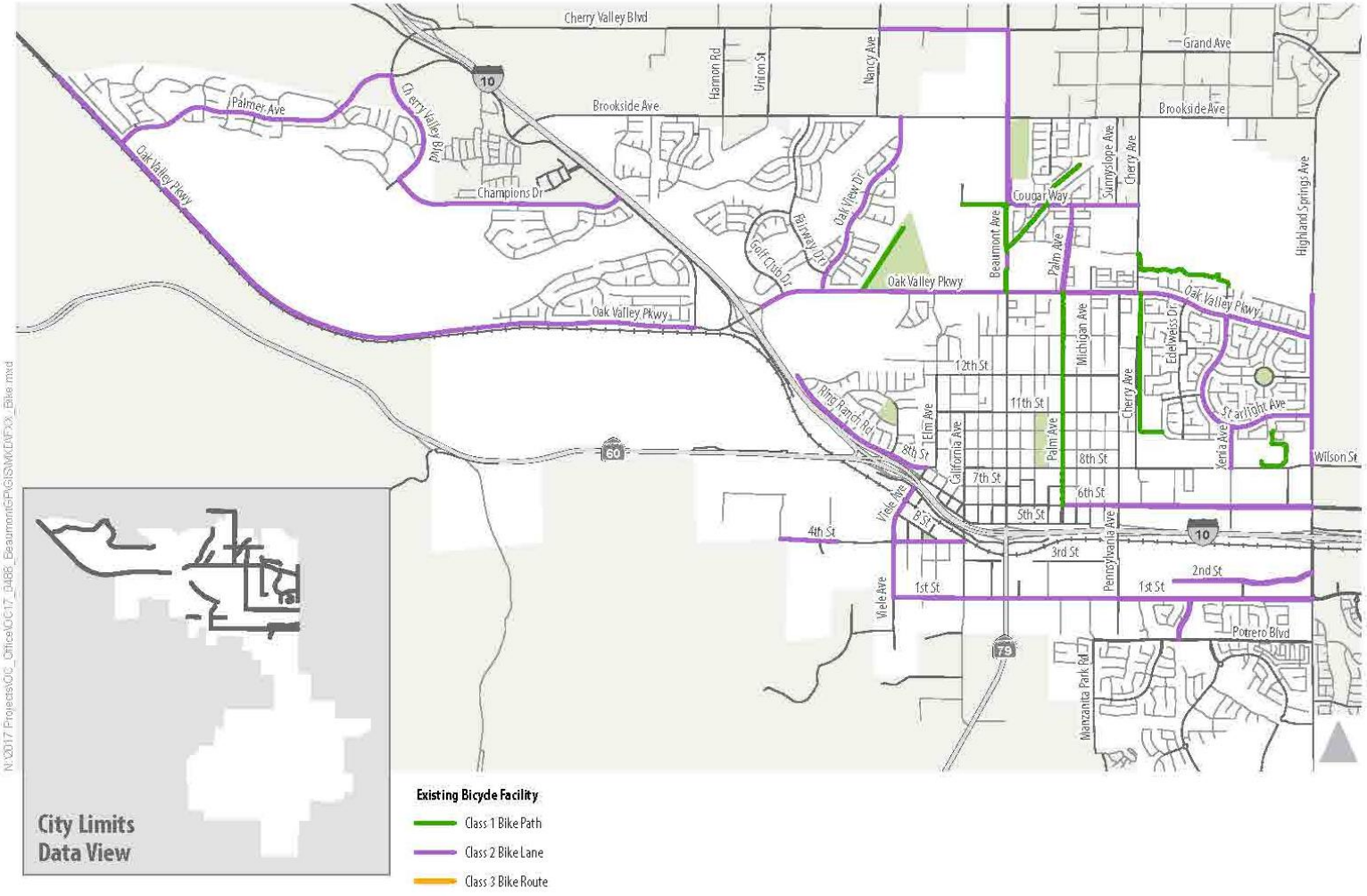


Figure 4-2

Existing Bicycle Facility

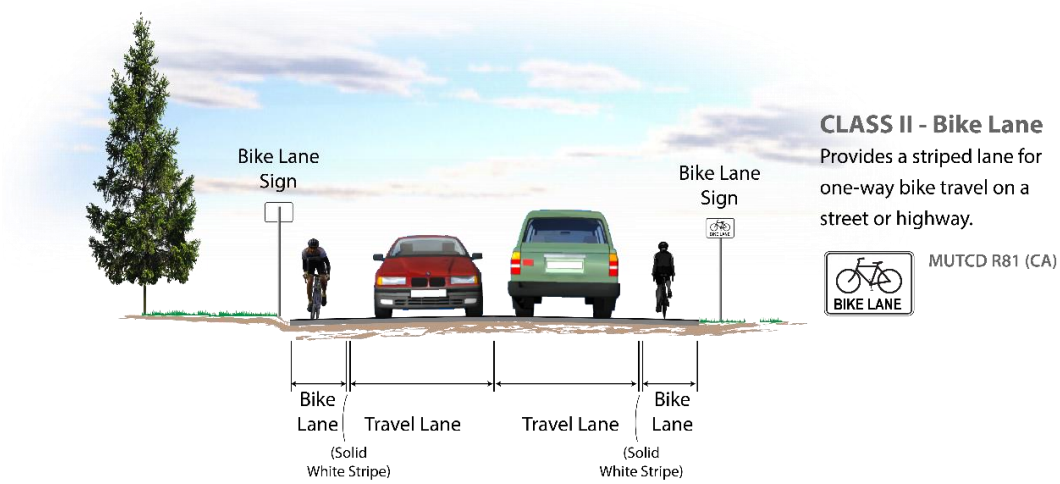
Class I Bike Paths currently exist along:

- Beaumont Avenue between Cougar Way and Oak Valley Parkway
- Palm Court between Oak Valley Parkway and 6th Street
- Northern Edison Transmission Easement between Brookside Avenue and Highland Springs Avenue
- Noble Creek between Oak Valley Parkway and Edgar Canyon
- Oak Valley Parkway between Gateway Drive and Sam Timoteo Canyon Road
- Oak Valley Parkway between I-10 NB Ramps and Highland Spring Avenue
- Oak View Drive between Brookside Avenue and Oak Valley Parkway

CLASS II BIKEWAYS (BIKE LANES)

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

FIGURE 5.7 CLASS II BIKEWAY



Class II Bike Lanes currently exists along:

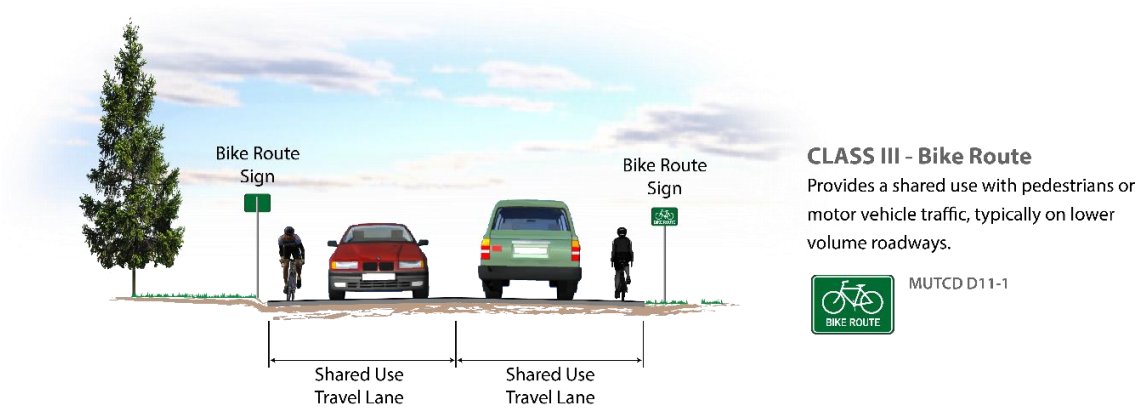
- 1st Street between Highland Springs Avenue and Veile Avenue
- 2nd Street west of Highland Springs Avenue
- 4th Street between Veile Avenue and California Avenue
- 6th Street between Palm Court and Highland Springs Avenue
- Oak Valley Parkway between Gateway Drive and Sam Timoteo Canyon Road
- Oak Valley Parkway between I-10 NB Ramps and Highland Springs Avenue
- Oak View Drive between Brookside Avenue and Oak Valley Parkway
- Palmer Avenue between Oak Valley Parkway and Cherry Valley Boulevard
- Cherry Valley Boulevard between Palmer Avenue and Champion Drive
- Cherry Valley Boulevard west of Beaumont Avenue
- Champion Drive between Cherry Valley Boulevard and Desert Lawn Drive
- Commerce Way between 2nd Street and 1st Street
- Cougar Way and Beaumont Avenue and Cherry Avenue
- Beaumont Avenue between Cougar Way and Cherry Valley Boulevard

- Highland Springs Avenue between 8th Street and 14th Street
- Palm Court between Oak Valley Parkway and Cougar Way
- Ring Ranch Road West of Veile Avenue
- Star Light Avenue between Oak Valley Parkway and Highland Springs Avenue
- Veile Avenue between Luis Estrada Road and 1st Street
- Xenia Avenue between Star Light Avenue and 8th Street

CLASS III BIKEWAYS (BIKE ROUTES)

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

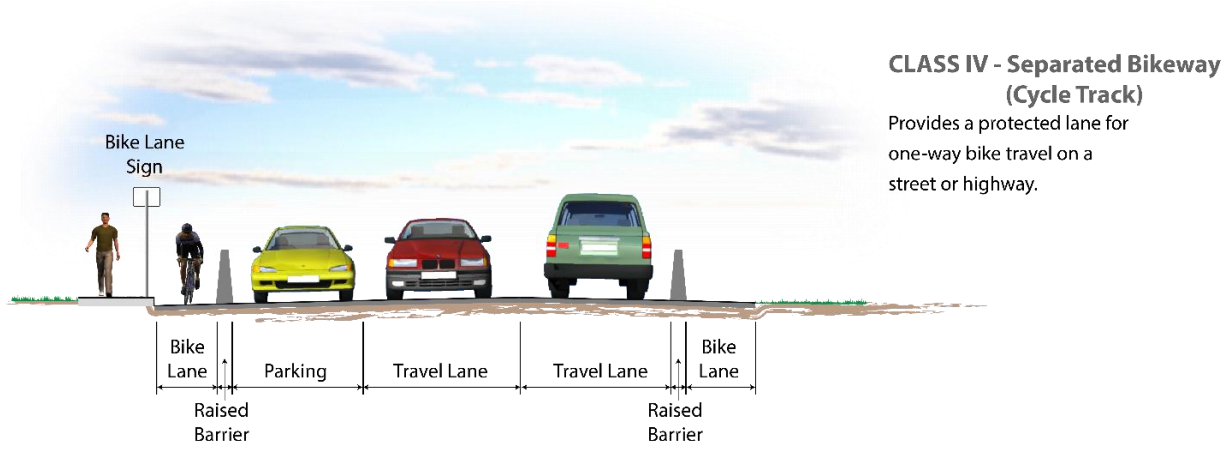
FIGURE 5.8 CLASS III BIKEWAY



CLASS IV BIKEWAYS (CYCLE TRACKS)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015. There are no Class IV Bikeways in Beaumont.

FIGURE 5.9 CLASS IV BIKEWAY



BIKEWAY MASTER PLAN

Numerous bike facilities have been implemented throughout the City. However, they are generally disconnected and don't provide good cross-town connectivity to fully connect all residents to potential destinations. The Master Plan has identified a comprehensive system of bikeways, including trails along key utility corridors, that will complete the connected nature of the future bikeway system.

The Bikeway Master Plan also identifies the development of bicycle facilities along the Edison Transmission Easement corridor, which spans from Oak View Drive to Highland Springs Avenue. Another critical component identified in the Master Plan is bicycle education and safety.

Additionally, as noted above, Class IV bicycle facilities are now approved as an appropriate treatment in the State. However, this adoption came in 2015, after the City's Master Plan was completed.

PEDESTRIAN NETWORK

Walking is another environmentally friendly mode of transportation that enhances both personal and social wellbeing. In addition to transportation, this mode of travel provides many public access, health and economic benefits. Well-designed pedestrian facilities are safe, attractive, convenient, and easy to use. Incomplete sidewalk networks and poor sidewalk conditions are a major deterrent to walking.

Sidewalks are generally provided on at least one side of the street along most of the major roadways throughout the city. Figure 5.10 identifies where sidewalks are currently located based on a review of conditions as they currently exist within the City of Beaumont. Throughout the City, there are several roadways with sidewalk facilities missing on one or both sides of the roadway.

Various signalized intersections contain crosswalks allowing pedestrians the choice of where to cross, and providing good pedestrian access. The all-way and side-street stop controlled intersections within the City have a mix of crosswalks on all, some, or no approaches to the intersection.

There is also a noticeable lack of sidewalk access in the residential areas adjacent to the downtown area. Specifically, in a grid roadway network that has great connectivity, sidewalks should be provided on both sides of the roadway. As shown on Figure 5.10, the sidewalk network does not exist on all of these roadways.

FIGURE 5.10 SIDEWALK FACILITES

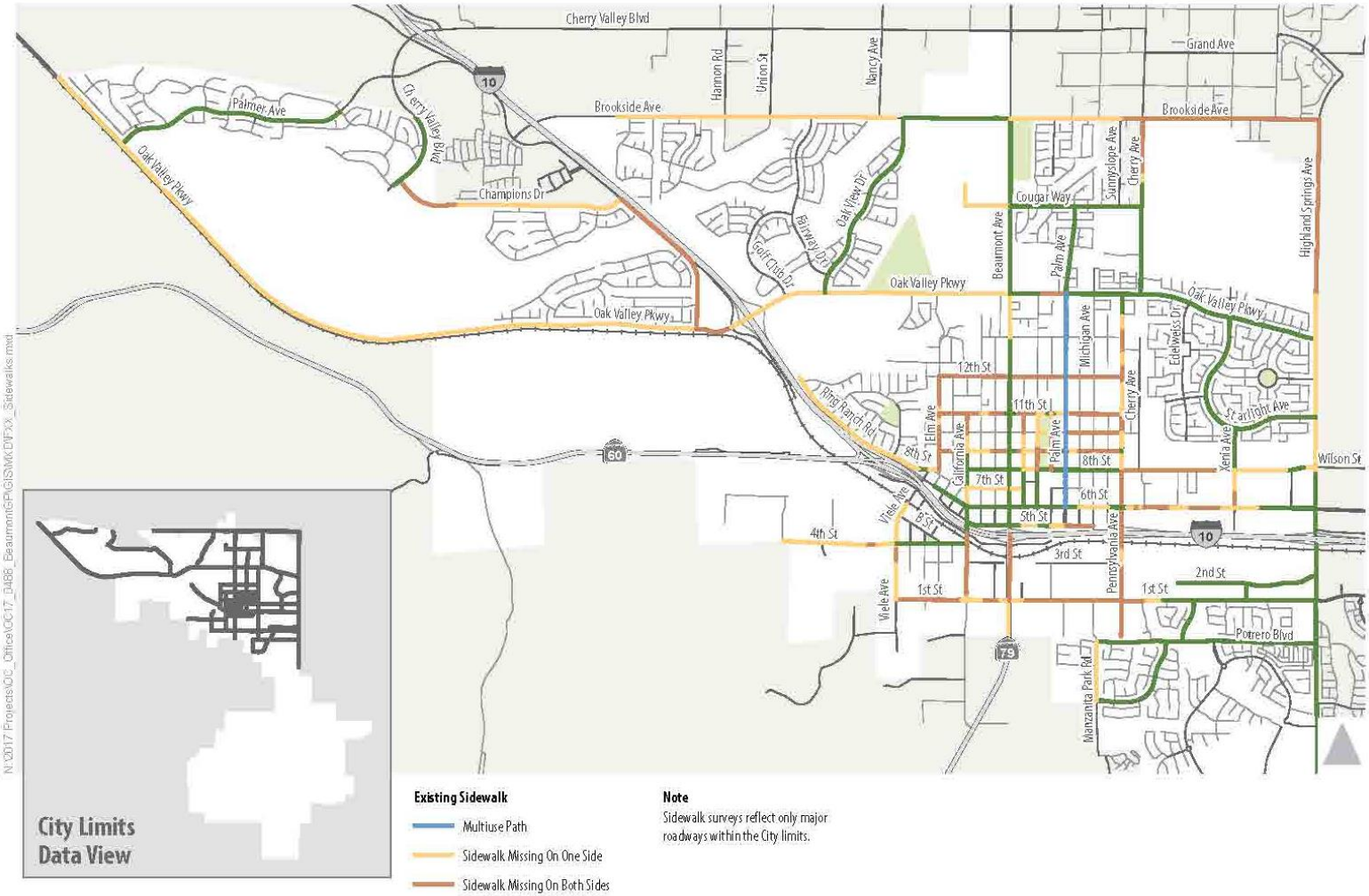


Figure 5-1

Existing Sidewalk Facility

GOLF CART NETWORK

In an effort promote the use of an alternative form of non-polluting transportation, the City of Beaumont has developed a *Golf Cart Transportation Plan (GCTP) (2010, Community & Economic Development Department)*. This plan introduces golf cart facilities, such as golf cart routes, to link neighborhoods with various attractions, such as retail, medical, and recreational facilities. Designated routes would be developed along collector streets. The GCTP defines golf cart facilities as all publicly owned facilities that provide for golf cart travel, including golf cart lanes, routes, and crossings designated by signs or permanent markings and are shared with pedestrians, bicyclist, and other motorists in the Planning Area. Golf cart facilities are separated into three categories: golf cart lanes, golf cart route area, and golf course cart crossing zones.

GOLF CART LANES

Golf cart lanes are outlined as public roadways that are designated by signs and pavement markings for golf cart travel. The plan states that theses lanes are will allow golf carts to travel adjacent to automobile traffic but within a separated striped space. Golf cart lanes are allowed to share lanes with bicyclists - 2nd street has golf cart lanes along its roadway. The proposed GCTP is shown on Figure 5.11.

GOLF CART ROUTE AREA

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

GOLF COURSE CART CROSSING ZONES

Golf course cart crossing zones are classified as locations on public streets that allow golf carts to cross at any time, other than in darkness, on any streets, with the exception of highways.

GOLF CART USE

Currently, golf cart use is predicated on two key motivations: (1) it is an environmentally superior travel mode compared to the automobile; and (2) it is useful for residents in golf course communities who already have a golf cart. Although the second motivation will continue for those who own a golf cart in a golf course community, the first motivation will become less influential moving into the future as the vehicle fleet becomes more electrified and automobiles become as environmentally friendly as a golf cart.

FIGURE 5.11 EXISTING AND PROPOSED GOLF CART FACILITIES

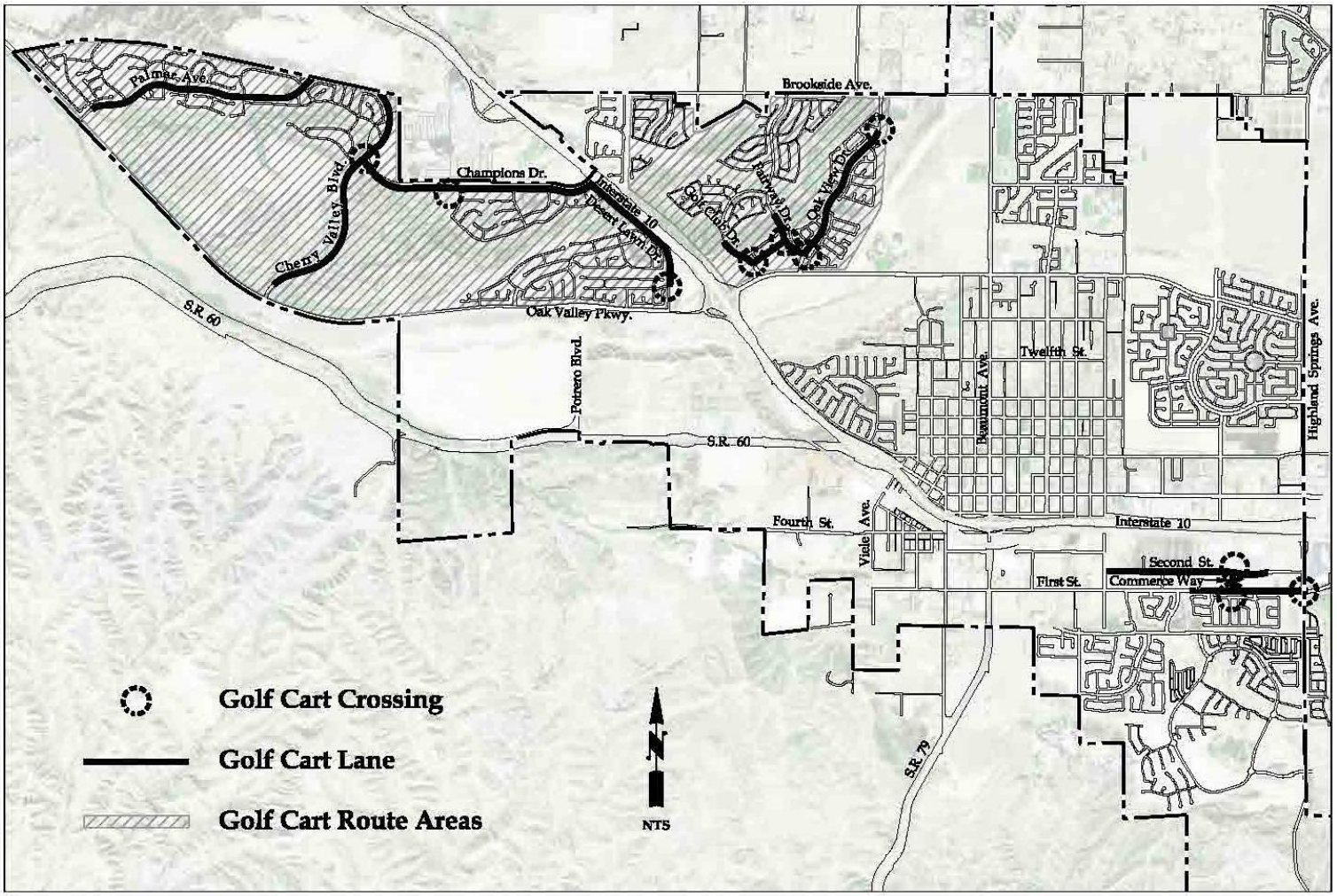


Figure 6-1

Golf Cart Transportation Plan

TRANSIT FACILITIES

Transit service in Beaumont is provided by the Beaumont Pass Transit System. It provides bus service to the City, local schools, and surrounding destinations. Many of the users of the City's system are students traveling to/from school.

