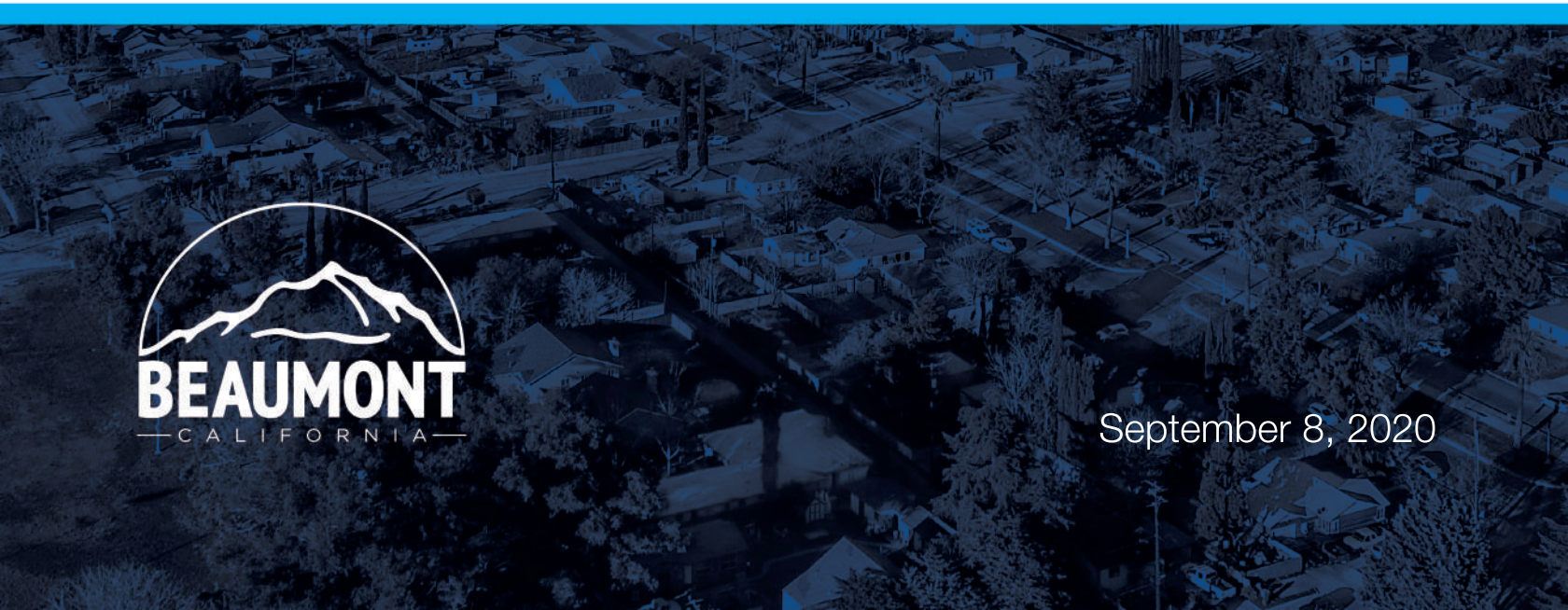


ALBERT A. WEBB ASSOCIATES

Draft Program Environmental Impact Report

Beaumont General Plan

SCH No. 2018031022



BEAUMONT
CALIFORNIA

September 8, 2020

Draft Program Environmental Impact Report

Beaumont General Plan Update (Beaumont 2040 Plan)

and

Revisions to the Zoning Ordinance and Zoning Map

Beaumont, California

SCH No. 2018031022

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September 8, 2020

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1.0 EXECUTIVE SUMMARY

1.1 Project Location

The City and City's Sphere of Influence (SOI), collectively referred to as the "Planning Area," is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The Planning Area encompasses approximately 41.51 square miles (26,566 acres). Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (see **Figure 1-1 – Regional Map).**

The Planning Area includes land within the existing City limits (approximately 19,381 acres) and within the City's SOI which includes unincorporated areas outside the current City limits (approximately 7,185 acres) **(Figure 1-2 Vicinity Map**).

Existing land uses within the Planning Area may include a combination of undeveloped, developing, and developed properties. At this time, the City is not seeking annexation of land within the SOI into its current jurisdiction. However, new development within the SOI is being contemplated as a part of the Beaumont 2040 Plan as the SOI represents the City's ultimate future boundary and service area.