BUS SERVICE

Beaumont Pass Transit System provides services to the City of Beaumont, Banning, Cherry Valley, Calimesa and Cabazon. Riverside Transit Agency and SunLine Transit Agency also provides service to the City of Beaumont. Routes that provide connectivity to the City of Beaumont include:

- **Route 2** – provides service from Beaumont to Cabazon. This route runs service to the Walmart transfer station, Banning, San Gorgonio Hospital transfer station, Casino Morongo and Outlet Malls. It operates from 6:30 AM to 7:50 PM at varying headways at least one hour apart on weekdays. It operates from 8:00 AM to 6:00 PM at approximately two-hour headways during the weekends.
- **Route 3** - provides service to the Walmart transfer station, Sundance, Beaumont High School, and Cherry Valley during the weekdays. It operates from 6:24 AM to 6:02 PM at varying headways at least one hour apart on weekdays. On Saturdays, this route operates in conjunction with Route 4.
- **Route 4** – provides service throughout midtown Beaumont to the Walmart transfer station, San Gorgonio Hospital transfer station, Orchard Park, and Chatigny Recreational Center. It operates from 7:35 AM to 7:35 PM at varying headways, at least one-hour apart on weekdays.
- **Route 7** – Route 7 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to Fairway Canyon and Beaumont High School. Route 9 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:30 PM.
- **Route 9** – Route 9 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to the Beaumont Walmart, Mountain View Middle School, San Gorgonio Middle School, and Beaumont High School. Route 9 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:18 PM.
- **Route 136** –Route 136 provides service in the city of Calimesa. This transit route is operated through Beaumont Pass Transit with connections to Commuter Link 120. Connection to this route provides transfer service to Yucaipa OmniTrans routes 308 and 309. Route 136 operates from 7:20 AM to 5:25 PM at varying 30-minute headways.
- **Commuter Link 120** – Commuter Link 120 is an express route that provides service from Beaumont to Calimesa, San Bernardino Metrolink Station and Loma Linda Veteran's Hospital. The San Bernardino Metrolink Stations provides transfer connections to Amtrak train services, as well as RTA, OmniTrans, Victor Valley Transit Authority, and Mountain Area Regional Transit Authority bus service. The route operates from 5:36 AM to 7:58 PM at varying headway at least two-hour headway on weekdays. It operates from 8:00 AM to 6:05 PM on Saturdays at varying two hour headways.
- **Commuter Link 220** – Commuter Link 220 is an express route that provides service between Riverside and Cabazon to Palm Desert. This service is operated by SunLine Transit Agency. Commuter Link 220 provides access to the Riverside Metrolink station as well as RTA bus routes. Beaumont Walmart serves as the bus stop for this route. Service is generally provided at three-hour headways operates from 5:15 AM to 9:49 PM.

FIGURE 5-12 TRANSIT FACILITIES

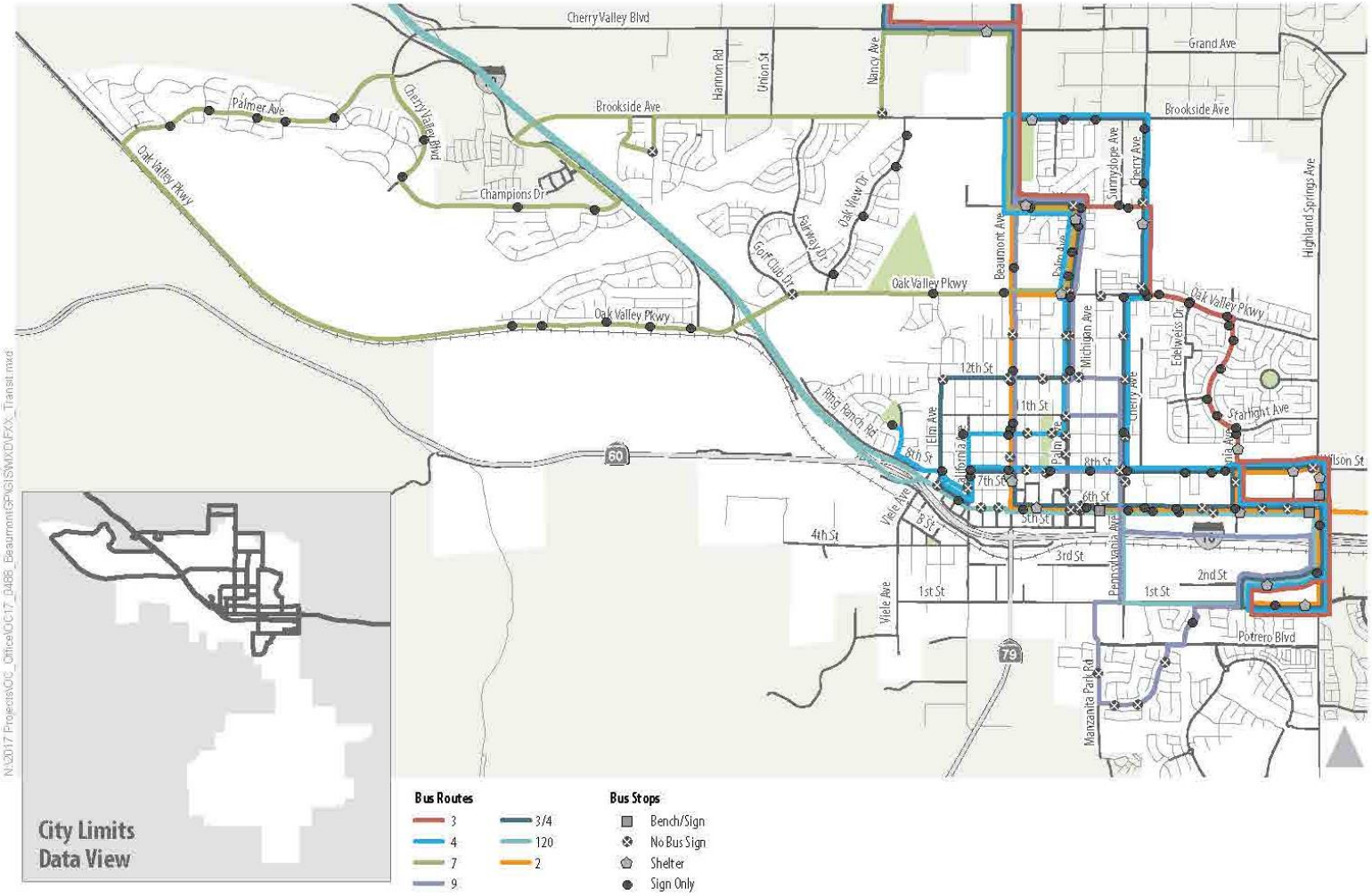


Figure 7-1

Existing Transit Facility

Most cities the size of Beaumont do not have a city-run transit system. Across the nation, bus transit systems have seen declining ridership, partially as a result of increased access to vehicles associated with TNCs. Some transit agencies, such as OCTA and transit in the City of Centennial, Colorado, are replacing low-ridership routes with subsidized TNC use. Given these factors, the general plan could provide guidance to the City related to continued monitoring of the transit system and continual evaluation to ensure that the system is operating efficiently.

The review of the transit routes indicates that they are generally connected throughout the City and do link key destinations within the City. Many stops are identified, which does reduce system performance, but many of those stops are likely related to school travel for children.

Our review of the system also indicates a wide discrepancy with bus stop treatments. Some stops are not marked, some have only a sign, and others have a bench or a shelter.

MOVEMENT OF GOODS

This chapter describes the systems that contribute to the movement of goods within and across the City of Beaumont.

RAILROAD NETWORKS

There is no direct access to passenger rail networks within the City of Beaumont. The nearest passenger rail lines are located at the San Bernardino Transit Station where Metrolink and Amtrak provide services. Union Pacific operates the mainline railroad network in the city. RCTC is also completing a study evaluating the potential expansion of passenger rail service to the Coachella Valley and San Gorgonio Pass to improve regional mobility.

FREIGHT SYSTEM

The goods or freight movement system in Beaumont is crucial to the well-being of the residents of the City. Identifying and prioritizing facilities for goods movement is vital to effective planning. Industrial and commercial facilities are located along 4th Street, south of Veile Road, and 6th Street, between Pennsylvania and Xenia Avenue. Both the I-10 and SR-60 operate as major roadway networks providing access to trucks. Since the City of Beaumont does not have a network of designated truck routes, trucks are allowed to utilize locate roadways to reach destinations in the City.

LOGISTICS LAND USE

Although land use will be covered in the land use element, the Inland Empire generally has a high level of pressure to provide increased logistics space. The development of most logistics-based land use will increase the presence of heavy vehicles.

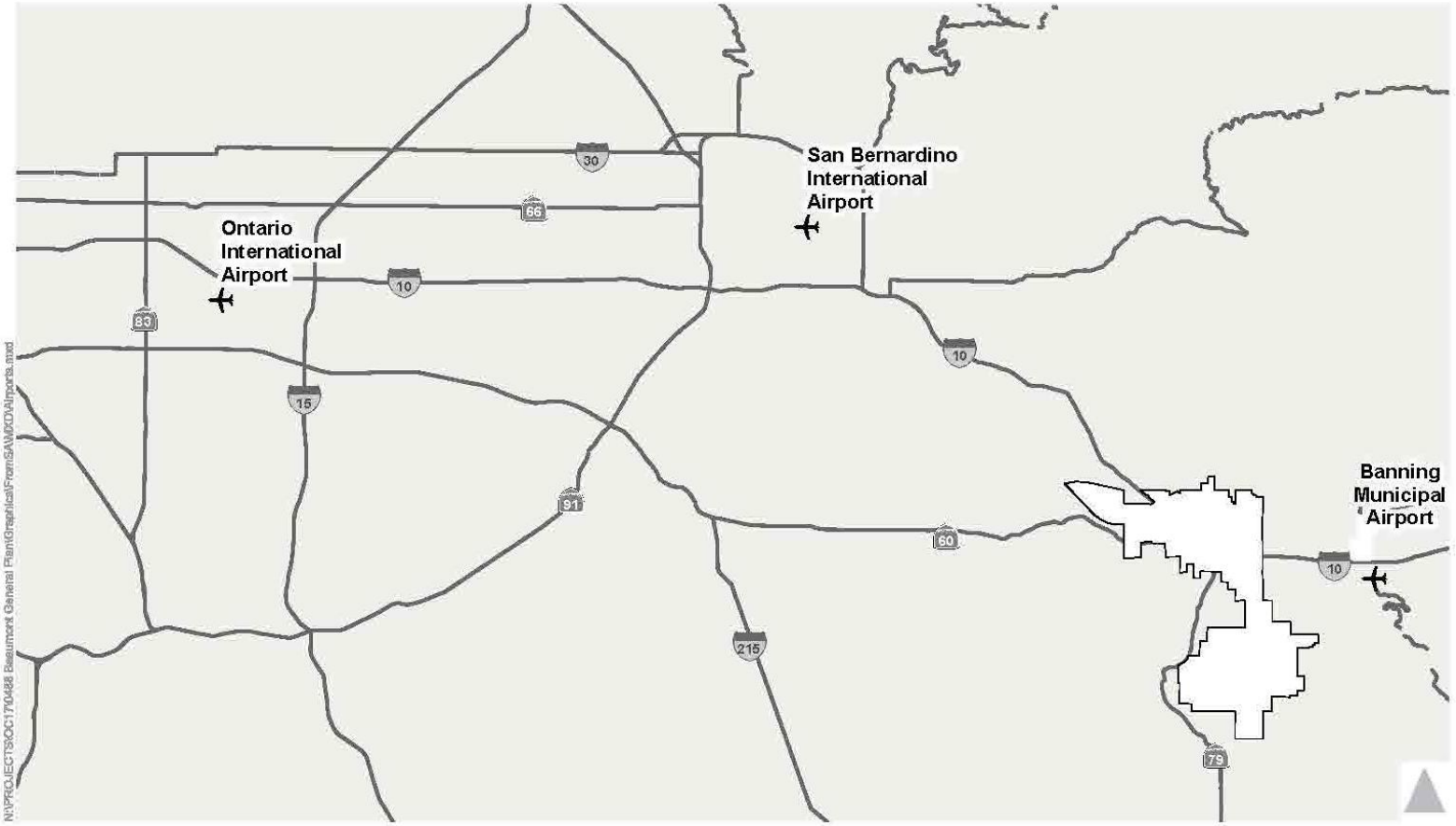
MAINTENANCE

Heavy vehicles also increase the wear and tear on the transportation system. Specifically, the weight of the vehicle will require increased roadway structural section and will increase the frequency of maintenance of the facility.

AIRPORT FACILITIES

Thera are no airport facilities in the City of Beaumont. The closest municipal airport is in Banning. Primary regional service is provided by San Bernardino International Airport, located approximately 25 miles west of Beaumont, and Ontario Airport, located approximately 40 miles west of Beaumont. Figure 5.13 shows the City's location relative to these key airports. Banning Airport is also under consideration for closure and re-use as a logistics center or e-commerce hub.

FIGURE 5.13 AIRPORT FACILITIES



City of Beaumont

Airports

Figure 9-1

Airport Facilities

AUTONOMOUS VEHICLES

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

It is unknown how long the vehicle fleet will take to turn over to a fully autonomous fleet. However, it is coming and is something that the City should recognize in the General Plan from a policy perspective.

This expansion will likely change future travel behaviors in the city. AVs are expected to make car travel less stressful, increase travel safety, and reduce operational inefficiencies on freeways. The transition period, when streets carry large numbers of both conventional and autonomous vehicles, will involve complex interactions and require new informed analysis methods and professional judgment to address conflicts and benefits. AV interactions with pedestrians and cyclists will also require careful planning and design. The City's General Plan should guide the City through policy directives to embrace a future AV fleet and provide infrastructure to support this fleet.

One infrastructure component that will be affected by an AV fleet is parking and parking utilization. Currently, in the United States, approximately five parking spaces are provided per vehicle on the network. In a shared AV fleet, the need for that many parking spaces will not be required and the General Plan should direct the City to adjust parking requirements accordingly.

Other factors that should be considered as part of a fully AV fleet are noted below:

- Increased VMT
- Increased safety
- Decreased need for parking
- Improved freight and logistics handling and deliveries

TRANSPORTATION NETWORK COMPANIES

Transportation network companies (TNCs), such as Uber and Lyft, are increasing in popularity and usage. TNCs combine web based applications, such as mobile applications, and ridesharing vehicles. While TNCs could reduce the number of vehicles on the roadway network, it is also likely to increase vehicle miles traveled. Studies suggest that the limited amount of space dedicated to transportation networks requires public agencies to make clear choices and tradeoffs about the priority of lanes and curb space if they desire efficient operations.

There is a growing trend linking TNCs and transit. TNCs often provide transportation to and from key destinations, such as transit stations. The growth in use of TNCs will be dependent on the ability to expand coverage, reach new passengers while retaining existing passengers, attract drivers, work with cities and regulators, show that TNCs can have a profitable business model, and to develop autonomous technology that will fold into a shared AV fleet network. The City's general plan should guide the City through policy directives to embrace TNCs and provide infrastructure to support their increase in usage. Policies should also be identified in the general plan that would address curbside management, such as areas that either prioritize or restrict passenger loading and unloading.

STATE REGULATIONS

The regulatory framework is used to inform decision makers about the regulatory agencies and policies that affect transportation in the City. This enables them to make informed decision about planning improvements to transportation systems in the City.

CALIFORNIA COMPLETE STREETS ACT

The California Complete Streets Act (Assembly Bill [AB] 1358) was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation element updates to address the transportation system from a multi-modal perspective. The act states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." The act requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. AB 1358 tasks the Governor's Office of Planning and Research to release guidelines for compliance which are so far undeveloped.

The City of Beaumont should strive to comply with AB 1358 by addressing the transportation system from a multi-modal and multiple user perspective in the General Plan. Beaumont should plan for alternative travel modes to the automobiles such as walking, bicycling, and transit, and provide better service to users of these prioritized modes. The General Plan should adopt a Complete Streets approach, providing accessibility for all users of all ages and abilities.

GLOBAL WARMING SOLUTIONS ACT

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

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

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

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

SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

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

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achievement of the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2012.

The City of Beaumont should strive to comply with SB375 by incorporating components into the General Plan. Applicable components of the SCS include:

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

CALIFORNIA SENATE BILL 743

SB743 was signed into law on September 27, 2013, and has the potential to fundamentally change the traditional transportation impacts analyses conducted as part of the CEQA process. According to this bill, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area will not be considered significant impacts. Also, residential, mixed-use, and employment center projects meeting specific criteria would be exempt from CEQA.

Furthermore, this bill eliminates measures such as auto delay, level of service (LOS) and other vehicle-based measures of capacity in many parts of California. Instead, other measurements such as vehicle miles traveled (VMT) are to be utilized to measure impacts.

The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research is currently in the process of releasing guidelines for determining which impacts and projects are exempt from CEQA consideration.

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6. OUR COMMUNITY SERVICES

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to community services. This includes an overview of parks and recreational facilities, library, education, utilities, and infrastructure.

KEY FINDINGS

The following key findings summarize important takeaways for this chapter:

- **Sports Facilities:** There is a demand for multi-use recreational fields to accommodate the soccer, football, and baseball leagues throughout the City. These are managed by Beaumont Cherry Valley Recreation and Park District.
- **Library Services:** There is only one library to serve the community. There may be a need to expand upon the quality and quantity of public library services. These are managed by the Beaumont Library District.
- **School Facilities:** Additional schools may be needed at all levels to accommodate future development. These are managed by the Beaumont Unified School District.
- **Water Supply**: Current storage supplies may be exhausted in less than a decade. Opportunities for groundwater recharge will be an important consideration during development of the General Plan Update. These are managed by the Beaumont-Cherry Valley Water District.
- **Sewage Treatment:** Upgrades to the Wastewater Treatment Plant are imperative to the buildout of the General Plan.
- **Recycled Water**: Use of recycled water for potable uses will be on the horizon as water shortages increase from drought and population demands.

ANALYSIS

PARKS AND RECREATION

Park and recreation services for the City of Beaumont are provided by the City of Beaumont and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). Thirteen parks are provided for and maintained by Home Owners Association (HOA) as reflected in Table 6.1, Park and Recreational Facility Inventory and Table 6.1 below. HOA parks may be dedicated to the City or maintained by the HOA.

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

All park and recreation facilities within the Planning Area are provided in Table 6.1 below. The distribution of parks throughout the Planning Area is shown in Figure 6.1.

TABLE 6.1 PARK AND RECREATIONAL FACILITY INVENTORY

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

* Contains baseball/softball field

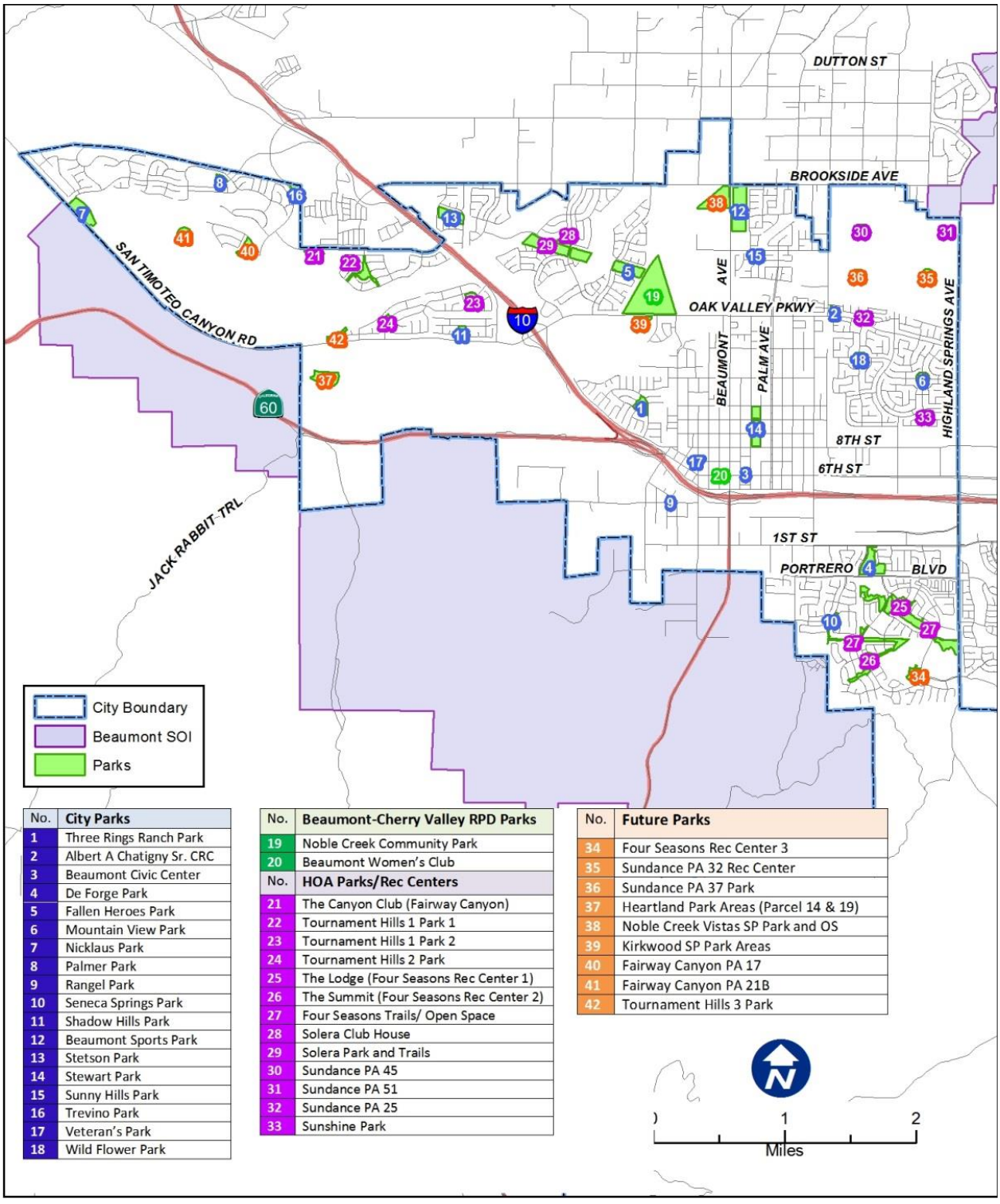
** Contains three baseball/softball field and five soccer fields

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

The City's current park ratio requirement is 5 acres of parkland (and full improvements) per 1,000 residents. Based on the City's current estimated population of 45,188 residents, the City requires 225.59 acres of parkland to meet park ratio requirements. Based on the total acres of all parks and facilities maintained by the City, HOA, and BCVRPD within the City limits, a total of 343.4 acres of parkland is being provided for a current park ratio of 7.61 acres of parkland per 1,000 residents. Therefore, the City is currently exceeding required park ratios.

According to City staff, the community takes great interest in community sports. Nine parks include baseball/softball fields and two parks include soccer fields. With a growing population, there may be desire to seek out opportunities for multi-use recreational fields to accommodate the soccer, football, and baseball leagues within the community.

FIGURE 6.1 PARK AND RECREATIONAL FACILITY MAP



No.	City Parks
1	Three Rings Ranch Park
2	Albert A Chatigny Sr. CRC
3	Beaumont Civic Center
4	De Forge Park
5	Fallen Heroes Park
6	Mountain View Park
7	Nicklaus Park
8	Palmer Park
9	Rangel Park
10	Seneca Springs Park
11	Shadow Hills Park
12	Beaumont Sports Park
13	Stetson Park
14	Stewart Park
15	Sunny Hills Park
16	Trevino Park
17	Veteran's Park
18	Wild Flower Park

No.	Beaumont-Cherry Valley RPD Parks
19	Noble Creek Community Park
20	Beaumont Women's Club
No.	**HOA Parks/Rec Centers**
21	The Canyon Club (Fairway Canyon)
22	Tournament Hills 1 Park 1
23	Tournament Hills 1 Park 2
24	Tournament Hills 2 Park
25	The Lodge (Four Seasons Rec Center 1)
26	The Summit (Four Seasons Rec Center 2)
27	Four Seasons Trails/ Open Space
28	Solera Club House
29	Solera Park and Trails
30	Sundance PA 45
31	Sundance PA 51
32	Sundance PA 25
33	Sunshine Park

No.	Future Parks
34	Four Seasons Rec Center 3
35	Sundance PA 32 Rec Center
36	Sundance PA 37 Park
37	Heartland Park Areas (Parcel 14 & 19)
38	Noble Creek Vistas SP Park and OS
39	Kirkwood SP Park Areas
40	Fairway Canyon PA 17
41	Fairway Canyon PA 21B
42	Tournament Hills 3 Park

EDUCATION

The residents within the Planning Area are served by Beaumont Unified School District (BUSD) educational facilities and services. BUSD also serves residents of Cherry Valley and portions of Banning. Currently, BUSD operates five elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. BUSD's existing school facilities are listed in Table 6.2, BUSD Existing Schools.

TABLE 6.2 BUSD EXISTING SCHOOLS

School	Grades	Location
Anna M. Hause	Transition K-5	1015 Carnation Lane
Brookside Elementary	K-5	38755 Brookside Avenue
Chavez Elementary	K-5	1730 Cherry Avenue
Palm Elementary	K-5	751 Palm Avenue
Sundance Elementary	K-5	1520 East 8th Street
Three Rings Ranch Elementary	K-5	1040 Claiborne
Tournament Hills Elementary	K-5	36611 Champions Drive
Mountain View Middle School	6-8	200 Cougar Way
San Gorgonio Middle School	6-8	650 Magnolia Avenue
Beaumont High School	9-12	39139 Cherry Valley Blvd

Source: Beaumont Unified School District. Available at http://www.beaumont-ca.schoolloop.com/schools, accessed February 22, 2017.

In addition to traditional educational facilities, BUSD provides continuing education facilities for Grades 9 through 12 at Glenview Continuation High School located at 939 East 10th Street. For the 2015/2016 school year, there was adequate capacity at the elementary and high school levels, as shown in Table 6.3, Existing School Capacity and Enrollment. However, the middle schools currently show a shortage in capacity.

TABLE 6.3 EXISTING SCHOOL CAPACITY AND ENROLLMENT

School Level	2015/2016 Facility Capacity	2015/2016 Student Enrollment	Capacity Excess Or (Shortage)
Elementary (Grades K-6)	5,657	5,272	385
Middle School (Grades 7-8)	1,190	1,329	(139)
High School (Grades 9-12)	4,108	2,767	1,341
Total	**10,955**	**9,368**	**1,587**

Source: Beaumont Unified School District. School Facility Needs Analysis, March 11, 2016, Table 6.

BUSD will experience growth that will continue to press school capacities. The BUSD's 2016 School Facility Needs Analysis[1] identifies that BUSD can expect an additional 25,728 residential units through build-out (i.e. when all possible development that can occur within the service boundary of BUSD has occurred). Future projections indicate there will be a shortage in future school capacity and the BUSD will need to construct at least two elementary schools, one middle school and one high school to accommodate anticipated development over the next 20 years.[11]

[11] Beaumont Unified School District. *School Facility Needs Analysis*, March 11, 2016, pp. 11, 17-18

LIBRARY

Beaumont Library

The Beaumont Library District (BLD) was established in August 1911, founded a year earlier than the City, and is one of only a dozen special district libraries in the State of California. Special District Public Libraries are governed by a Board of Trustees. The BLD is independent of both City and County governments and receives support from the Laura May Stewart Foundation and the Friends of the Library non-profit organizations. Beaumont's "Carnegie Library" was funded by Andrew Carnegie and opened in 1914. An addition was built onto the 1914 building in 1966 and a community room was built in 1981. The Beaumont Library, located at 125 E. Eight Street, currently serves over 80,000 residents of the City of Beaumont, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County, all of which lie within the District boundaries. The Library serves to provide services for adults as well as children and teens, with a total of 56,745 volumes, and 14,490 registered borrowers utilizing the collections.

The general rule of thumb for public libraries is to provide 0.5 to 1.0 square feet of space per capita, although better libraries across the country tend to have even more space. There are various other ratios, such as volumes per capita, seating per capita, etc., and the ratios vary depending upon the size of the service population.[12] Currently, the Library building is about 12,000 square feet or 0.17 square feet per capita. Over the last several years, architectural plans and drawings for a building of slightly more than 40,000 square feet have been developed that would place the Library within the suggested range.[13]

Beaumont Library Today

The current collection is about 75,000 items. The proposed facility would easily hold 150,000. Despite changing trends, books are not going away. The latest Gallup poll shows that nearly 75% polled prefer printed books, about 19% utilize e-books regularly, with the remaining, listening to audiobooks.[3]

During the past 15 years, rapid housing growth has added to property tax revenues, but the lack of impact fees has meant that the BLD has had to increase the scope of its service from a facility that is now much too small. To meet the demand, advanced technologies were implemented in 2010 before many larger libraries. The library added a radio frequency identification (RFID) self-checkout and self-return system that included mechanized sorting equipment and new personalized "out-from-behind-the-desk" and "Information Concierge" services using wireless radios and headsets. The library's new one gigabyte connection

[12] American Planning Association, *Planning the Public Library*. (Available at https://www.planning.org/pas/reports/report241.htm (Accessed April 6, 2017)

[13] Beaumont Library District Principal Librarian, Luren E. Dickinson, April 6, 2017. (email communication).

provides high speed Internet access to those using library computers or their own devices. The library Web site allows for remote access to e-books, e-audio, digital magazines, and more 24 hours a day, 7 days a week.

The BLD has recognized the need for building expansion but issuance of a bond will be necessary. A library foundation is being formed for this purpose. As the population of the City of Beaumont continues to grow, the BLD services will continue to be impacted until adequate facilities are provided.

According to the Public Library Association, new technology will likely affect how and what services libraries offer, including each library's ability to adapt and implement new technologies, such as tablet loaner programs, virtual reality spaces, 3-D printing stations, robotics, and drones utilized for book drop-offs and pickups.[14] Additional trends include utilizing libraries as community builders to help revitalize neighborhoods and downtown areas.[15] Libraries may also serve as community centers for diverse populations, such as non-English speakers, immigrants, lesbian-gay-bisexual-transgender-intersex-and questioning (LGBTIQ) patrons, and disabled patrons seeking information, resources, and support. While technological advancement often implies brick and mortar places and real books will become obsolete, libraries will likely continue to server very important functions for our communities into the future.

PUBLIC UTILITIES AND INFRASTRUCTURE

WATER

The Beaumont-Cherry Valley Water District (BCVWD) provides potable water service to the City of Beaumont and currently serves over 50,000 residents, providing approximately 16,577 service connections, with estimated water demand of 11,000 acre-feet per year (AFY). At present, water supplies available to support development within the City consist primarily of groundwater extracted from the Beaumont Basin (also referred to as the Beaumont Storage Unit (BSU) or Beaumont Management Zone (BMZ)) and Edgar Canyon (aka, Little San Gorgonio Creek). BCVWD also has a non-potable water system designed to convey a blend of non-potable groundwater, recycled water, untreated imported water and potable water, to compensate for water losses. In addition, BCVWD currently owns and operates a groundwater recharge facility and imported water pipeline within the City limits. Additional sources of potable water through imported water are also available to the City through the San Gorgonio Pass Water Agency (SGPWA or "Pass Agency"), which is a State Water Contractor to import water from Northern California through the State Water Project (SWP).

Based on the 2015 BCVWD UWMP, the City has approximately 8,011 AFY of water for use.[16] However, non-potable water supplies are unavailable to the District to date, decreasing its water supply to an estimated 6,600 acre-feet

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[14] Public Library Association, A Publication of the Public Library Association – Public Libraries Online, *Emerging Tech Trends Require Change Management*, July 1, 2016. Available at http://publiclibrariesonline.org/2016/07/emerging-tech-trends-require-change-management/ accessed March 28, 2017

[15] Public Library Association, A Publication of the Public Library Association – Public Libraries Online, *Community Centered: 23 Reasons Why Your Library is the Most Important Place in Town,* September/October 2011. (Available at http://publiclibrariesonline.org/2013/04/community-centered-23-reasons-why-your-library-is-the-most-important-place-in-town/, accessed April 25, 2017.)

[16] Total of 8,011 AFY includes: 1,500 AFY of groundwater from the Beaumont Basin Adjudication; approximately 451 AFY from unused allocated overlying water rights; approximately 2,260 AFY from the Edgar Canyon Basin; approximately 2,300 AFY of imported water purchased from San Gorgonio Water Agency (SGPWA); and 1,500 AFY of non-potable water supply.

in 2015. The total water demand for 2015 was estimated at 12,453 acre-feet, creating a water deficit of approximately 5,900 acre-feet. Since the UWMP includes a non-potable water supply of 1,500 AFY, the deficiency in water supply is estimated at 4,400 acre-feet, which would be offset by its Beaumont Basin storage account of 39,725 acre-feet. At an annual deficit of 4,400 acre-feet, the storage account would be exhausted in approximately nine years (BCVWD UWMP,[17] P. 4-37). Based on the UWMP estimated demand projections beyond 2020 and the unavailable non-potable water supply, the water deficit will continue to increase causing BCVWD to exhaust its storage account in sooner than nine years.

Additional purchases of imported water will be required to meet the projected water demand through 2035. BCVWD currently receives 3,040 AFY of the SGPWA allocation of SWP water. An additional 4,400 to 9,800 AFY would be required to meet water demands through 2035. To reduce dependency on imported water supplies BCVWD is exploring other alternatives such as conservation, a stormwater capture project, implementation of a groundwater extraction system in San Timoteo Creek, and implementation of a high nitrate groundwater extraction system at the mouth of Little San Gorgonio Creek in Edgar Canyon for non-potable purposes. BCVWD anticipates purchasing recycled water to offset the use of potable water for irrigation purposes and is therefore exploring opportunities with Yucaipa Valley Water District (YVWD) and the City of Beaumont as sources. Although the five-year drought has been declared over by Governor Brown, the future trend for potable water will build on expanding mandatory water conservation measures, reducing system losses, and developing efficiency standards for indoor and outdoor use.[18]

RECYCLED WATER AND GROUNDWATER RECHARGE

At present, recycled water is not being utilized to offset potable water demands within the City of Beaumont. However, the necessary infrastructure to allow for use of recycled water has been master planned, and components of the recycled water distribution system have been constructed by BCVWD. Additional recycled water infrastructure will be constructed as new development occurs within the General Planning Area. The City has an environmental obligation to discharge a minimum of 1.8 million gallons per day (mgd) to Cooper's Creek to sustain the habitat created therein. After that obligation is met, the remainder is available for distribution as recycled water for irrigation. (2006 GPEIR[19] p. 4.15-5).

The City's current NPDES permit (CA0105376) allows the City to discharge recycled water for irrigation purposes. The three approved recycled water discharge locations are: 1) R-001 Tukwet Canyon Golf Course; 2) R-002 Oak Valley Golf Course; and 3) R-003 BCVWD. The City has requested that the Regional Water Quality Control Board reopen their existing permit and include the requirement for a pretreatment program as well as the requirements for utilizing recycled water for groundwater recharge over the groundwater basins.

BCVWD has an active non-potable water conveyance and storage system used for irrigation purposes, part of which forms a loop around the City of Beaumont. The BCVWD is in the process of developing a facilities plan for a recycled water connection with neighboring Yucaipa Valley Water District, as well as discussions with the City for utilizing recycled water from the City's wastewater treatment plant. Any recycled water which is introduced into

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[17] Beaumont-Cherry Valley Water District, *2015 Draft Urban Water Management Plan*, November 2016. (Available at http://www.bcvwd.org/pdf/BCVWD_UWMP2015.pdf, accessed April 5, 2017.)

[18] State of California, *Executive Order B-40-17*. April 7, 2017. (Available at https://www.gov.ca.gov/docs/4.7.17_Exec_Order_B-40-17.pdf, accessed April 26, 2017).

[19] City of Beaumont, *General Plan Final Environmental Impact Report SCH# 2004061001*, February 2007. Available at the City of Beaumont.

the BCVWD system will offset the existing potable water demand on a gallon for gallon basis. Currently, the District supplies 1,700 acre-feet per year of non-potable water to irrigate landscaping in its service area, with greater expansion expected by 2020. (BCVWD UWMP, p. 9-6).

On July 1, 2003, a five member Watermaster Committee (WC) consisting of representatives from the City of Banning, City of Beaumont, BCVWD, South Mesa Water Company (SMWC), and Yucaipa Valley Water District (YVWD) was appointed by the State of California Superior Court to manage the Beaumont Basin. The Watermaster is charged with developing and implementing a groundwater management plan for the Beaumont Basin, including water quality and quantity considerations. The Watermaster is responsible for providing the legal and practical means of ensuring that the waters of the Basin are put to maximum beneficial use (BBW,[20] pp. 1-1 to 1-3). Additionally, the Watermaster is responsible for maintaining an annual account of all water artificially recharged in the Beaumont Basin, as well as any losses of water supplies or changes to Safe Yield resulting from such recharge water. Sources of groundwater recharge include imported water from the SWP, recycled water, and new water sources developed in the basin since July 2003. The Watermaster has maintained the accounting of groundwater recharge. However, losses from the basin, if any, have not been estimated. (BBW, p. 3-5).

Groundwater recharge is the augmentation of groundwater, by natural or artificial means, with surface water or recycled water. The City of Beaumont is not permitted to use recycled water from its wastewater treatment plant for purposes of groundwater recharge, but is currently pursuing this with the regulatory agencies. Nearby BCVWD has recharge basins that may be a potential location for recycled water recharge. San Gorgonio Pass Water Agency has planned and designed groundwater recharge basins, but has yet to construct them. Recycled water may not be put to beneficial use all the time, but if recycled water can be utilized for groundwater recharge, there is a better likelihood that it will be utilized all of the time. Recycled water has been deemed a "drought-proof" source of water and according to the Governor's 2016 Update to the California Water Action Plan, the use of recycled water will be encouraged for indirect and direct potable reuse for the foreseeable future.

SEWER

The City of Beaumont controls and manages its sewer collection, conveyance, and treatment system. All sewage generated within the City, as well as some unincorporated areas in Cherry Valley are treated at the Beaumont Wastewater Treatment Plant No. 1 (WWTP), which has a current capacity of 4 million gallons per day (mgd). Treated effluent from the WWTP is discharged to Cooper's Creek, a tributary of San Timoteo Creek. The WWTP currently treats an estimated 3 mgd average daily flow and is currently designed to hit maximum capacity for the City in 2023. The City is currently in the process of upgrading and expanding the WWTP capacity in accordance with requirements from the Santa Ana Regional Water Quality Control Board. The City aims to increase permitted capacity to 6 mgd and upgrade various system components (e.g., add reverse osmosis and membrane bioreactor) so that the effluent is of such quality to be distributed as "recycled water," and used for recharging the groundwater basins as well as for providing the necessary capacity to serve the City past the 2023 horizon. The WWTP expansion is anticipated to occur in 2020, prior to the plant reaching capacity.

[20] Beaumont Basin Watermaster, *2015 Annual Report Draft*, August 2016. (Available at http://documents.yvwd.dst.ca.us/ bbwm/documents/2015annualreport-draft160803.pdf, accessed April 5, 2017.)

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7. SAFETY

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to safety. This includes an overview of fire and police services, hazards, noise, and natural disaster prevention and preparedness.

KEY FINDINGS

- **Inadequate Fire and Police Stations.** There is a police substation in the Fairway Canyon development. However, the City currently lacks adequate police and fire facilities to serve the west end of the community.
- **Seismic Risk.** The City faces medium to high seismic risk from the fault systems that run through the City but low liquefaction potential in the case of an earthquake.
- **Fire Risk.** Moderate, high, and very high fire hazard severity zones are located in the City. A majority of the high and very high fire hazard severity zones are located in the areas of the City near open space in the northern and southern portions of the City.
- **Wind Hazard vs Opportunity.** High winds are common in the City and, while they are a hazard, might offer the City a source of locally generated renewable energy.
- **Climate Change Impacts.** While there is some uncertainty regarding how quickly climate change will occur, climate change will likely exacerbate many hazards and public health issues in Beaumont, including increased risk of extreme heat, increased fire risk, and decreased air quality.
- The predominant sources of noise in Beaumont are motor vehicles on roadways and trains on the Union Pacific railroad. Future development of noise-sensitive land uses such as homes, schools, hospitals, and recreational areas may be exposed to unacceptable noise levels if located near major noise generators.

ANALYSIS

FIRE SERVICES

The City of Beaumont contracts with the Riverside County Fire Department in conjunction with the California Department of Forestry and Fire Protection (Cal Fire) for City-wide fire protection, emergency medical services, and fire safety education. The County and Cal Fire staff serves not only the City of Beaumont, but also provides shared resources with Calimesa and Banning. The City, through its contract with the County and Cal Fire also has access to seven shared engines in San Jacinto, five shared engines in Desert Hot Springs and nine shared engines in Moreno Valley. Stations are required to have a staff of three plus one paramedic. All engine companies, including Beaumont, have a paramedic on staff. The locations of existing stations within the City of Beaumont are shown on Figure 7.1. Current response times in the City of Beaumont for fire services take approximately 8 to 12 minutes. A five-minute response time is the goal of the City. With the recent increase in residential communities on the west end of town, the City has experienced additional concerns regarding the Fire Department's ability to meet acceptable response times.

POLICE SERVICES

The City of Beaumont Police Department (BPD) is located at 660 Orange Street and is one of 11 cities within Riverside County that operates its own Police Department. The BPD utilizes community-oriented policing and problem solving (COPPS) that works with neighborhoods to emphasize crime prevention. The BPD currently operates with a total of 38 sworn staff members. Notably, this is a significant reduction from previous years. During the years 2010 to 2013, the BPD staffed between 56 and 59 sworn officers. Based on the current population of the City (45,118 as of January 2016 per the California Department of Finance), Beaumont has an officer-to-population ratio of 0.84 sworn officers per 1,000 residents. The target service ratio is 1.0 to 1.2 officers per 1,000 residents. The current ratio is down due to the elimination of multiple joint task forces and auxiliary positions. However, the number of officers assigned to patrol has remained constant.[21] Additionally, the BPD staffs a total of 18 non-sworn staff members.[22]

The City is divided into a five-beat patrol grid with each beat having an assigned officer to patrol the area, as reflected in Figure 7.2. The response times are averaging three minutes for in-progress calls, meeting the City's three-minute response time objective. Based on a City size of approximately 31 square miles, the average coverage per regular patrol is approximately 7.75 to 10.33 square miles. However, over 40% of the area of the City is vacant mountainous territory that does not require routine patrol. This substantially reduces the effective average size of patrol areas.[12, 23]

Traffic and homeless populations are the two main safety issues the BPD currently encounters. However, the City does not have a large homeless population. The City partners with local businesses to distribute educational posters for patrons regarding interactions with homeless populations in an effort keep the existing homeless population low. Traffic congestion and traffic related-incidents, especially around school zones create additional concerns for BPD. Like the Fire Department, the growth on the west end of town presents concerns for the BPD in continuing to meet community needs and response times. Violent crime is down in the City and there are no concentrated crime wave areas. However, the older City core sees the most crime, as it is difficult to build Neighborhood Watch programs into this older area because of the number of vacant businesses and structures. The City currently has some surveillance cameras, but has no plans to increase the number of cameras because there is not enough staff to monitor. The police department currently monitors the cameras from the communications center.[19]

[21] City of Beaumont Draft Municipal Service Review

[22] City of Beaumont Chief of Police, Sean Thuilliez, February 27, 2017 (email communication).

[23] City of Beaumont Chief of Police, Sean Thuilliez, April 26, 2017 (email communication).