1.2 Project Description

The proposed Project consists of two different components, which are collectively referred to as the Project:

1. Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2. Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

General Plan Update

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement General Plans. The General Plan is a comprehensive and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that in the city's or county's judgement, bears relation to its planning. The General Plan is required to address the following mandatory elements: land use, circulation, housing, conservation, open space, noise, air quality, safety, and environmental justice. Jurisdictions may include any other topic that is relevant to planning its future. As previously noted, the City has an adopted Housing Element (2013-2021) that is not a part of this General Plan Update (Beaumont 2040 Plan) process. The Beaumont 2040 Plan will include the rest of the required topics plus economic development, community/urban design, infrastructure and community facilities, resource management, sustainability, and governance.

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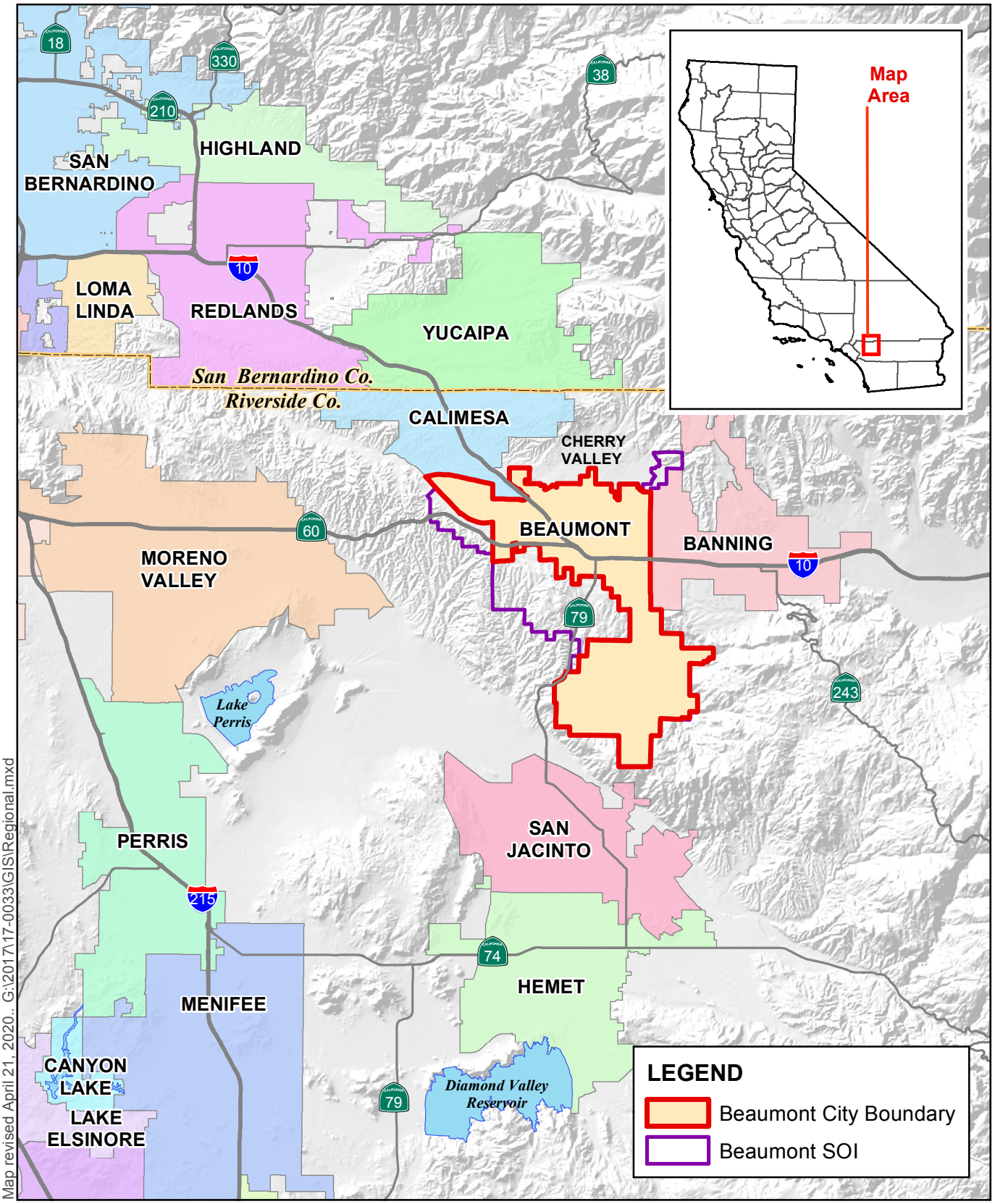
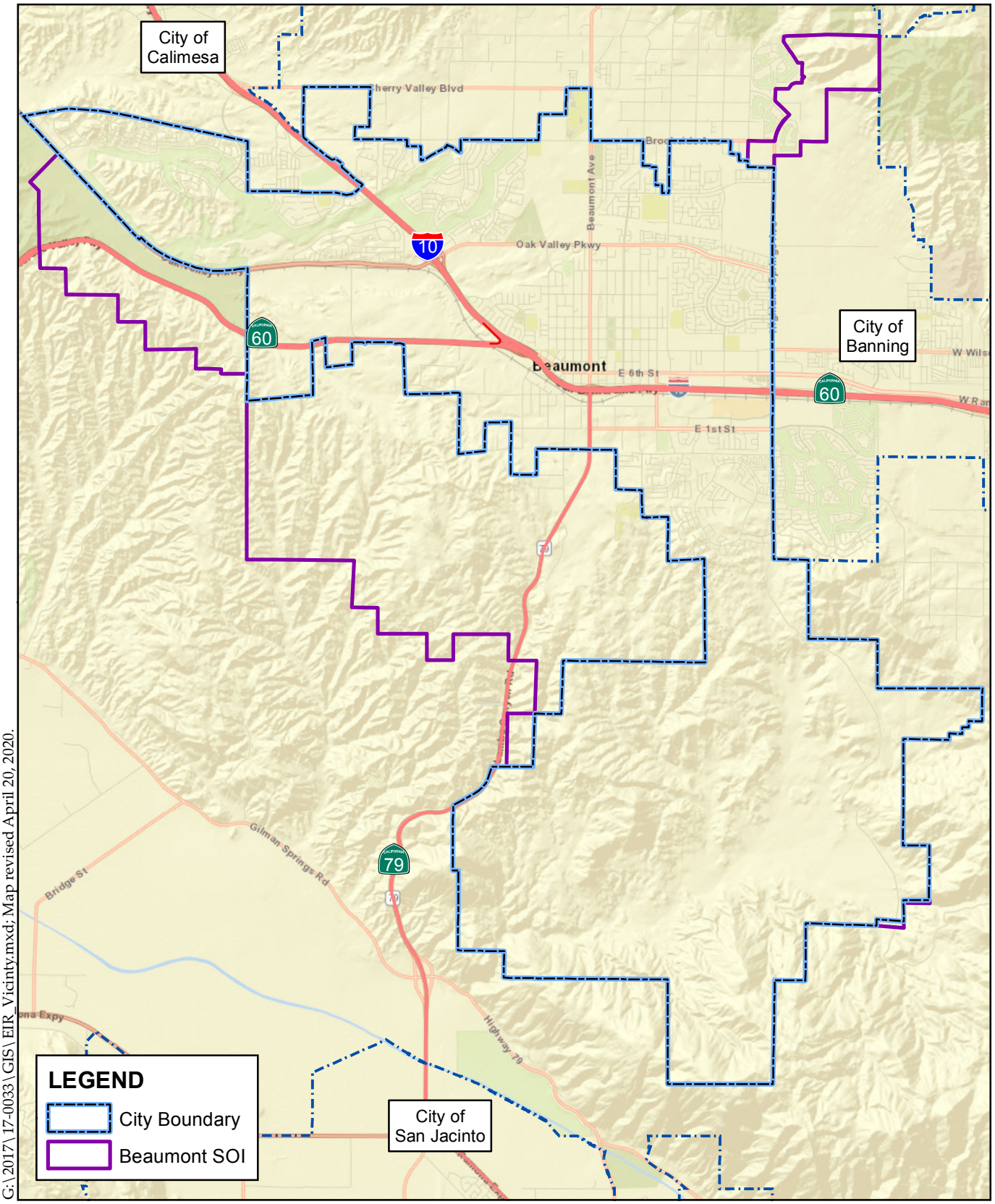


Figure 1-1 - Regional Map

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

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G:\2017\17-0033\GIS\EIR_Vicinity.mxd; Map revised April 20, 2020.

Sources: Raimi + Assoc, 2019; Riverside Co. GIS, 2020; ESRI.