FIGURE 7.1 EMERGENCY FACILITIES MAP

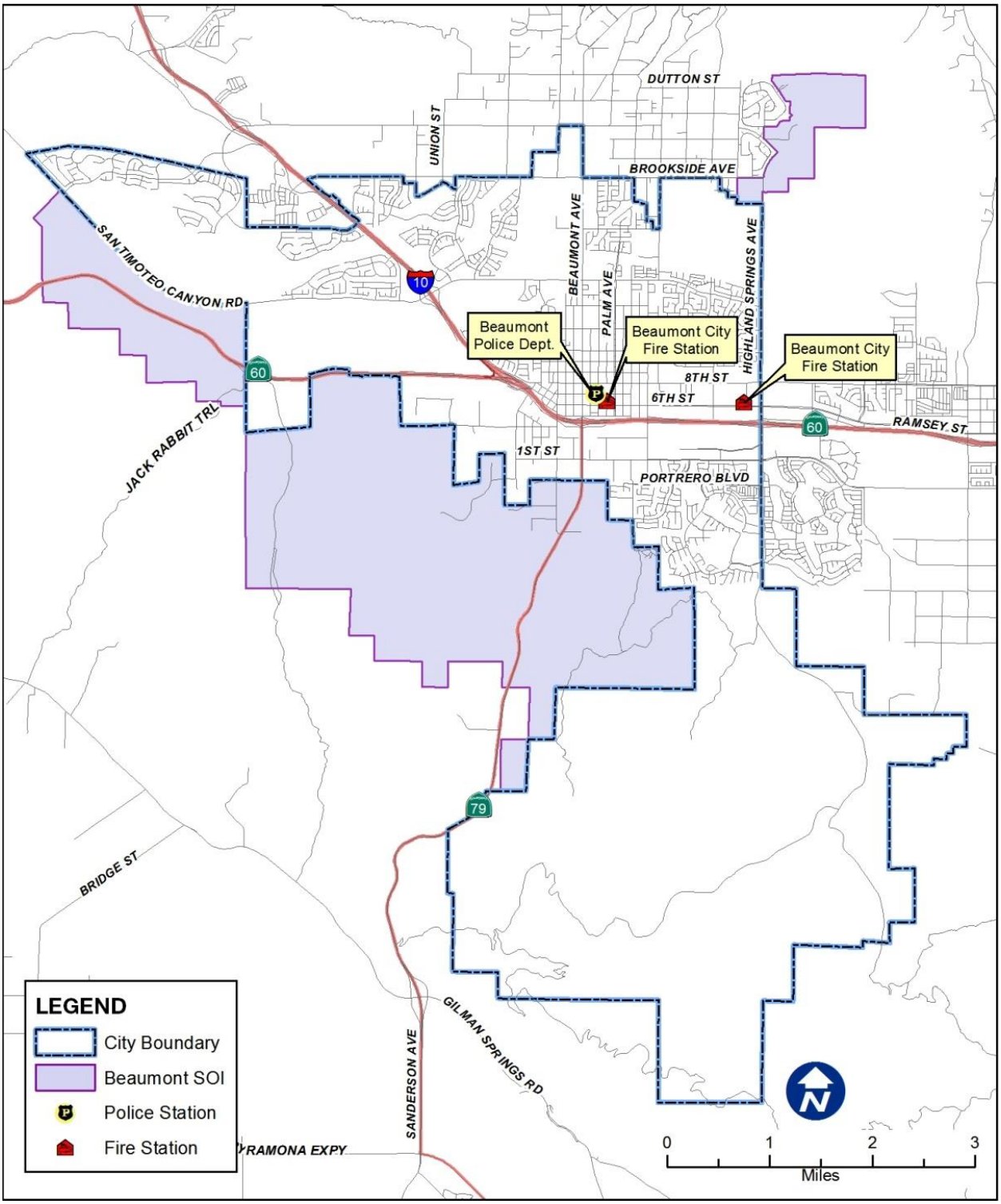


FIGURE 7.2 BEAUMONT POLICE PATROL BEAT MAP

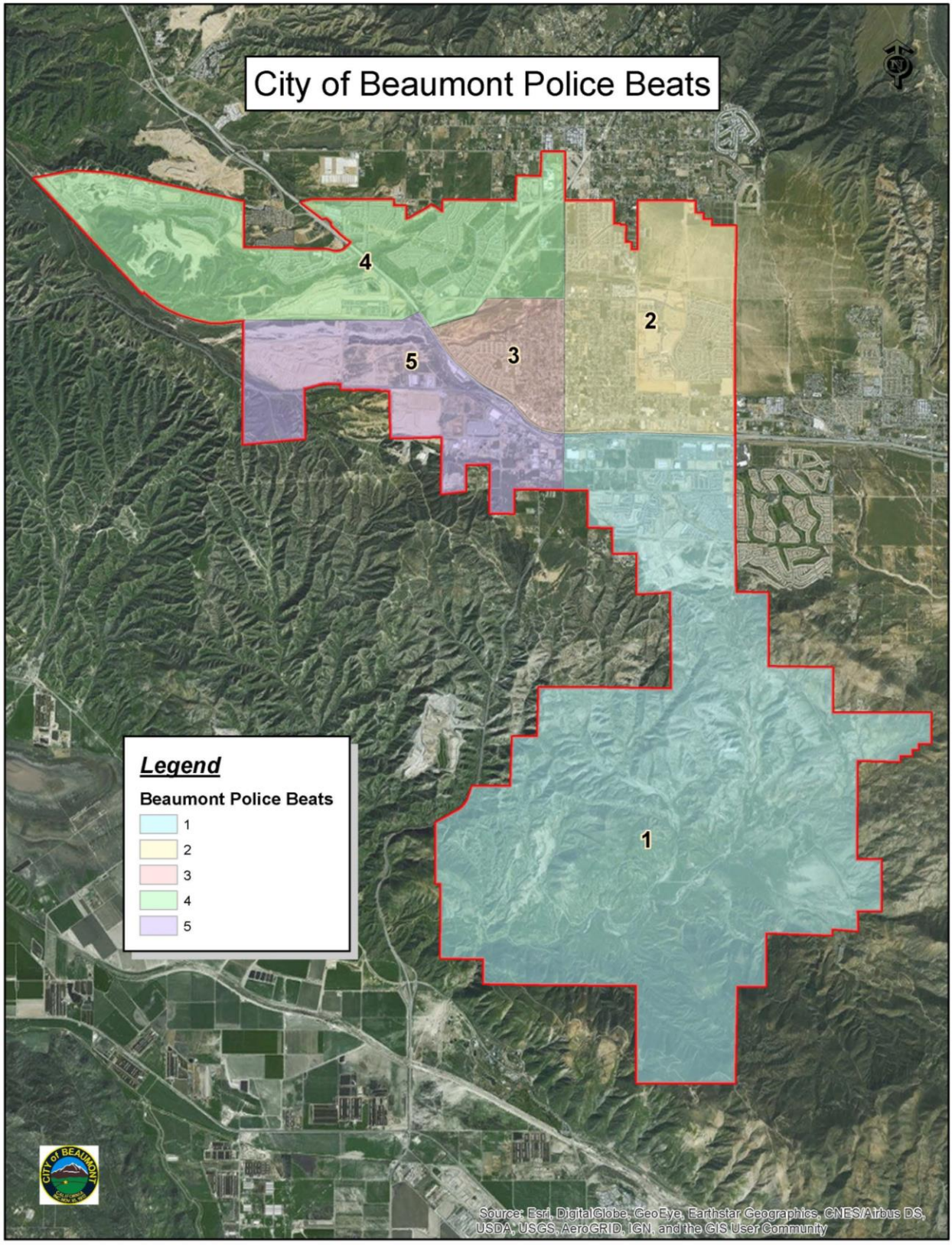


TABLE 7.1 VIOLENT CRIME STATISTICS

Violent Crime	2012	Percentage of Total Crimes
Murder	0	0
Rape	7	7
Robbery	16	16
Assaults (Aggravated)	80	78
Total Violent Crime	**103**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, Crime in the United States 2012. Available at https://ucr.fbi.gov/crime-in-the-u.s/2012/crime-in-the-u.s.-2012/tables/8tabledatadecpdf/table-8-state-cuts/table_8_offenses_known_to_law_enforcement_by_california_by_city_2012.xls, accessed February 27, 2017.

TABLE 7.2 PROPERTY CRIME STATISTICS

Property Crime	2012	Percentage of Total Crimes
Burglary	192	14
Auto Theft	89	6
Larceny-Theft	1,061	79
Arson	7	1
Total Property Crime	**1,342**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, Crime in the United States 2012. Available at https://ucr.fbi.gov/crime-in-the-u.s/2012/crime-in-the-u.s.-2012/tables/8tabledatadecpdf/table-8-state-cuts/table_8_offenses_known_to_law_enforcement_by_california_by_city_2012.xls, accessed February 27, 2017.

HAZARDS

The City of Beaumont is located along the northern boundary of the Peninsular Ranges geomorphic province of Southern California and is located in the San Gorgonio Pass that was created by faulting. The Peninsular Range province containing the San Jacinto Mountains is separated from the San Bernardino Mountains to the north, by a narrow, east-west trending valley known as the San Gorgonio Pass. An elevated alluvial plain, known as the Beaumont Plain, extends through the City, which has been incised by recent erosion along local drainage courses; the most prominent of which include the San Timoteo and Cooper Creeks.

SOILS

Liquefaction is a phenomenon in which loose, water saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater, 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. Areas within Riverside County susceptible to liquefaction hazards have been depicted within the County of Riverside's General Plan. The City of Beaumont has areas of low and moderate liquefaction susceptibility as reflected on Figure 7.3.

Ground subsidence refers to the sudden shrinking or gradual downward settling and compaction of the soil and other surface material with little or no horizontal movement. It may be caused by a variety of human and natural activities including groundwater withdrawal and ground shaking due to earthquakes. Land subsidence and associated fissuring have been documented in some areas of Riverside County. The City of Beaumont has known areas susceptible to ground subsidence as identified on Figure 7.4. The majority of the existing City is in the low susceptible areas, but some of the areas in the western portion of the City, where newer development is proposed, are in a moderate susceptibility area. Future development would need to make sure geotechnical analyses are completed in order to reduce impacts from ground subsidence.

Expansive soils have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins. Although expansive soils are now routinely alleviated by following the Building Code, problems related to past inadequate grading or site preparation practices constantly appear. Expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement and landslides can cause similar damage, but require different mediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation or through the excavation and removal of the expansive soils in the affected area.

FIGURE 7.3 LIQUEFACTION SUSCEPTIBILITY MAP

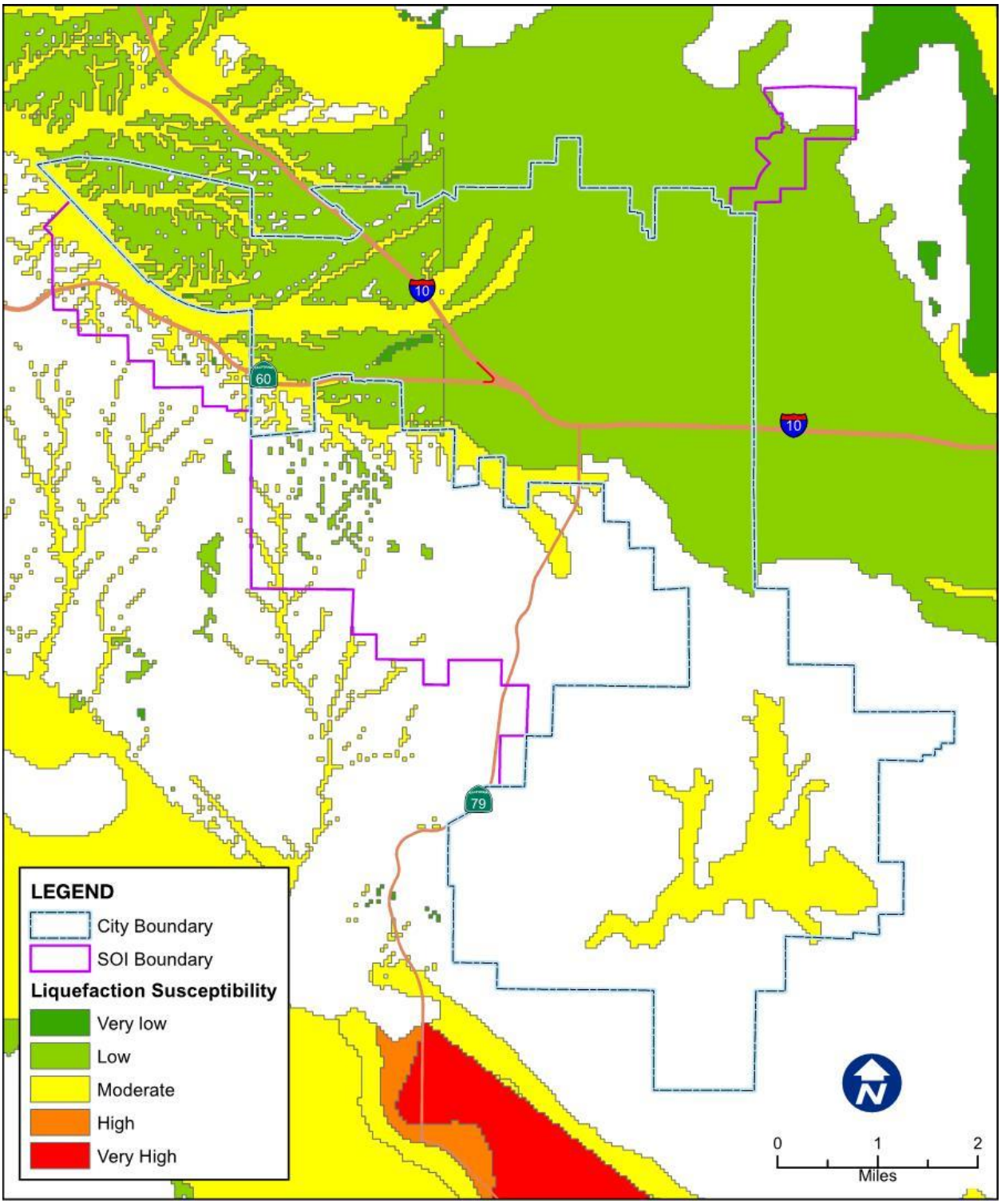
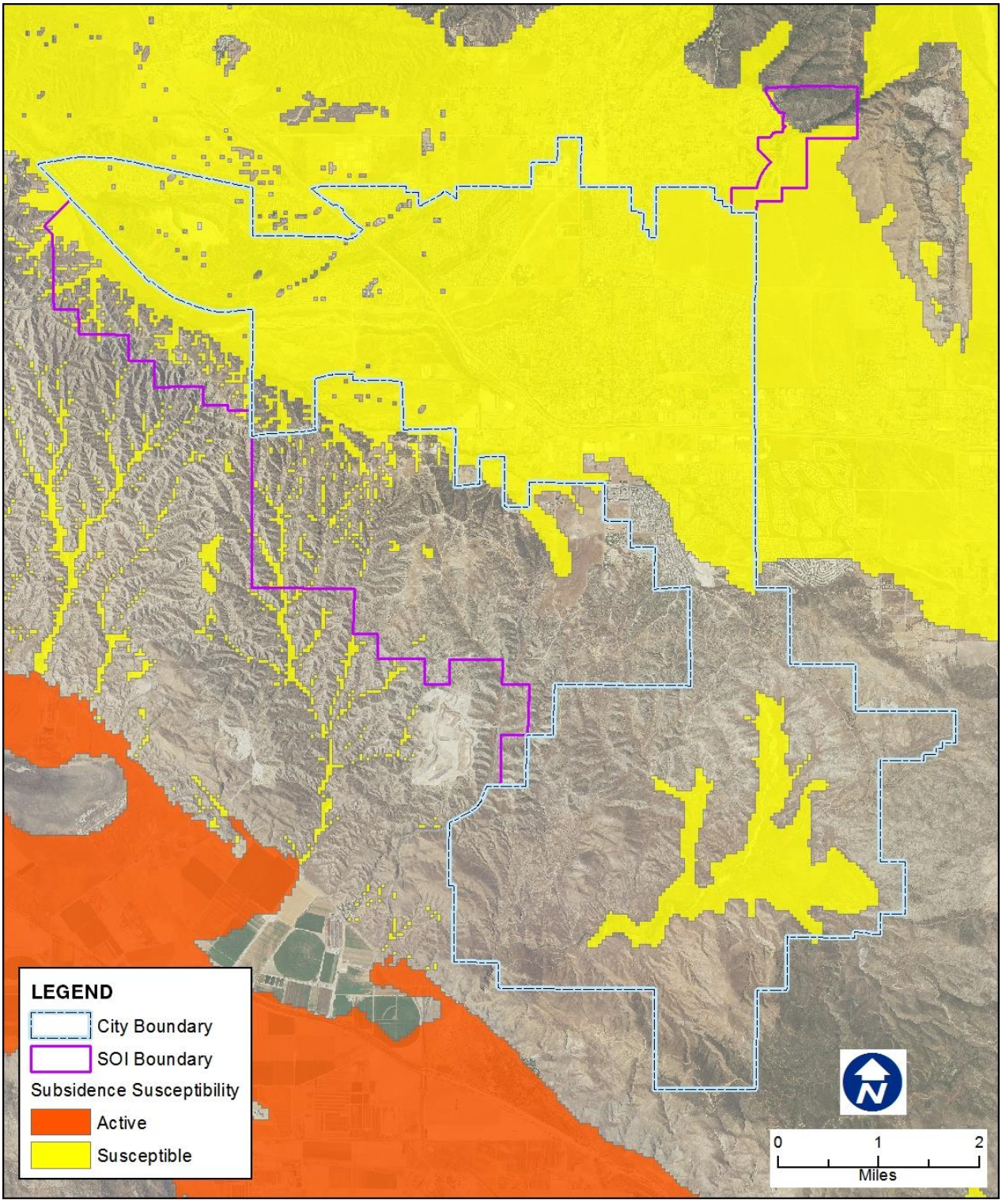


FIGURE 7.4 GROUND SUBSIDENCE MAP



FIRE

Moderate, high, and very high fire hazard severity zones are located in the City, both within the existing city limits and in the sphere of influence. A majority of the high and very high fire hazard severity zones are located in the areas of the City near open space; such as the northern portion of the city near the San Bernardino Mountains, as well as the southern portion of the City, near the open spaces along State Route-79 as reflected in Figure 7.5.

WINDS

High winds are common in the Pass Area and in Beaumont. High winds can be hazardous and result in property damage or risk to residents from falling trees or limbs, damaged power lines, roofs, blowing sand/dust, and soil erosion. Wind-driven sand/dust and soil erosion effects can become acute when soils are exposed during grading and construction activities, or in the course of agricultural tilling and soils preparation. High winds in the City are influenced by the City's proximity to the San Gorgonio Pass, which is one of the windiest places in southern California. The prevailing winds are from the west in spring, summer and early fall. During summer thunderstorms, the winds will sometimes be from the southeast. The westerly winds that blow through the far eastern portion of the Pass are a function of the marine air layer, which develops over Coastal Southern California. When this layer attains a thickness of over 3,000 feet (a condition associated with spring and early summer), it pours cool air through the San Gorgonio Pass and into the Coachella Valley. As such, there should be considerations aimed at mitigating dangers posed by high winds and/or utilizing wind as a renewable energy source.

SEISMIC HAZARDS

The City of Beaumont is located within a seismically active region located at the junction of the Transverse Ranges and the Peninsular Ranges. These two physiographic provinces experience continual seismic activity associated with the lateral movement of the North American and Pacific tectonic plates. The San Andreas Fault system, located northeasterly of the City, is believed to form the boundary between these two plates, although some of the seismic motion is distributed to nearby, related faults. Important faults that could affect the City in the future are identified in Figure 7.6, and include the San Jacinto Fault, the San Andreas Fault Zone, the Banning Fault, and the Beaumont Plains Fault Zone.

FLOOD HAZARDS

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District uses the Beaumont Master Drainage Plan to guide facilities that are needed for current and anticipated future growth. The District has several flood control facilities currently within the City, including, channels, basins, spreading grounds, and culverts.[24]

Flooding within the Planning Area has historically resulted from seasonal storms. Winter storms occur typically between November and April, with the greatest frequency of winter storms occurring between December and March. Winter storms are typically of Pacific origin generated by the interaction of cold Polar Pacific and warm Tropical Pacific air masses. Resulting storm fronts then track eastward over the basin encompassing the City. Precipitation from these storms occasionally lasts for several days, with higher rainfall amounts recorded in the nearby mountains than on the valley floor. Local winter storms may occur concurrent with strong cold fronts or

[24] Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area, Zone Five,* July 1983. (Available at http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%205/Reports/BeaumontMDP_report.pdf, accessed 4/26/17).

deep upper level low pressure centers, and like localized summer storms, may be of high intensity with concentrated precipitation over small areas.

Summer storms normally occur at the end of the dry season and occur more frequently over mountainous portions of the Basin. These storms normally result from moist air flowing into the region from the south and east, and while relatively small in scale, can be severe in intensity.

FIGURE 7.5 FIRE HAZARD SEVERITY ZONES MAP

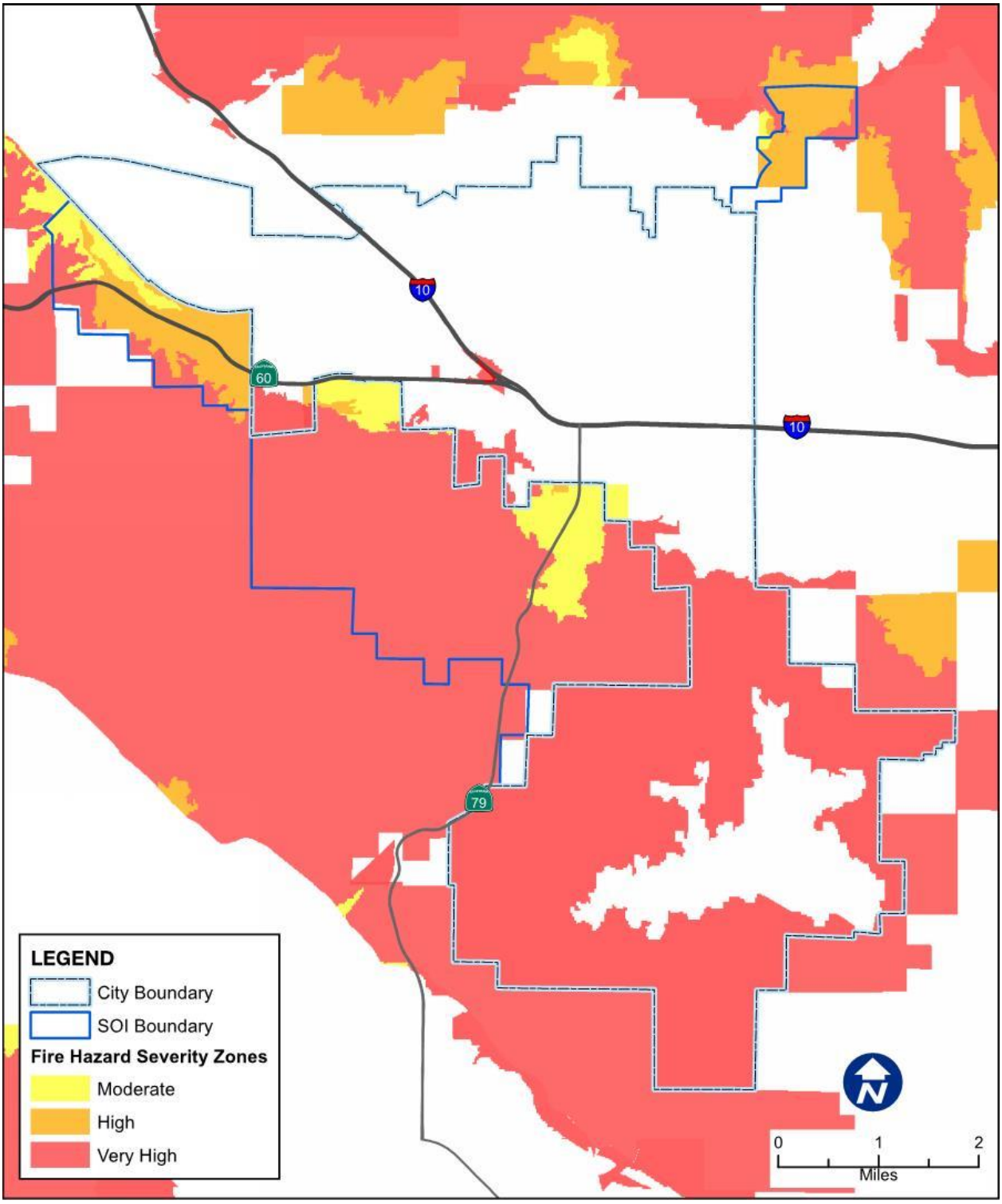


FIGURE 7.6 FAULT ZONES MAP

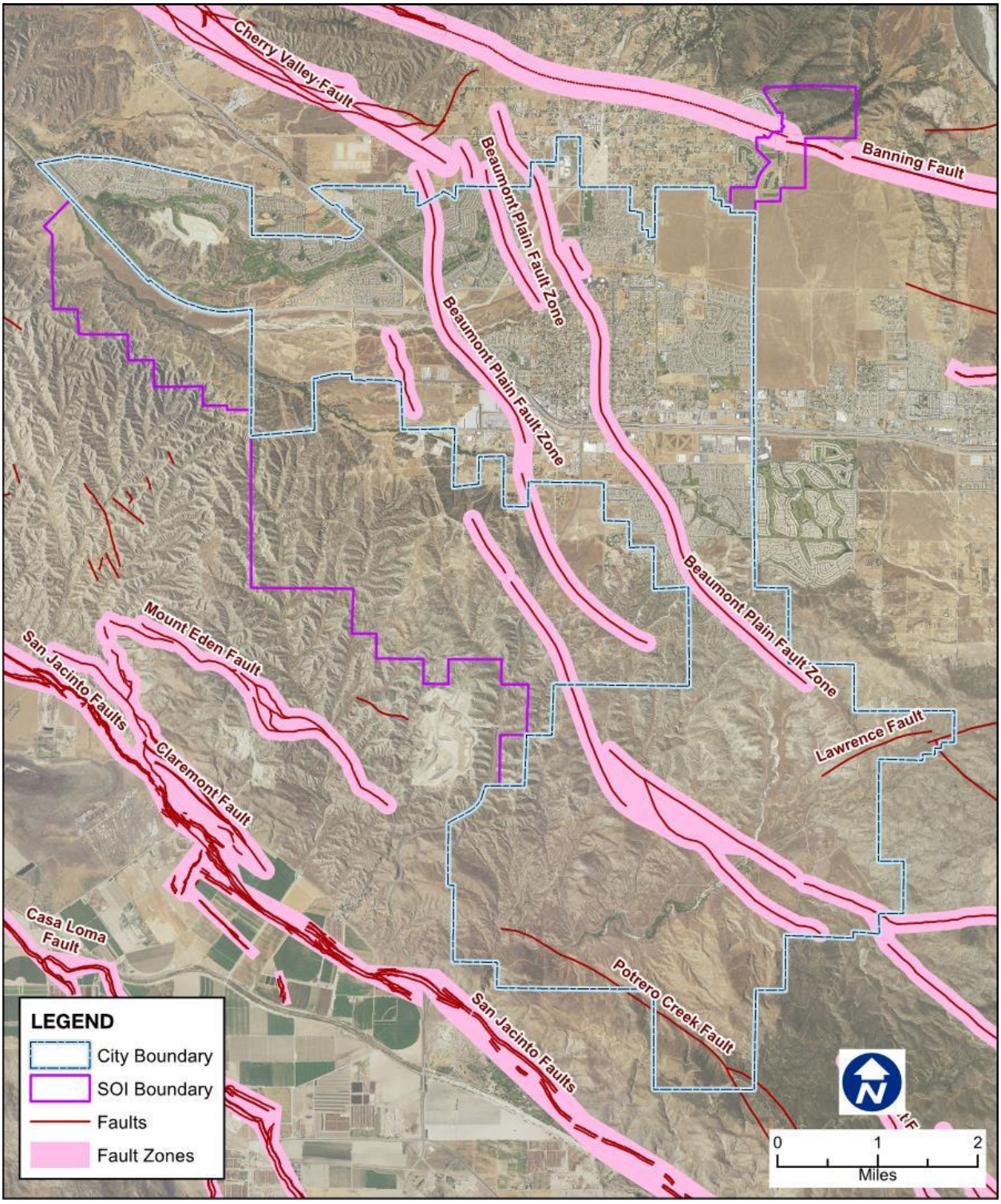
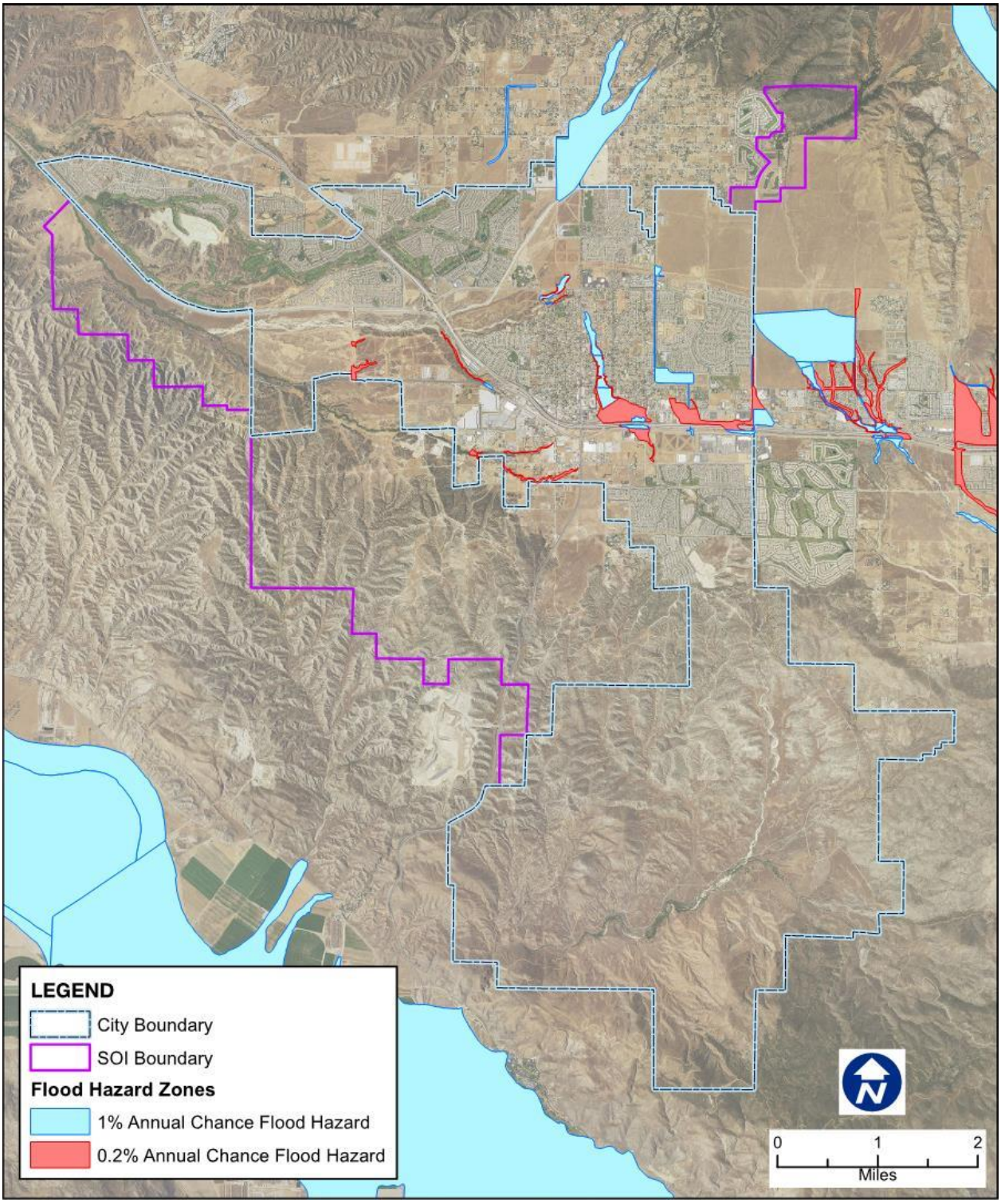


FIGURE 7.7 FLOOD HAZARDS MAP



Mean annual precipitation in the region ranges from three inches in desert areas to over 35 inches in the San Bernardino and San Jacinto Mountains. Regionally, the dry summer months of June, July, and August in both desert and mountain regions regularly yield less than one half-inch of precipitation. Most of the rainfall occurs during the cooler months of November through March, but occasional high-intensity thunderstorms and tropical storms occur in late summer and early fall. Although the ground may be generally dry at the beginning of a storm, sufficient amounts and intensities of rainfall can saturate the surface, substantially reducing percolation and increasing runoff; particularly areas mapped on Figure 7.7.

NATURAL DISASTER PREVENTION AND PREPAREDNESS

The City of Beaumont has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Further, it is an extension of the State Emergency Plan.

CLIMATE CHANGE IMPACTS

Climate change describes the long-term shift in global and regional weather patterns. This includes average annual temperatures and the timing and amount of local precipitation, the frequency and intensity of extreme weather events, sea level changes, and other aspects of weather. Depending on the extent of these changes, climate change may result in significant social, economic, and environmental consequences for residents and businesses.

TEMPERATURE

Since the early 20th century, average surface temperature worldwide has risen at an average rate of 0.15°F per decade (1.5°F per century). Average surface temperatures across the lower 48 states have risen at an average rate of 0.14°F per decade (1.4°F per century). In the US, average surface temperatures have risen more quickly since the late 1970s (0.36 to 0.55°F per decade), with seven of the top ten warmest years on record occurring since 1998.

Scientists predict that over the next century, global temperatures will increase between 2.5°F and 10.4°F, depending upon the amount of future emissions and how the earth responds to those emissions. For California, the average annual temperature is expected to rise 1.8°F to 5.4°F by 2050 and 3.6°F to 9°F by the end of the century. For the Beaumont area, scientists expect average temperatures to increase between 3.7°F and 6.7°F as shown in Figure 7.8

These long-term temperature increases will be experienced along with short-term variation (daily, annual, and multi-year) in temperature related to earth system changes such as El Niño, La Niña, or volcanic eruptions. As a result, temperatures for a single day or year may be higher or lower than the long-term average.

EXTREME HEAT EVENTS

Beaumont is likely to see a significant increase in the number of days when temperature exceeds the extreme heat threshold of 101°F. Between 1950 and 2011, the average number of extreme heat days was four. Under the lower emissions scenario by 2050, the number of extreme heat days could increase to more than 30 per year, and more than 50 per year in the high emissions scenario. Extreme heat events will impact agriculture, public health and even lead to more heat-related deaths, especially for vulnerable populations.

FIGURE 7.8 TEMPERATURE: DEGREES OF CHANGE MAP (1960–2080)

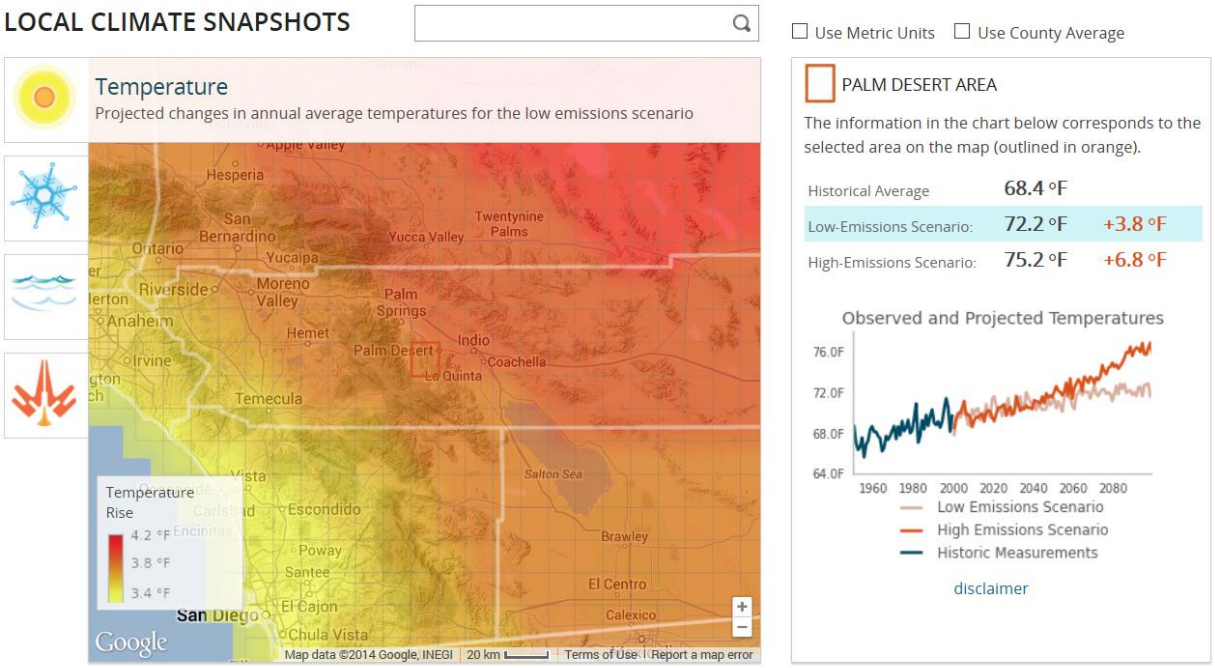
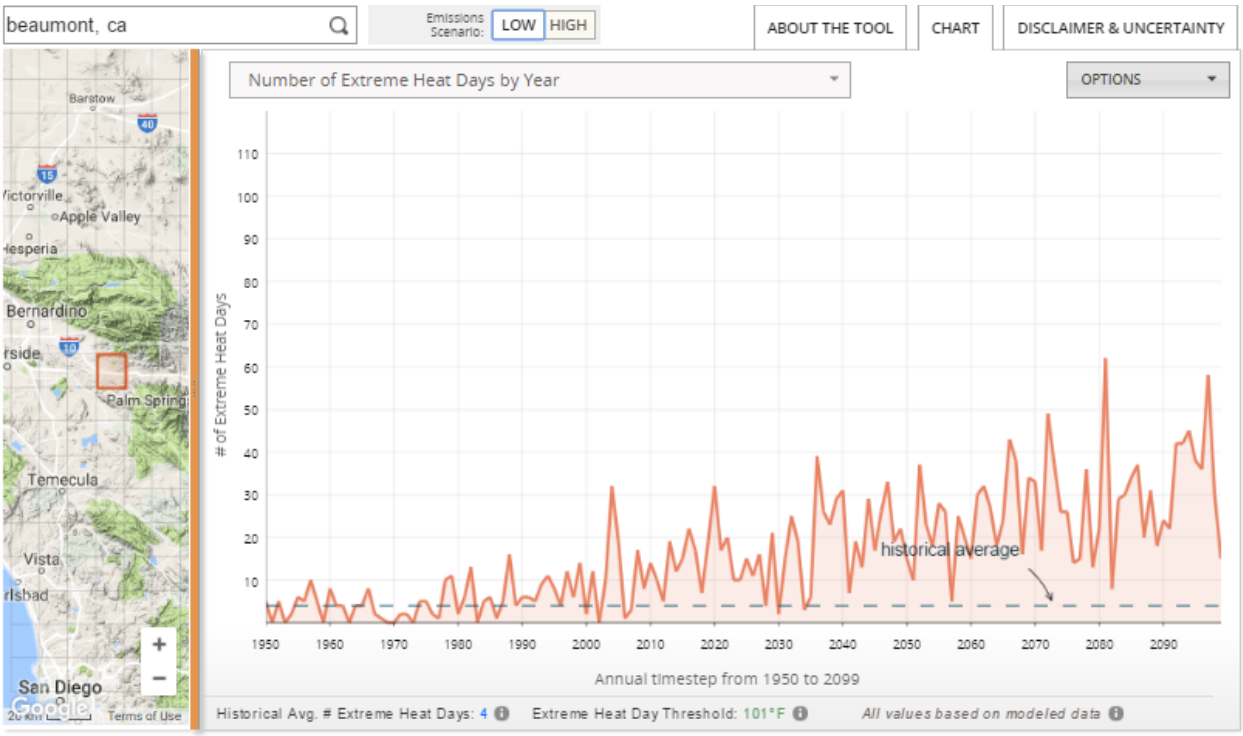


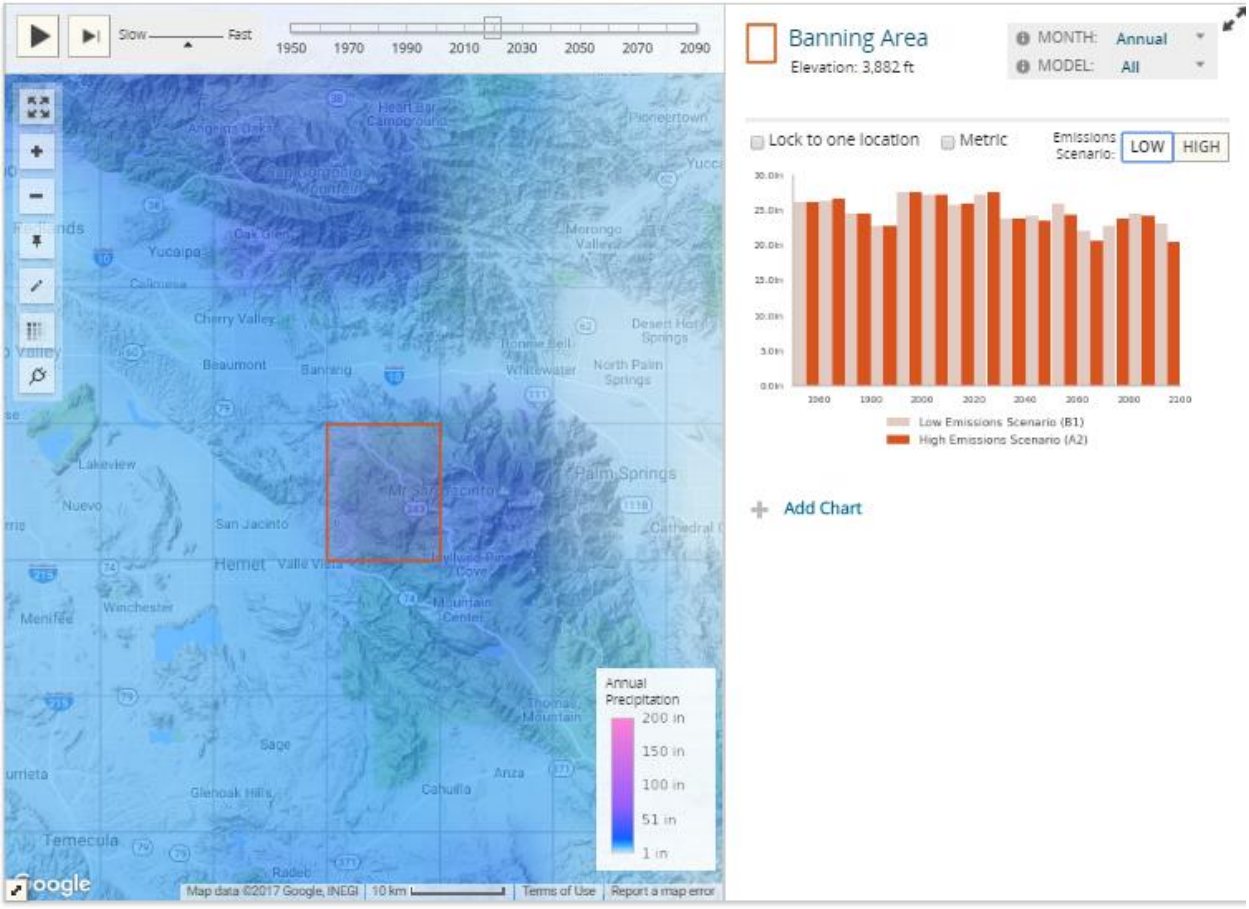
FIGURE 7.9: NUMBER OF EXTREME HEAT DAYS BY YEAR



PRECIPITATION

Research suggests that in California, climate change is likely to decrease annual precipitation amounts by more than 15% by the end of the 21st century. In Beaumont, precipitation is expected to decline over the next century, falling from around 16.2 inches per year to approximately 14.8 inches per year. Seasonal precipitation will change more significantly with March and April receiving less rainfall than in the past. As a result of the seasonal change, Beaumont will likely experience longer periods of drought, as the summer dry season starts earlier in the spring and extends later into the fall.

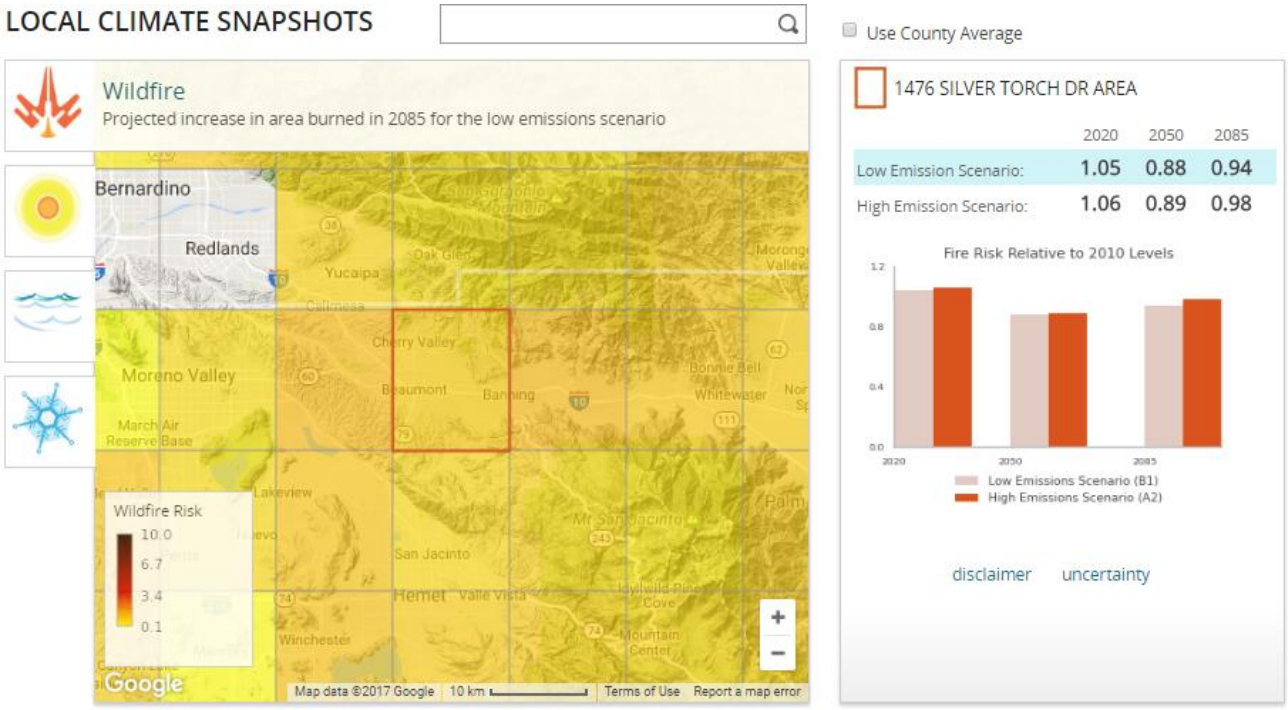
FIGURE 7.10 ANNUAL PRECIPITATION



FIRE HAZARDS AND EMERGENCY MANAGEMENT

Increased temperatures and drier vegetation will lead to more severe and frequent wildfires present new risks and uncertainties that will affect emergency management. Over the next few decades there is a projected increase of 106% (1.06) in area burned by wildfires. An increase in wildfires not only leads to short-term safety issues, but it can lead to long-term public health impacts poor air quality.

FIGURE 7.11: PREDICTED WILDFIRE RISK CHANGE



OTHER POTENTIAL CHANGES

Climate change may also create a variety of changes for California and Beaumont including:

- **Snowpack**: At least a quarter of the Sierra snowpack will be lost by 2050. The snowpack provides natural water storage for the state.
- **Biological resources**: Two-thirds of California's native flora will experience a greater than 80% reduction in suitable climate range within a century.
- **Agriculture:** May very likely see significantly declining yields due to warming.

In California, studies predict that conditions will become hotter and drier, with decreased snow levels and accelerating rates of sea level rise. California should also expect an increase in the intensity of extreme weather events, such as heat waves, droughts, and floods. California's extreme warm temperatures, which have historically occurred in July and August, will most likely extend into June and September.

VULNERABLE POPULATIONS AND PUBLIC HEALTH

A number of factors contribute to the vulnerability of an individual to extreme heat. Internal factors include age (over 65 and infants and children) and medical conditions (e.g., cardiovascular disease, diabetes, and mental illness). For Beaumont, this will include its large aging population including 67% of residents over age 50. It also includes the over 12% of the population that is under age 5 that is growing as the number of young children and more families move to Beaumont. External factors also contribute to climate change vulnerability such as homelessness, poverty, and factors that typically correlate with lower-income people and racial minorities such as living in proximity to freeway, low tree coverage, and lack of lack of access to resources like air conditioning or a vehicle.

Climate change presents serious health risks to California's most vulnerable populations, particularly extreme heat events. The effects of extreme heat on human health are well-documented. Increased temperature or extreme

heat days can increase heat-related mortality, cardiovascular-related mortality, respiratory mortality, and heart attacks, while increasing hospital admissions and emergency department visits. Extreme heat can also affect a person's ability to thermo-regulate, causing heat stress and even death. Exposure to extreme heat during pregnancy is related to lower birth weight, especially in the second and third trimesters. Climate change and rising temperatures are also associated with lower air quality. Atmospheric warming associated with climate change has the potential to increase ground-level ozone in many regions, and high ozone levels have been linked with higher rates of heart disease. Beaumont already has above-average ozone levels, so climate change could further increase ozone levels and exacerbate health issues for the 7% of Beaumont's population with heart disease. Increased wildfires from climate change can also lead to a decrease in air quality that can be particularly harmful to vulnerable populations such as children and infants, and seniors.

Because climate change impacts are closely intertwined with vulnerable populations and inequities, climate adaptation planning presents a unique opportunity to address some of the external factors that contribute to climate change vulnerability, which are also root causes of inequity. Addressing these underlying causes can help increase resilience for all Beaumont community members.

NOISE

Noise sources in the Planning Area fall into five basic categories: freeways, aircraft over flights, traffic from local streets, noise from railroad operations, and stationary sources. The Safety Element of the City's 2007 General Plan (Beaumont, City of, 2007) notes that ambient noise in the City is dominated by transportation-related noise, mainly from I-10 and SR-60, and these remain the dominant noise source today. These noise sources are described below, as well as any potentially significant sources of vibration.

TRANSPORTATION NOISE

The predominant noise source in Beaumont, as in most communities, is motor vehicles. The roadway system in the Planning Area includes a range of facilities: regional freeways, major highways, and other arterial, collector, and local streets. Regional connectivity to the Planning Area is provided by I-10, SR-60, and SR-79. Major roadways within Beaumont include Potrero Boulevard, 6th Street, Oak Valley Parkway/14th Street, Beaumont Avenue, Highland Springs Avenue, and Brookside Avenue. Higher volume roadways within the Planning Area include Beaumont Avenue/SR-79 (23,400 daily vehicle trips on Beaumont Avenue in the 6th Street area, and 12,500 daily vehicle trips on SR-79 near the intersection with California Avenue), Highland Springs Avenue (30,300 daily vehicle trips near I-10, and up to 11,800 daily vehicle trips north of 6th Street), and 6th Street (10,300 daily vehicle trips at the Beaumont Avenue intersection) (Beaumont, City of, 2007).

RAILROAD OPERATIONS NOISE AND VIBRATION

Freight rail service along the Union Pacific Railroad lines located south of and parallel to Oak Valley Parkway and I-10 are also responsible for generating substantial noise levels in the Planning Area. According to the Federal Railroad Administration, the Union Pacific Railroad experiences up to 17 daytime trains (6AM to 6PM) and 17 nighttime trains (6PM to 6AM) on a daily basis (Federal Railroad Administration, 2016). The railroad is also a potentially significant source of ground-borne vibration and noise. The other noise sources discussed in this section do not generally rise to the level of being potentially significant sources of vibration.

CONSTRUCTION, STATIONARY, AND OPERATIONAL NOISE

Other noise generators in Beaumont include industrial operations, construction activities, special event noise, commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems. Loading and materials transfer areas, outdoor materials warehousing operations, and other acoustically

unscreened operations may also create issues of noise impact and use compatibility. Certain types of construction activities, such as pile driving, can also be temporary but significant sources of ground-borne vibration.

The operation of mechanical equipment is another important source of potentially significant noise. This category includes refrigerator units, chillers, and heating/air conditioner equipment associated with commercial centers. Noise from roof-mounted equipment is especially effective at penetrating into bordering neighborhoods and impacting sensitive receptors. The continual drone associated with fans and compressors can degrade the enjoyment of the outdoors and negatively affect the quality of life for nearby residents.

SENSITIVE NOISE RECEPTORS

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each land use type. The City of Beaumont General Plan defines noise-sensitive land uses as schools, parks, and areas developed as residential (Beaumont, City of, 2007). Additional noise sensitive land uses include libraries, churches, and hospitals and nursing homes. Golf courses, recreational areas, and parks can be sensitive to noise disturbances. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with the use. Sensitive noise receptors are located throughout the City, as shown in Figure 7.12. These noise-sensitive receptors may also be sensitive to high levels of ground-borne noise and vibration, but are not generally located in close proximity to the railroad, which is the only area in Beaumont where long-term ground-borne noise and vibration may rise to this level of significance.

Motor vehicle and train traffic are the predominant source of ambient noise in the Planning Area. Sensitive noise receptors such as residential neighborhoods, hospitals, recreational areas, and schools are located throughout the Planning Area and are exposed to varying ambient noise levels based on proximity to high volume roadways, the railroad, and commercial or industrial operations.

FIGURE 7.12 COMMUNITY NOISE SURVEY LOCATIONS AND SENSITIVE RECEPTORS

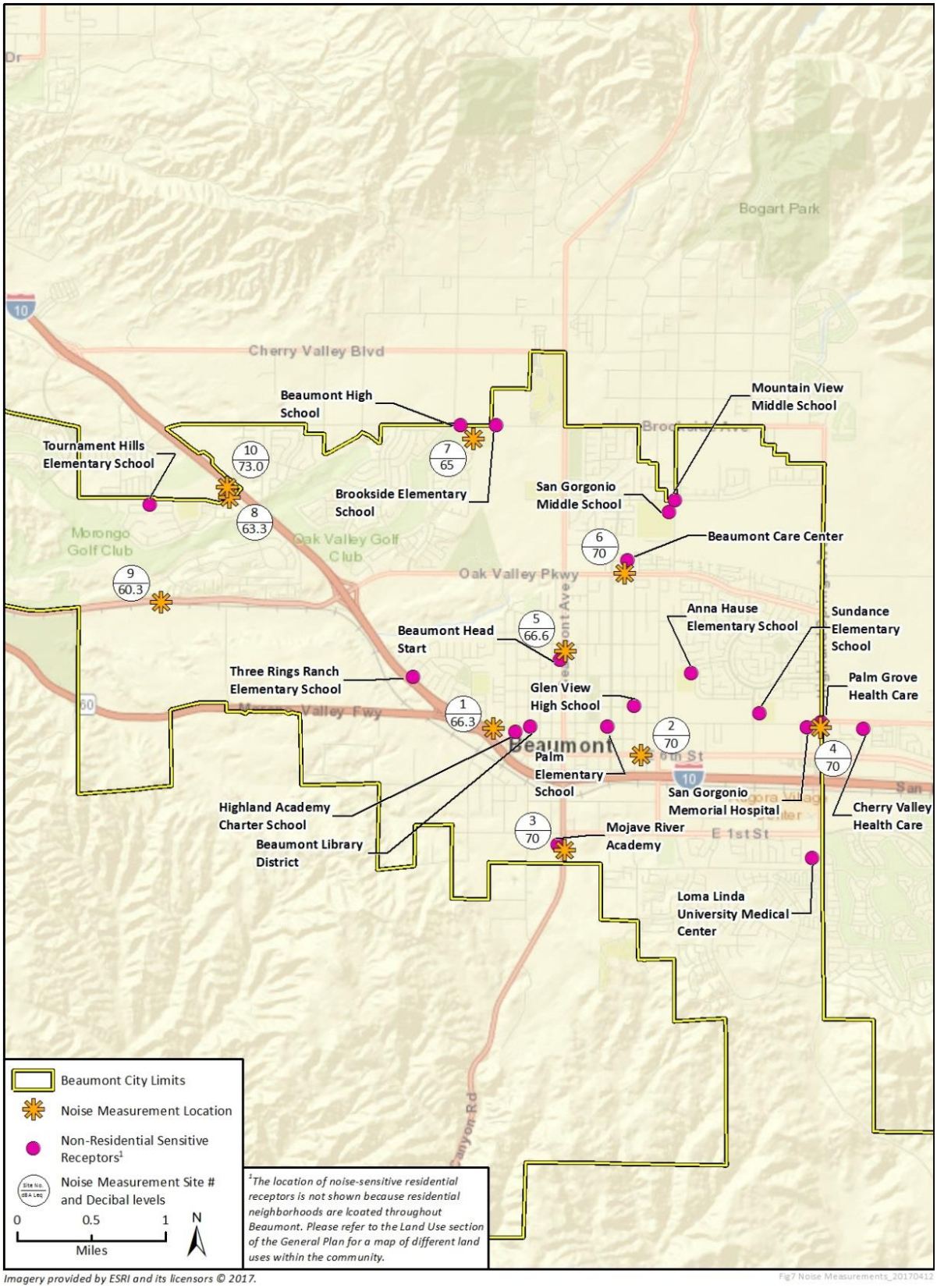


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Fig7 Noise Measurements_20170412

COMMUNITY NOISE SURVEY

The greatest source of noise in the Planning Area is traffic on major roadways and freeways. Motor vehicle noise is of concern due to the high number of individual events that create sustained noise levels. As such, ambient noise levels would be expected to be highest during daytime and rush hour, unless congestion substantially slows vehicle speeds.

In order to characterize current ambient noise levels in Beaumont, a Community Noise Survey was carried out for this report. Ten 15-minute noise measurements were recorded during afternoon peak traffic hours, between 3:35PM and 6:15PM on April 12, 2017, using an ANSI Type II integrating sound level meter (refer to Technical Appendix B for noise measurement data). The locations for these measurements were chosen based on proximity to roadways, developed uses, and noise sensitive receptors, during PM peak traffic hours, in order to show peak noise levels from these transportation noise sources. Table 7.3 shows these noise measurement locations and nearby noise sensitive receptors.

The results of the Noise Survey demonstrate that, as expected, noise levels are highest near high-volume roadways such as I-10 (73 dBA, Location 10), SR-79 (70 dBA, Location 3), 6th Street (70 dBA, Location 2), and Highland Springs Avenue (70 dBA, Location 4). Noise levels were lowest near lower-volume roadways such as Oak Valley Parkway (60.3 dBA, Location 9), Champions Drive (63.3 dBA, Location 8), and Oak View Drive (65 dBA, Location 7). These Noise Survey results will also be compared to the results of roadway traffic noise contour modeling that will be done for this General Plan Update in order to ensure that the modeling results are generally consistent with real-world conditions.

TABLE 7.3 PROJECT VICINITY NOISE MONITORING RESULTS

Location Number	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq (dBA)[1]	Lmin (dBA)	Lmax (dBA)
1	NW corner of W 6th St & Veile Ave, near residential, across street from church	4:20PM – 4:35PM	140ft from centerline of 6th St	66.3	60.6	74.2
2	1055 E 6th St, Pioneer Mobile Village	5:53PM – 6:09PM	40ft from centerline of E 6th St	70.0	52.8	91.0
3	East side of Hwy 79, South of 1st St, across from Mojave River Academy	5:10PM – 5:25PM	30ft from centerline of Beaumont Ave/Hwy79	70.0	54.5	91.3
4	West side of Highland Springs Ave, between 6th & 8th St, across from San Gorgonio Memorial	5:23PM – 5:38PM	30ft from centerline of Highland Springs Ave	70.0	53.6	79.9
5	Beaumont Ave directly across from Beaumont Head Start	5:49PM – 6:04PM	30ft from centerline of Beaumont Ave	66.6	44.4	84.8
6	In front of church at 960 Oak Valley Pkwy	4:54PM – 5:09PM	30ft from centerline of Oak Valley Pkwy	70.0	49.1	83.8
7	Oak View Dr, across from Brookside Elementary School	4:24PM – 4:39PM	40ft from centerline of Oak View Dr	65.0	37.4	81.1
8	Champions Dr, by Desert Lawn Dr	3:37PM – 3:52PM	40ft from median of Champions Dr	63.3	55.8	83.8
9	South side of Oak Valley Pkwy, between Apron Ln & Linksman Dr	3:37PM – 3:52PM	30ft from centerline of Oak Valley Rd	60.3	34.5	78.4
10	Desert Lawn Dr, by Champions Dr	3:57PM – 4:12PM	130ft from I-10 median	73.0	66.3	84.9

[1]The equivalent noise level (Leq) is defined as the single steady A-weighted level equivalent to the same amount of energy contained in the actual fluctuating levels over a period of time (i.e., the average noise level). For this measurement the Leq was over a 15-minute period (Leq[15]).

Source: Rincon Consultants, 2017

The City can use these Noise Survey results, the City's noise-related General Plan policies, and the noise and land use compatibility standards shown in Technical Appendix B to practice good noise/land use compatibility planning. The goal of noise/land use compatibility planning is to protect noise-sensitive uses, such as homes, schools, hospitals, and recreational areas, from excessive noise and vibration. The City can achieve this goal in various ways, including:

- Ensuring that noise-sensitive uses are not proposed in areas with potentially high ambient noise levels
- Requiring noise-sensitive developments in such areas to complete noise studies to prove that noise levels will not exceed the City's established noise thresholds and standards
- If it is shown that noise-sensitive development will be exposed to exterior noise levels exceeding the City's thresholds and standards, and it is not feasible or desirable to create sufficient distance separation to meet these thresholds and standards, incorporating noise-attenuating technologies into these developments to reduce interior noise levels to acceptable levels

8. OUR NATURAL RESOURCES

OVERVIEW

This chapter of the Existing Conditions Report addresses topics related to natural resources. This includes an overview of biological resources, air quality, greenhouse gases, solid waste and recycling, and energy.

KEY FINDINGS

The following key finding summarize important trends for this chapter:

- **Existing Polluters.** City does have existing sources of Toxic Air Contaminants. Consideration of policies geared toward requiring CARB's recommended setbacks between sensitive uses and point source polluters and land planning for local job creation to promote reductions in vehicle miles traveled, and mobile source emissions is warranted.
- **Biological Resources.** A variety of wildlife is found in the Planning Area, including a large number of common insects, reptiles, birds, and mammals adapted to development. In addition, the naturally occurring habitats have potential to support various special-status wildlife and plant species. Specifically, a total of 22 special-status plant species and 34 special-status wildlife species have been recorded within a 5-mile radius of the Planning Area. Thirteen of these special-status species have a state and/or federal listing status.
- GHG Emissions: The State of California continues to work towards statewide greenhouse gas emissions. For local governments, best practice has evolved to creating and maintaining comprehensive GHG inventories and establishing a wide breadth of measures for emissions reductions. Data indicates Beaumont has relatively efficient housing stock and might drive somewhat less than regional averages, but uses natural gas at greater than average rates.

ANALYSIS

PALEONTOLOGICAL RESOURCES

The City of Beaumont and surrounding area are underlain by geologic units exposed within the narrow-faulted plain of the San Gorgonio Pass, the San Timoteo Badlands, and the rocky highlands of the San Jacinto Mountains. Geologic units include Mesozoic and older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation; paleontologically-sensitive deposits of the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvium; and recent surficial alluvial fan and valley deposits (Morton and Miller 2006; Lancaster et al. 2012).

The paleontologically-sensitive San Timoteo and Mount Eden Formations are exposed within the San Timoteo Badlands in the eastern and southern portions of the city and surrounding area. Stratigraphically below the Mount Eden Formation is the Pliocene to Middle Pleistocene San Timoteo Formation, composed of grayish-green mudrock, yellow-brown medium-grained, poorly indurated lithic arkose, conglomerate deposits with subangular metamorphic pebble clasts, and common reddish-brown paleosols (Albright 1999).

The San Timoteo and Mount Eden Formations have yielded an abundant and diverse fauna that consists of more than 1,700 fossils, including specimens of deer, camel, horse, ground sloth, saber-toothed cat, insectivore, rodent,

birds, fish, amphibian, reptile, mollusk, and plant. The fossils recovered from these deposits help to improve our understanding of the geologic and fossil record for a tectonically active California during the Late Cenozoic and support research that works to constrain dates for paleogeography and paleoclimate reconstructions and the timing of pre-historic faunal migrations.

Quaternary older alluvial deposits underlie a large portion of the city of Beaumont. These sedimentary units were deposited in different types of environments under varying conditions during the Pleistocene glaciation (and interglacial periods) commonly referred to as the Ice Age. Pleistocene alluvial deposits have yielded scientifically significant paleontological resources near the city of Beaumont and throughout Southern California.

Recent alluvial fan, valley, and landslide deposits from the Holocene underlie portions of the city of Beaumont. Holocene age alluvial deposits are typically too young to contain fossilized remains and are usually determined to have a low paleontological resource; however, they may shallowly overlie geologic units with higher paleontological sensitivity.

BIOLOGICAL RESOURCES

The Planning Area, which is located within an area subject to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), is comprised of mostly developed lands in association with industrial, residential, commercial, and agricultural activities. The few undisturbed natural areas that remain in the Planning Area are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Small areas of other native plant communities within the Planning Area include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland.

A variety of wildlife is found in the Planning Area, including a large number of common insects, reptiles, birds, and mammals adapted to development. The naturally occurring habitats have potential to support various special-status wildlife and plant species. A total of 22 special-status plant species and 34 special-status wildlife species have been recorded within a 5-mile radius of the Planning Area. Thirteen of these special-status species have a state and/or federal listing status. The following Threatened and/or endangered species may be found within the Planning Area:

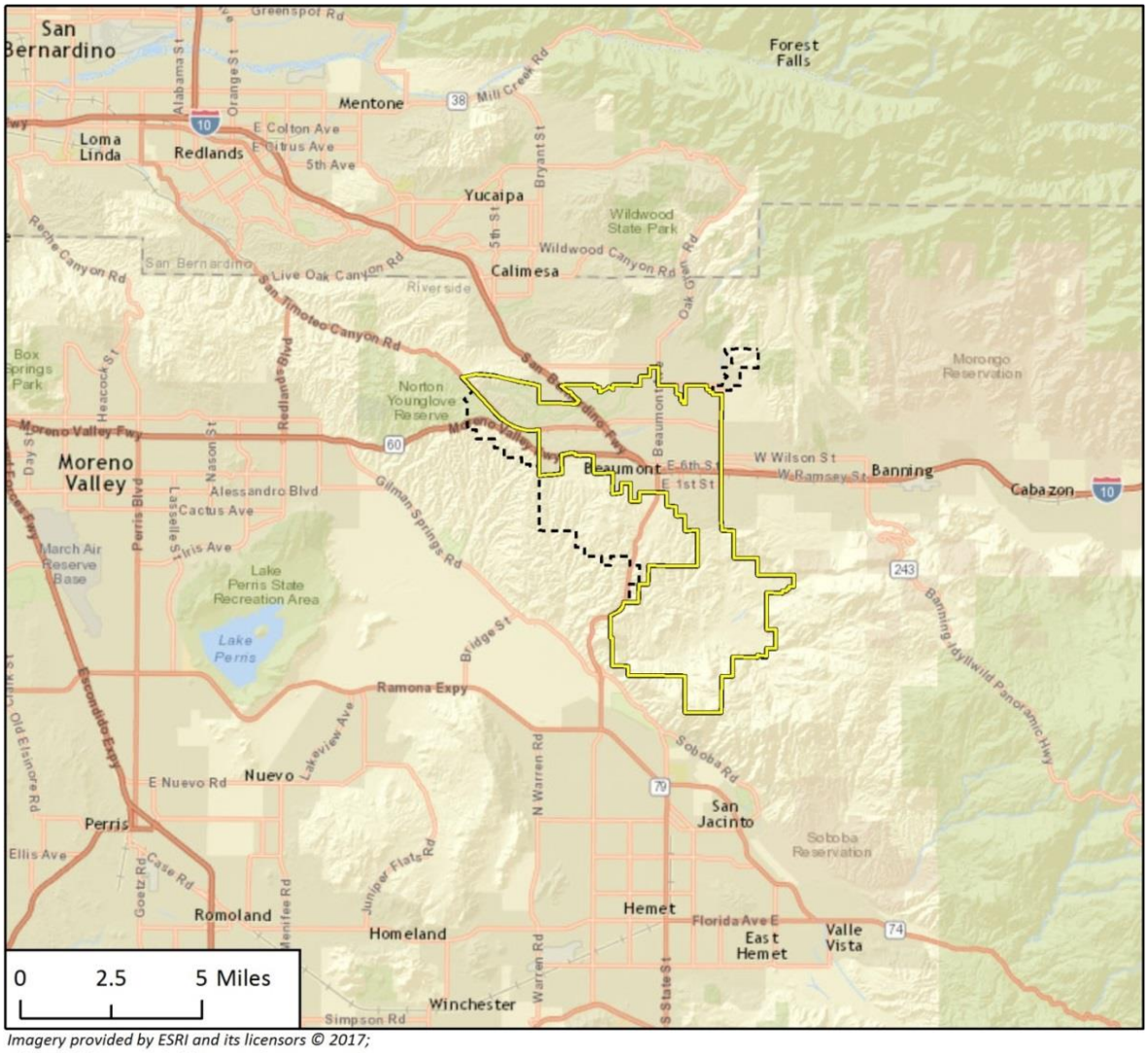
- Coachella Valley Milk-Vetch
- San Jacinto Valley Crownscale
- Mojave Tarplant
- Slender-Horned Spineflower
- Santa Ana River Woollystar
- Swainson's Hawk
- Western Yellow-Billed Cuckoo
- Southwestern Willow Flycatcher
- Coastal California Gnatcatcher
- Least Bell's Vireo
- San Bernardino Kangaroo Rat
- Stephens' Kangaroo Rat
- Lesser Long-Nosed Bat

WESTERN RIVERSIDE MULTIPLE SPECIES HABITAT CONSERVATION PLAN

The Planning Area is located within an area subject to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP identifies 20 Core Areas, 10 Non-contiguous Habitat Blocks, and 28 Linkages between areas of habitat as the system of conserved lands that would meet the MSHCP goals for habitat preservation and species protection. A definition of each of these areas is provided in Volume 1 of the MSHCP. The MSHCP also established conservation targets within each of the member cities and each of the 16 Area Plans in Western Riverside County covered by the Riverside County General Plan. As a local permittee, the City has adopted the MSHCP. Those portions of the Planning Area that are subject to the MSHCP are shown in Figure 8.3. It is important to note that surveys and any attendant mitigation will still be required for development within those areas not subject to the requirements of the MSHCP.

The Endangered Species Act prohibits the "taking" of endangered species. Taking is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" listed species. The Wildlife Agencies have authority to regulate this "take" of threatened and endangered species. The intent of the MSHCP is for the Wildlife Agencies to grant a "take authorization" for otherwise lawful actions that may incidentally "take" or "harm" species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to take specific plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

FIGURE 8.1 REGIONAL LOCATION



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Additional data provided by Riverside County, 2016.

Beaumont City Limits

Sphere of Influence

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FIGURE 8.2 TOPOGRAPHICAL MAP

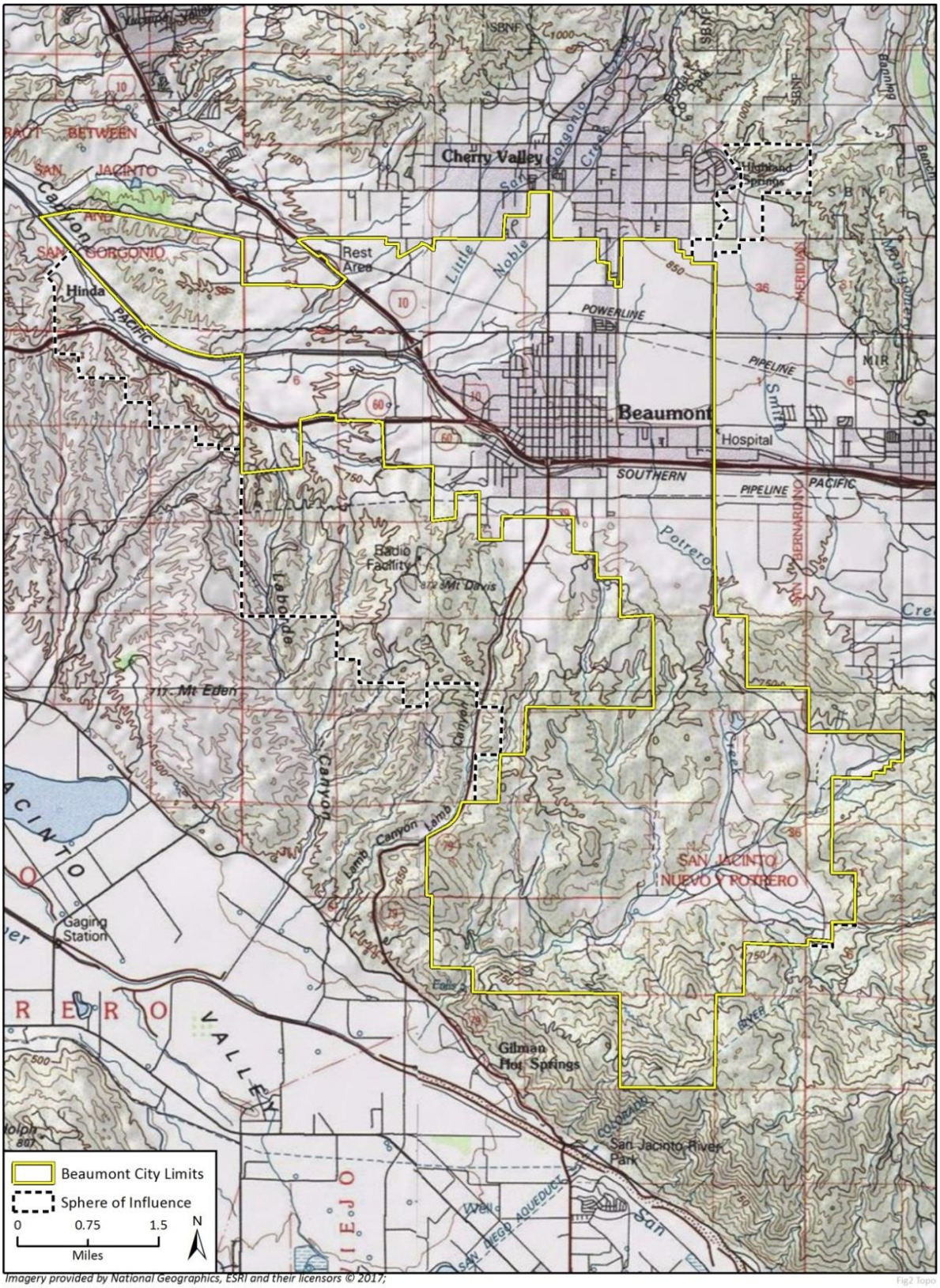

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FIGURE 8.3 BEAUMONT IN RELATION TO MSHCP PLANNING AREA

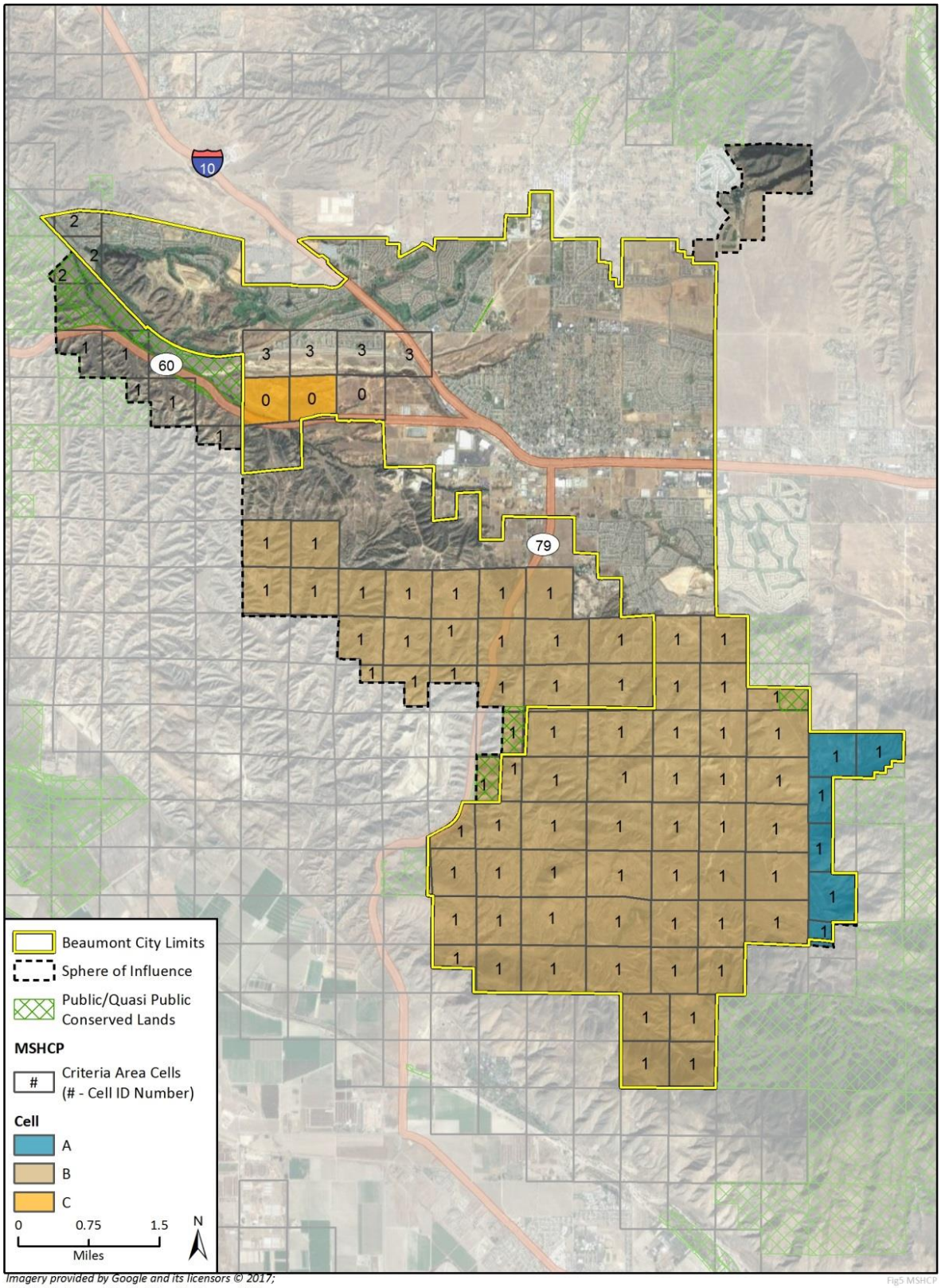

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Fig5 MSHCP

THE PASS AREA PLAN

The Planning Area also occurs wholly within the Riverside County Pass Area Plan, and while the City is not required to adhere to this area plan, areas in the unincorporated Sphere of Influence are. It is therefore important to note that the City' s General Plan Update should consider how The Pass Area Plan relates to the General Plan Update. Specific factors to consider include development adjacent to The Pass Area Plan open space system, its effects on the San Jacinto and Santa Ana watersheds, and impacts to oaks and oak woodlands.

HABITATS/VEGETATION COMMUNITIES

As previously noted, the majority of land cover within the Planning Area is developed. Historically, disturbance of the Planning Area's native vegetation and wildlife has been primarily due to activities associated with cultivation/agriculture. The few undisturbed natural areas that remain in the Planning Area are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Small areas of other native plant communities within the Planning Area include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland. The following paragraphs summarize the major habitats in the Planning Area. Figure 8.4 shows the primary vegetation cover types occurring within the Planning Area. Figure 8.5 shows the locations of important habitats and potential sensitive species within five miles of the Planning Area. The major sensitive ecological areas within the Planning Area are located in the southern portion of the Planning Area.

CHAPARRAL

Chaparral is a vegetation community that is composed of hardy, woody evergreen shrubs that can form a dense, nearly impenetrable scrub. This community is generally found at higher elevations than coastal scrub, and usually on deeper, heavier soils with a moderate moisture content. Chaparral is a fire-adapted community, which means the plant species that form the community have evolved mechanisms for coping with fire and heat.

RIVERSIDEAN SAGE SCRUB

Riversidean sage scrub is a xeric vegetation community that consists of lower elevation plants, generally occurring on dry slopes lower in elevation than chaparral. It is composed of predominantly low growing, aromatic, and generally soft-leaved deciduous shrubs that are not as stiff branched as chaparral plants tend to be.

ALLUVIAL FAN SAGE SCRUB

Alluvial fan sage scrub is a vegetation community that occupies coarse alluvial soils of washes and gently sloping alluvial fans, where it is usually indicated by the presence of scalebroom (*Lepidosartum squamatum*) or by a mixture of species typical of Riversidean sage scrub, such as California buckwheat or white sage, together with evergreen species that are more typical of chaparral, such as lemonade berry, sugar bush, hollyleaf cherry, redberry buckthorn, birchleaf mountain mahogany, chaparral yucca, and California juniper.

NON-NATIVE GRASSLANDS

Non-native grassland is a vegetation community that is composed primarily of annual herbs and forbs, and typically lacks a shrub or tree cover. Common grass species include wild oats, soft chess brome, cheat grass, ripgut brome, and red brome. Common forb species include such as filarees, bur clover, and short-podded mustard.

FIGURE 8.4 VEGETATION AND LAND COVER TYPES WITHIN BEAUMONT AS MAPPED BY RCLIS

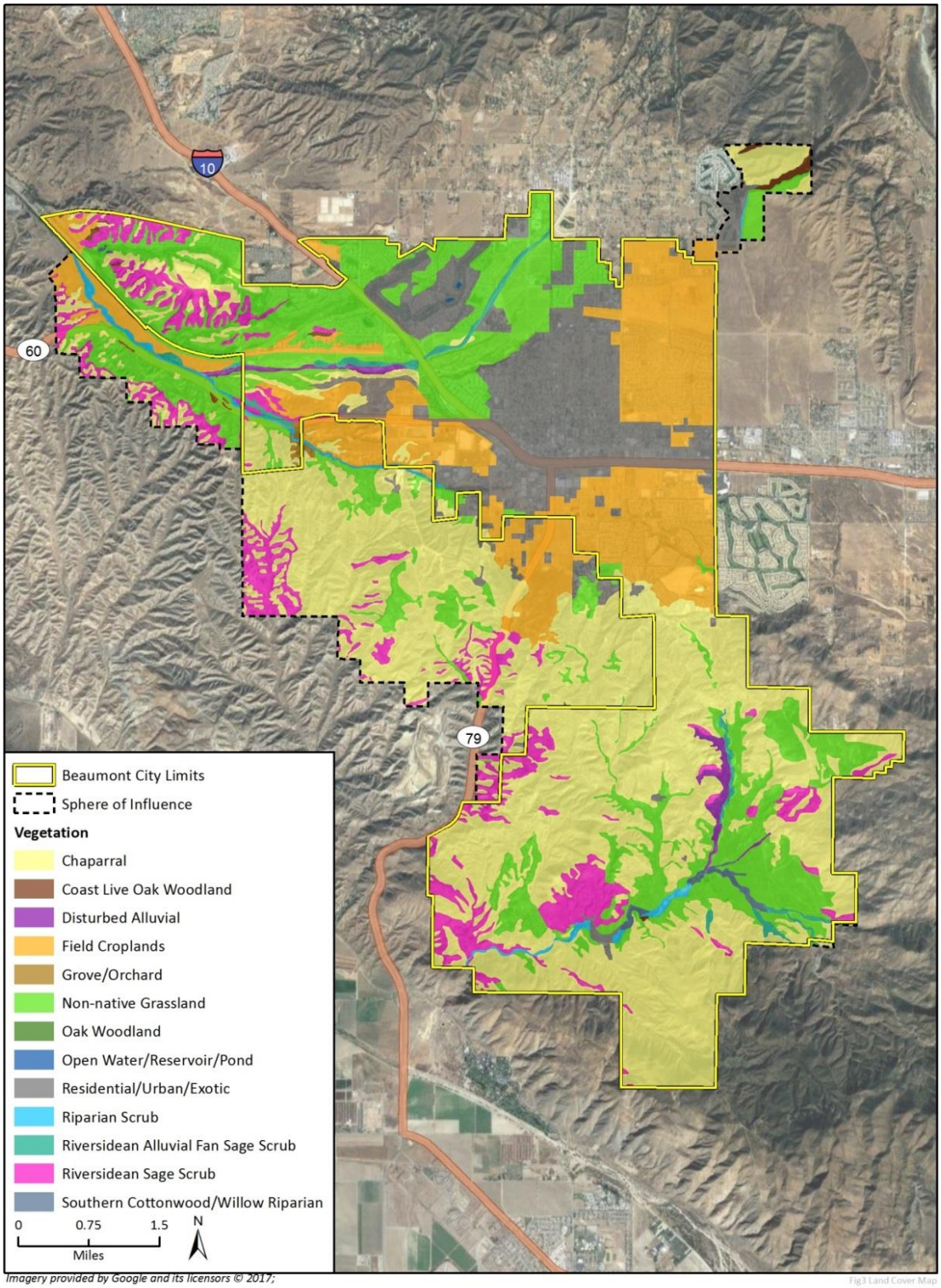

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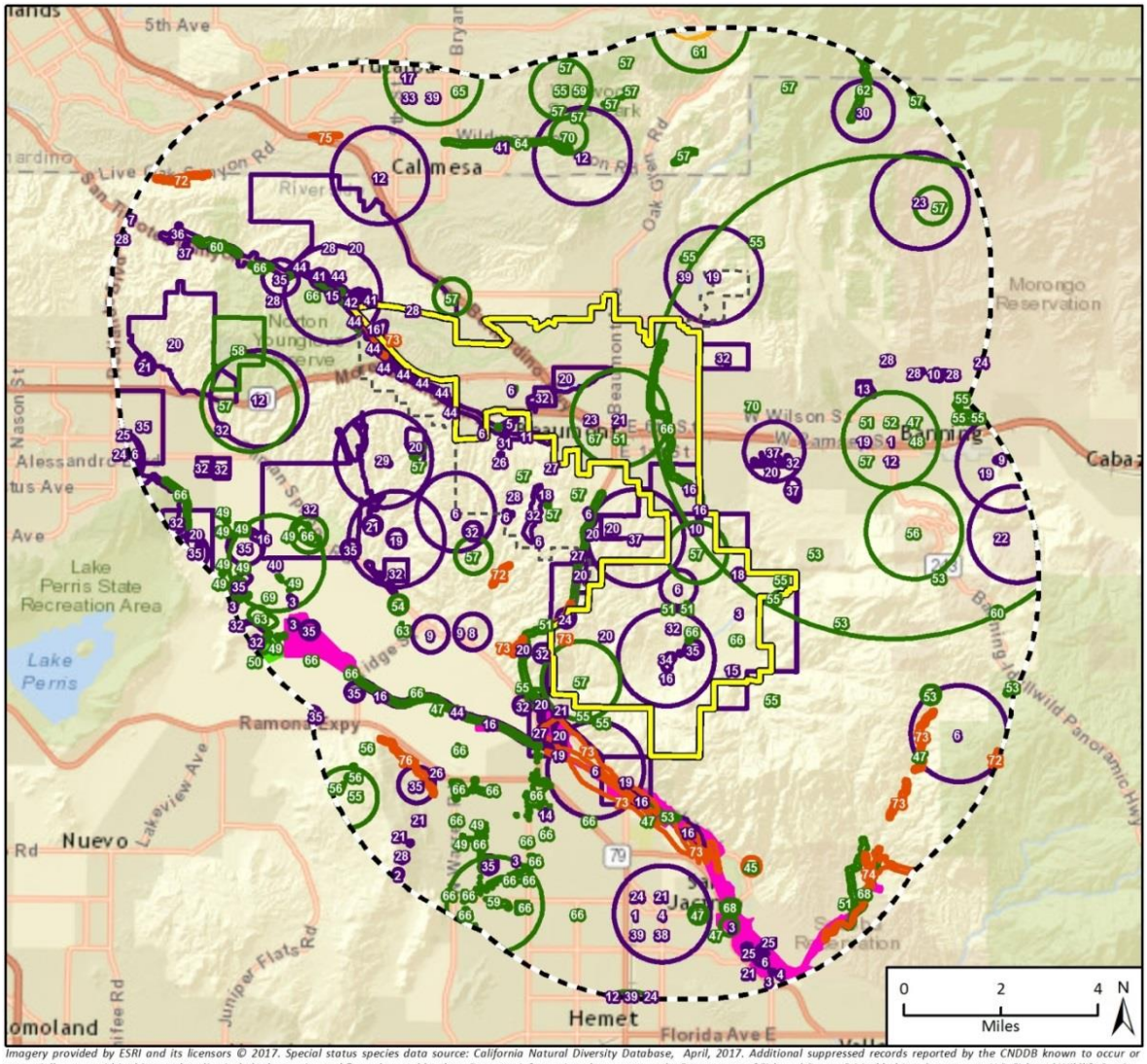
Fig3 Land Cover Map

FIGURE 8.5 BIOLOGICAL RESOURCES WITHIN 5 MILES OF BEAUMONT AS MAPPED BY CNDDB



Imagery provided by ESRI and its licensors © 2017. Special status species data source: California Natural Diversity Database, April, 2017. Additional suppressed records reported by the CNDDB known to occur or potentially occur within this search radius include: burrowing owl & southern rubber boa. For more information please contact the Department of Fish and Game. Critical habitat data source: U.S. Fish and Wildlife Service, December, 2016. Final critical habitat acquired via the USFWS Critical Habitat Portal. It is only a general representation of the data and does not include all designated critical habitat. Contact USFWS for more specific data.

- Beaumont City
- Sphere of Influence
- 5-Mile
- Natural

Final Critical

- San Bernardino Merriam's kangaroo rat
- Southwestern willow flycatcher
- Spreading

1 - American badger
2 - Bell's sage sparrow
3 - burrowing owl
4 - California glossy snake
5 - California horned lark
6 - coast horned lizard
7 - coast patch-nosed snake
8 - coastal cactus wren
9 - coastal California gnatcatcher
10 - coastal whiptail
11 - Cooper's hawk
12 - Crotch bumble bee
13 - Dulzura pocket mouse
14 - ferruginous hawk
15 - golden eagle
16 - least Bell's vireo
17 - lesser long-nosed bat
18 - loggerhead shrike
19 - Los Angeles pocket mouse
20 - northwestern San Diego pocket mouse
21 - orange-throated whiptail
22 - pallid San Diego pocket mouse
23 - purple martin
24 - red-diamond rattlesnake
25 - San Bernardino kangaroo rat
26 - San Diego black-tailed jackrabbit
27 - San Diego desert woodrat
28 - southern California rufous-crowned sparrow
29 - southern grasshopper mouse
30 - southern mountain yellow-legged frog
31 - southwestern willow flycatcher
32 - Stephens' kangaroo rat
33 - Swainson's hawk
34 - Townsend's big-eared bat
35 - tricolored blackbird
36 - western pond turtle
37 - western spadefoot
38 - western yellow-billed cuckoo
39 - western yellow bat
40 - white-faced ibis
41 - white-tailed kite
42 - yellow-breasted chat
43 - yellow-headed blackbird
44 - yellow warbler
45 - California satintail
46 - California screw moss
47 - chaparral sand-verbena
48 - Coachella Valley milk-vetch
49 - Coulter's goldfields
50 - Davidson's saltscale
51 - Jaeger's milk-vetch
52 - mesa horkelia
53 - Mojave tarplant
54 - mud nama
55 - Parry's spineflower
56 - Payson's jewelflower
57 - Plummer's mariposa-lily
58 - Robinson's pepper-grass
59 - Salt Spring checkerbloom
60 - San Bernardino aster
61 - San Bernardino gilia
62 - San Bernardino grass-of-Parnassus
63 - San Jacinto Valley crownscale
64 - Santa Ana River woollystar
65 - slender-horned spineflower
66 - smooth tarplant
67 - spiny-hair blazing star
68 - white rabbit-tobacco
69 - Wright's trichocoronis
70 - Yucaipa onion
71 - Desert Fan Palm Oasis Woodland
72 - Southern Coast Live Oak Riparian Forest
73 - Southern Cottonwood Willow Riparian Forest
74 - Southern Mixed Riparian Forest
75 - Southern Riparian Forest
76 - Southern Riparian Scrub

RIPARIAN SCRUB

Riparian scrub is a vegetation community that takes a variety of forms, depending on the dominant species. This habitat type has the same potential species composition as a riparian forest, but at a younger successional stage, usually a result of either a more recent disturbance or frequent flooding (Faber and Keller 1985). Riparian scrub is typically found along major drainages, but also occurs in smaller water courses.

SOUTHERN COTTONWOOD-WILLOW RIPARIAN FOREST

Southern cottonwood-willow riparian forest is a tall, open broad-leafed, winter-deciduous forest dominated by Fremont cottonwood (*Populus fremonii*), willows (*Salix* spp.), and western sycamore (*Platanus racemosa*), with an understory usually composed of shrubby willows. The tall riparian trees and dense understory result in an almost full canopy cover. This community occurs at low elevations along the valley floor, typically where the water table is high and/or there is year-round water flow. Frequent winter flows provide areas of scour and sedimentation within the channel.

COAST LIVE OAK WOODLANDS

Coast live oak woodland is a plant community dominated by a single oaks species, coast live oak (*Quercus agrifolia*); however, it may be interspersed with other broadleaf and coniferous trees, including California bay (*Umbellularia californica*), California walnut (*Juglans californica*), and to a lesser extent, other oaks. Typical understory consists of grasses, herbs, and geophytes. Coast live oak woodland is found throughout the California chaparral and woodlands ecoregion of California in the United States and northwestern Baja California in Mexico and is widespread at lower elevations in coastal California, occurring in interior valleys of the Coast Ranges, Transverse Ranges and Peninsular Ranges.

DEVELOPED LANDS

Developed lands are characterized by areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Typically, developed lands consist of permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. For the purpose of this summary report, agricultural areas and disturbed lands are also considered developed lands. Agriculture refers to lands subject to routine and ongoing commercial operations associated with orchards and vineyards, intensively developed agriculture, such as dairies, nurseries, and ranches, and extensive agriculture such as fields, pastures, and row crops. Disturbed land includes areas in which there is sparse vegetative cover and where there is evidence of soil surface disturbance and compaction from previous human activity and/or the presence of building foundations and debris. Vegetation on disturbed land (if present) has a high predominance of non-native and/or weedy species that are indicators of surface disturbance and soil compaction, such as Russian thistle (Salsola tragus), telegraph weed (Heterotheca grandiflora), horehound (Marrubium vulgare), and sow-thistle (Sonchus oleraceus).

SPECIAL-STATUS BIOLOGICAL RESOURCES

The following is a summary of special-status biological resources with potential to occur within the Planning Area. The term special-status biological resources include those plants, animals, vegetation communities, jurisdictional drainages and other sensitive biological resources that are governed under federal, state, and/or local laws and regulations. For the purpose of this report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA) or Native Plant Protection Act;

those recognized as Species of Special Concern (SSC) by the CDFW; and plants occurring on lists 1 and 2 of the CNPS California Rare Plant Rank (CRPR) system.

Plant communities are also considered special-status biological resources if they have limited distributions, have high value for sensitive wildlife, contain special-status species, or are particularly susceptible to disturbance. The CDFW ranks special-status communities as “threatened“ or “very threatened“ and keeps records of their occurrences in the CNDDB.

A total of 22 special-status plant species that are known to occur within the 5-mile radius of the Planning Area, five of which have a state and/or federal listing status, are presented in Technical Appendix B. The general locations of special-status species documented within the Planning Area by the CNDDB (March 2017) are shown in Figure 8.5. Five special-status plants have been mapped within Planning Area limits, including Jaeger's milk-vetch (*Astragalus pachypus* var. *jaegeri*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), spiny-hair blazing star (*Mentzelia tricuspis*), and Parry's spineflower (*Chorizanthe parryi* var. *parryi*).

Several special-status invertebrate, amphibian, fish, reptile, bird, and mammal species that are known or possibly found in the Planning Area. Numerous habitats occur within the Planning Area that can support special-status wildlife species including, but not limited to, Stephen’s kangaroo rat (*Dipodomys stephensi*), San Bernardino Merriam’s kangaroo rat (*D. merriami parvus*), least Bell’s vireo, and western burrowing owl.

SPECIAL-STATUS VEGETATION COMMUNITIES

Special-status vegetation communities are areas that are considered sensitive by federal, state, and/or local agencies due to their rarity and/or value in providing habitat for vegetation, fish, and wildlife. The CDFW classifies southern cottonwood-willow riparian forest, Riversidean alluvial fan scrub, and Riversidean sage scrub as a high priority for inventory (e.g., rare and worthy of consideration). Other special-status communities/areas not defined above, but are present within the Planning Area include drainages, wetlands and associated riparian vegetation.

JURISDICTIONAL RESOURCES

The major water courses associated with the Planning Area are Noble Creek, Little San Gorgonio Creek, and Potrero Creek. Noble Creek and Little San Gorgonio Creek are tributaries of San Timoteo Creek, which drains to the Santa Ana River and eventually to the Pacific Ocean. Potrero Creek is a tributary to the San Jacinto River, which drains into Lake Elsinore. Lake Elsinore has very little outflow, but in years of heavy rainfall it has overflowed into Temescal Creek, a tributary of the Santa Ana River. Any drainages occurring within the Planning Area that have a nexus to Noble Creek, Little San Gorgonio Creek, or Potrero Creek may be considered jurisdictional waters by federal and state regulations.

WILDLIFE CORRIDORS AND PRESERVES

As previously noted, the Planning Area occurs within the regional setting of the Western Riverside MSHCP. The MSHCP is comprised of a variety of existing and proposed Cores and Linkages. As defined by the MSHCP, a Core is a block of habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more MSHCP Covered Species. Linkages are connections between Cores that are of adequate size, configuration and vegetation characteristics to generally provide for "Live-In" habitat and/or provide for genetic flow for identified planning species. Areas identified as Linkages in the MSHCP may also provide movement habitat but not live-in habitat for some species, thereby functioning more as movement corridors.

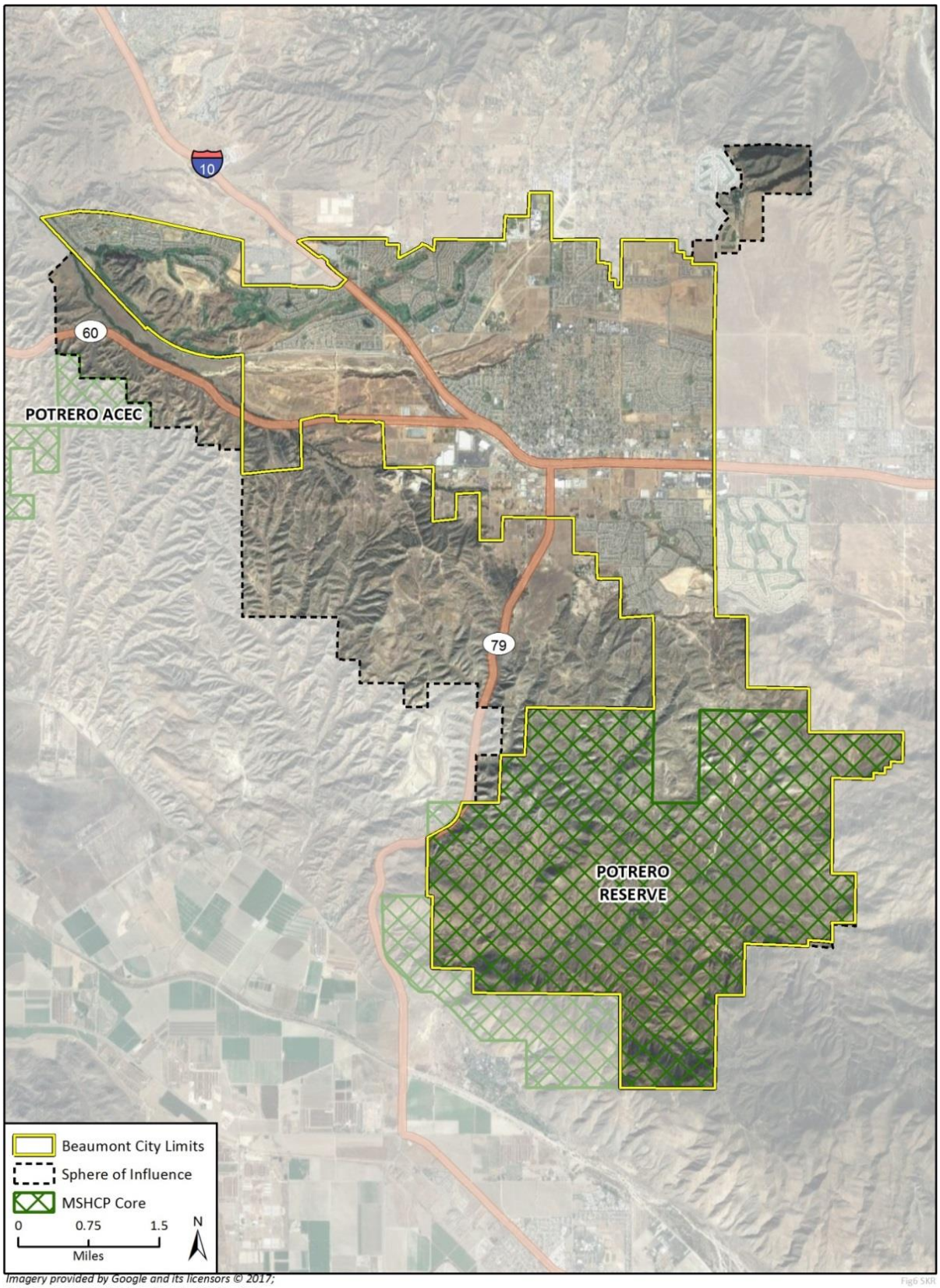
Within the Planning Area, the MSHCP has identified several Cores and Linkages, including Core 3 (Potrero Reserve) located in the southern portion of the Planning Area (Figure 8.6). Core 3 consists mainly of private lands, but also contains a few Public/Quasi-Public parcels. The Core also functions as a Linkage, connecting the San Bernardino

National Forest to the southwest with San Bernardino County and other conserved areas to the north of the Core. With a total acreage of approximately 24,920 acres, the Badlands/Potrero Core is one of the largest MSHCP Core. In addition, the Core is contiguous with other large Cores (Lake Perris/Mystic Lake and San Jacinto Mountains), thus greatly enlarging the functional area of Core 3.

Core 3 has a large proportion of its area unaffected by an urbanized edge and is only partially constrained by existing agricultural use. Within Core 3, important live-In and movement habitat is provided for Bell's sage sparrow (*Artemisiospiza belli*), loggerhead shrike (*Lanius ludovicianus*), cactus wren (*Campylorhynchus brunneicapillus*), southern California rufous-crowned sparrow (*Aimophila ruficeps*), and mountain lion (*Puma concolor*), which have key populations in the Badlands. Potrero Creek and associated alluvial fan sage scrub within the Core also provides habitat for key MSHCP species such as the Stephens' kangaroo rat, Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) and arroyo toad (*Anaxyrus californicus*).

In summary, some areas within the Planning Area have the potential or are known to support protected sensitive biological resources, including, but not limited to, state and federally listed wildlife and plant species; protected wetlands and waters; and wildlife movement corridors and preserves. As such, development and infrastructure projects could result in the loss of these resources within the Planning Area. Therefore, it is recommended that the intent of updates to the Conservation Element of the General Plan should include the addition and/or strengthening of policies for specific avoidance and mitigation measures to sensitive biological resources.

FIGURE 8.6 BEAUMONT MSHCP CORES AND LINKAGES



Imagery provided by Google and its licensors © 2017;
Additional data provided by Riverside County, 2016.

AIR QUALITY

Beaumont is located in the northeastern portion of the South Coast Air Basin (SCAB, Basin). The Basin is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountain ranges, and includes an area that extends from Calimesa on the northwest to Indio on the southeast. The principal source of air pollution affecting Beaumont, and the Banning Pass area, are pollutants transported by wind from the greater Los Angeles Metropolitan area. Air quality is an increasing concern for residents in Beaumont, as the major transportation routes through the City introduce air emissions from trucks, cars and trains. Additionally, in recent years the City has seen proposal for large-scale logistics facilities which attract more cars and diesel trucks. The resultant air quality emissions from these land uses are something that communities across the Inland Empire and Southern California are challenged with.

Air Quality Index Level of Health Concern	Numerical Value
Good	0 – 50
Moderate	51 – 100
Unhealthy for Sensitive Group	101 – 150
Unhealthy	151 – 200
Very Unhealthy	201 – 300
Hazardous	> 300

South Coast Air Quality Management District Air Quality Index Standards

The South Coast Air Quality Management District (SCAQMD) operates 38 permanent monitoring stations in the SCAB and a portion of the Salton Sea Air Basin in Coachella Valley. These monitoring stations are utilized by SCAQMD to provide a daily Air Quality Index for communities within their district boundaries. The Banning Pass Air Quality Monitoring Station is located within the vicinity of the City and started monitoring for ozone, nitrogen dioxide and course (PM10) and fine (PM2.5) particulate matter in 1997. The City of Beaumont lies within a state non-attainment area PM10 and a state and federal non-attainment area for ozone. This means Beaumont is considered to have air quality worse for these pollutants exceeding the ambient air standards set by the State and Federal governments. In light of this, current air quality conditions within the City of Beaumont are considered good with an air quality index of 46.[25]

In the California Air Resources Board (CARB) Multiple Air Toxics Exposure Studies (MATES), risk maps provide information on various Toxic Air Contaminants (TACs) in terms of their relative health risks, as well as their spatial distribution across the Basin. The most recent information can be used to characterize the "background" health risks from both regional and local TAC emission sources based on the available toxics emission inventory for the year 2012. Individuals residing and working within the City of Beaumont are exposed to inhalation cancer risks of no greater than approximately 602 persons per million.[26] It is important to note that the risk maps depict theoretical inhalation cancer risk due to modeled outdoor toxic pollutant levels and do not account for cancer risk due to other types of exposure. The largest contributors to inhalation cancer risk are diesel engines and the MATES program results indicate that diesel particulate matter (DPM) contributes approximately 68% of the total cancer risk. The highest cancer risks within the City are generally adjacent to Interstate 10, where truck traffic and DPM concentrations would likely be highest.

There are several industrial developments within the City that may be significant sources of TACs, which are listed in the SCAQMD Facility Information Detail (FIND) web tool. Example facilities include, but are not limited to,

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[25] South Coast Air Quality Management District, Beaumont Air Quality Index for March 29, 2017. Available at http://www.aqmd.gov/ accessed March 29, 2017.

[26] SCAQMD, *MATES-IV Carcinogenic Risk Map*. (Available at http://www3.aqmd.gov/webappl/OI.Web/OI.aspx?jurisdictionID=AQMD.gov&shareID=73f55d6b-82cc-4c41-b779-4c48c9a8b15b, accessed March 1, 2017.

several concrete operations, a steel fabrication plant, plastic manufacturer, and plating, stamping, and tooling manufacturing facility. Locations of TAC emitter facilities are shown on Figure 8.7, and include the following:

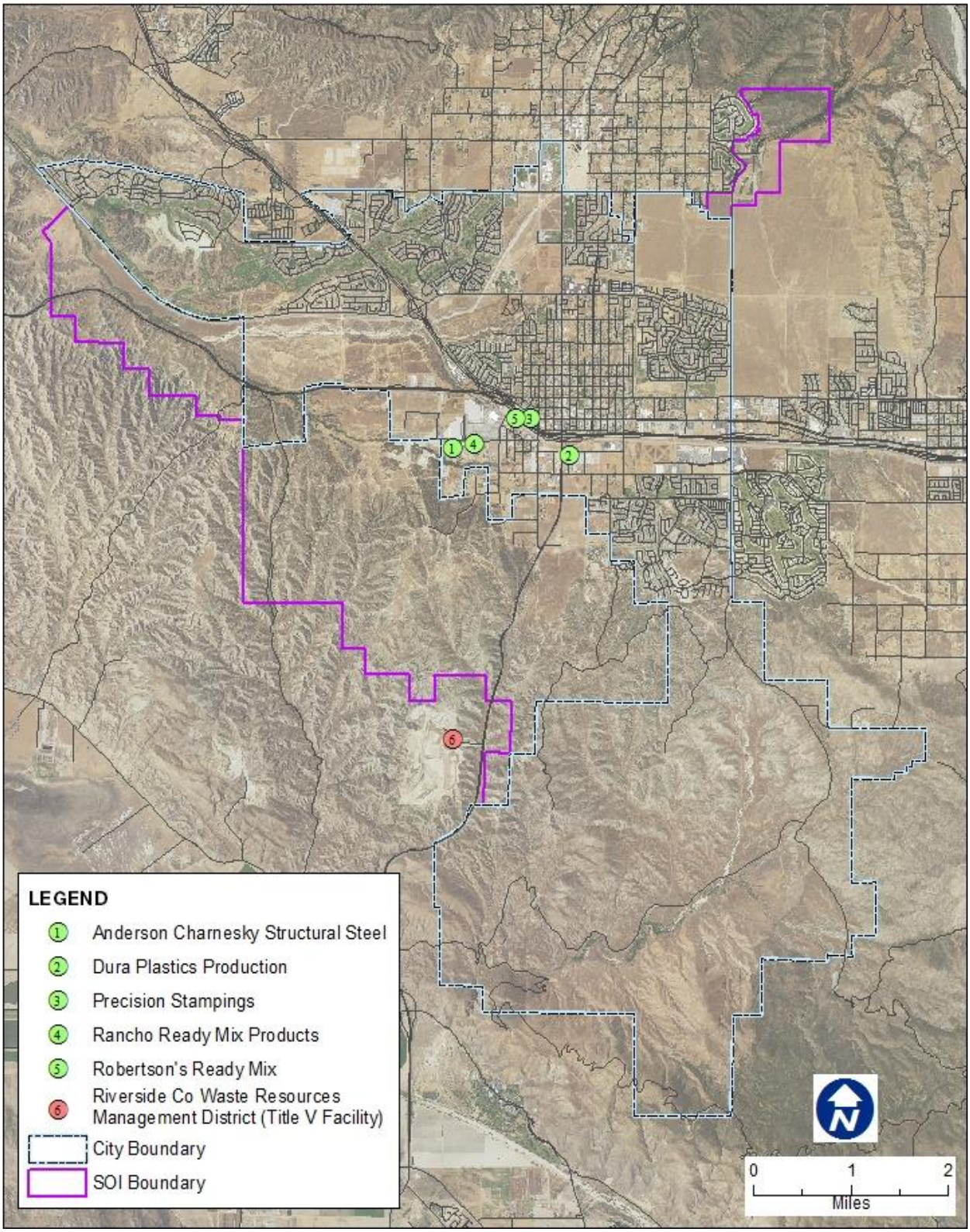
- Anderson Charnesky Structural Steel, Inc.
- Dura Plastic Production, Inc.
- Precision Stampings, Inc.
- Rancho Ready Mix Products, LP
- Robertson's Ready Mix – Beaumont #7

Additionally, the US Environmental Protection Agency oversees Title V to standardize air quality permits and the permitting process for major sources of emissions across the country. There is one registered Title V facility within the City, the Lamb Canyon Landfill located at 16411 Lamb Canyon Road. Annual emissions from this facility for the year 2016 include 5 criteria pollutants and 18 toxic pollutants.

CARB recommends avoidance of siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day. Additional recommendations for sensitive land uses include avoidance of placing such uses within 300 feet of any dry-cleaning operation using perchloroethylene. For such operations with two or more machines, setback should be increased to 500 feet. Consultation with the local air quality district should be made for operations utilizing three or more machines. No sensitive uses should be placed within the same building of such operations. CARB further recommends new sensitive land uses should not be placed within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) and that a 50-foot setback is recommended for all other typical gas station facilities from sensitive land uses. [27]

[27] California Air Resource Board, *Air Quality and Land Use Handbook: A Community Health Perspective, Table 1-2: Summary of Basis for Advisory Recommendations,* dated April 2005. (Available at https://www.arb.ca.gov/ch/handbook.pdf, accessed March 29, 2017.)

FIGURE 8.7 LARGE POLLUTERS MAP



ENERGY AND GREENHOUSE GAS EMISSIONS

Climate change, driven by human-generated greenhouse gas emissions is one of the most urgent environmental issues of our time. The effects of climate change have the potential to increase the severity of hazards and number of facilities susceptible to damage. New natural hazard event threats, such as extreme heat or precipitation events that have not been previously considered in emergency operations planning in Beaumont may occur. The resiliency of the city's population, infrastructure and economy are important considerations. While these effects may see long-term planning incrementally adapt land use patterns, infrastructure and the built environment may provide the most options and the most efficient course of action. Moreover, reducing GHG-generating activities has valuable co-benefits, such as cost-savings from reduced energy consumption and health benefits from improved air quality and more active transportation.

ENERGY

Building energy consumption is typically the second leading producer of greenhouse gas emissions for cities. The tables below show the breakdown of energy consumption by residential and non-residential and electricity and natural gas.

TABLE 8.1 ELECTRICITY CONSUMPTION FOR BEAUMONT AND RIVERSIDE COUNTY, 2012

	Countywide (kWh)	County Per Capita (kWh)	Beaumont (kWh)	Beaumont Per Capita (kWh)
Non-Residential	8,576,253,077	3,781	85,868,511	2,178
Residential	6,672,257,901	2,942	98,608,434	2,501
Total	15,248,510,978	6,723	184,476,945	4,680

Source: California Energy Commission

TABLE 8.2 NATURAL GAS CONSUMPTION FOR BEAUMONT AND RIVERSIDE COUNTY, 2012

	Countywide (Therms)	County Per Capita (Therms)	Beaumont (Therms)	Beaumont Per Capita (Therms)
Non-Residential	125,596,694	55	8,919,051	226
Residential	242,957,288	107	4,615,641	117
Total	368,553,982	163	13,534,692	343

Source: California Energy Commission

In 2012, a total of 4,680 kWh of electricity per capita was consumed, significantly lower than the countywide average of 6,723 kWh. Beaumont's lower per capita electricity consumption may be largely attributed to its lower non-residential (commercial/industrial) consumption. For natural gas consumption, it was the opposite effect: in Beaumont 50% per more natural per capita is consumed than the countywide per capita average. Again, the difference in consumption may be attributed to the non-residential sector. In Beaumont, non-residential natural gas consumption is 4 times greater than for Riverside County. It appears that industrial and commercial use in Beaumont have a greater reliance on natural gas energy than electricity.

GREENHOUSE GASES

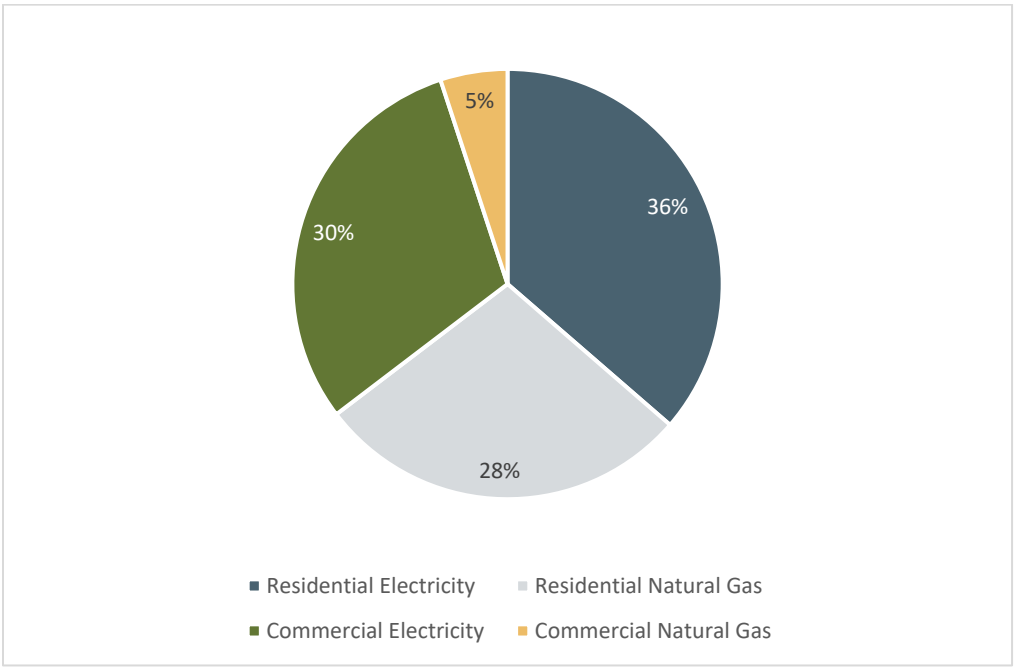
In 2015, Beaumont conducted a greenhouse gas emissions inventory as part of its Climate Action Plan (CAP). The Beaumont CAP focused exclusively on the building energy sector, and did not include transportation, waste or other GHG sources. Transportation is typically the main source of GHG emissions for cities. For Western Riverside County, emissions from the transportation sector accounted for 3,317,387 $MTCO_{2e}$, or 57% of the total emissions in the subregion or 1.5 metric tons of carbon per person.

Approximately two-thirds (67%) of Beaumont's emissions originated from electricity consumption, and the rest (33%) originated from natural gas consumption. Overall, residential sources accounted for 64% of total GHG, outpacing GHG commercial sources (36%).

TABLE 8.3 GHG EMISSIONS BY SECTOR

Building Energy Sectors		
Sub-sector and Source	**GHG Emissions (MTCO2e)**	**% of Total Emissions**
Residential		
Electricity	31,555	36%
Natural Gas	24,535	28%
Commercial/Industrial		
Electricity	27,479	31%
Natural Gas	4,741	5%
Total	**88,310**	**100%**

FIGURE 8.8 DISTRIBUTION OF GHG EMISSIONS



This Beaumont CAP GHG inventory served as a baseline for projecting future emissions. It is estimated that GHG emissions from Beaumont's building energy sector will increase by approximately 46%, from 88,310 $MTCO_{2e}$ to 129,137 $MTCO_{2e}$ by 2020. These increases are driven largely by population growth and a subsequent increase in the housing stock in the City.

The Beaumont CAP recommends a target reduction of 28% of its 2012 baseline level by 2020, which translates to a GHG emissions level of 63,583 MTCO2e/year. This target is not officially adopted by the City of Beaumont. The CAP also provides GHG-reduction strategies for existing residential buildings and privately-owned commercial and industrial buildings as well as an implementation plan and timeline for achieving these reductions. Opportunities for further reducing Beaumont's carbon emissions could be achieved through additional reduction strategies targeting emissions from waste and transportation.

SOLID WASTE AND RECYCLING

Solid waste disposal services for residential and commercial uses in Beaumont are provided by the commercial vendor, Waste Management. Solid waste collected from Beaumont residents and businesses is hauled to one of a few Riverside County landfills, including the El Sobrante and Lamb Canyon Landfills. The City manages several recycling programs for pharmaceutical items, batteries, as well as bulky items. Free household hazardous waste disposal is provided by the County of Riverside at Lamb Canyon Landfill on Saturdays.

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TECHNICAL APPENDIX A

TECHNICAL APPENDIX B