Figure 1-2 - Vicinity Map

City of Beaumont General Plan Update

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The Beaumont 2040 Plan functions as a guide to the type of community that Beaumont citizens desire, and provides the means by which that desired future can be achieved. The Beaumont 2040 Plan addresses a range of immediate, mid-, and long-term issues with which the community is concerned. The Beaumont 2040 Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes resource limitations and the fragility of the community's natural environment. Under State law, the General Plan must serve as the foundation upon which all land use decisions are to be based, and must also be comprehensive, internally consistent, and have a long-term perspective. State law further mandates that the Beaumont 2040 Plan:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area (i.e., the City's sphere of influence) as they relate to future growth and development;
- Provide a basis for local government decision-making, including decisions on development approvals and exactions;
- Provide citizens the opportunity to participate in the planning and decision-making process of their communities; and
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

Beaumont is a community that values its small-town feel, community heritage, and natural setting. The City is committed to encouraging economically sustainable, balanced growth that respects its long history, while meeting infrastructure needs and protecting the environment. Beaumont's community pride and rural mountain setting sets the City apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation. Beaumont 2040 Plan's vision for the future focuses on the following guiding values and priorities:

- **Transparent, honest government:** The citizens of Beaumont desire and value a customer-oriented government that adapts to digital technology, improves effectiveness, embraces innovation, and encourages everyone to participate in City government. Local leaders and public employees are accountable to the citizens.
- **Responsible, measured growth:** Beaumont values a good balance of homes, jobs, and retail with access to local urban amenities. Beaumont promotes expanded and enhanced opportunities for employment in the City, while ensuring that population growth does not outpace existing infrastructure capacity.
- **Fiscal responsibility:** Beaumont encourages fiscal transparency, responsible growth and effective management of fiscal revenues. Beaumont promotes policies that create a strong environment for job creation, build a strong tax base, and improve the fiscal performance of City.
- **Small-town atmosphere:** Beaumont values its small-town atmosphere with distinct neighborhoods, historic downtown and connection to the natural environment. Beaumont is an inviting place to live and visit, and a desirable place for families. The citizens have a sense of pride and belonging in their City and close ties with their neighbors. Downtown Beaumont is a vibrant, diverse, active and walkable place in the heart of the City with civic, commercial, entertainment and residential opportunities for all residents in with high-quality streetscape design, community gathering spaces, and buildings that support pedestrian comfort and safety.

- **Quality of life provided by efficient infrastructure:** Beaumont has vibrant neighborhoods that provide retail, entertainment and recreational opportunities within close proximity. Beaumont encourages policies that create a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets. New pedestrian and bicycle connections and programs will make it easier, more comfortable, and safer for residents, workers, and visitors to meet their daily needs and access regional destinations, and adjacent communities. Beaumont supports the improvement of infrastructure systems that keep pace with development.
- **Health and safety:** Beaumont endorses access to a healthy lifestyle for people of all ages by developing a complete city with a wide range of open space and recreation opportunities and walkable environments that are clean, safe, and kid friendly. Beaumont fosters safe neighborhoods through good community and environmental design policies that promote a mix of uses and active streets.
- **Beautiful environment of the Pass Area:**[1] The citizens of Beaumont value the natural environment of the City and its surroundings. Beaumont promotes policies that encourage access to these resources for all citizens, enhances opportunities for tourism, and stewards these natural resources and habitat areas. A diverse and extensive open space network with parks and trails within the City and to the surrounding Pass Area enhances access for residents and visitors alike.

The Beaumont 2040 Plan identifies major strategies and physical improvements for the City over the next approximately 20 years. These strategies include revitalizing Sixth Street into a "downtown" for the City, transforming Beaumont Avenue and Sixth Street into mixed use corridors, diversifying housing choices in the City with new affordable and market-rate single family homes and multi-family housing, expanding the jobs base, including development of an employment district and mixed uses along SR-79 in the southern portion of the City. Strategies will also support neighborhood enhancement, connectivity, and sustainable development practices on lands located immediately to the southwest of the City. Transit-oriented development is also contemplated in the area around the potential location of a Metrolink transit station at Pennsylvania Avenue and First Street. To achieve this direction, the City will also need to ensure balanced growth and preservation of the community's history and identity, open space, and development of a multimodal transportation system.

Each element of the Beaumont 2040 Plan includes goals, policies, and implementation measures. The General Plan includes the following Elements:

- Land Use + Community Design Element
- Mobility Element
- Economic Development and Fiscal Element
- Health + Environmental Element

[1] The Pass Area refers to the area bounded by the San Jacinto Mountains to the south and the San Bernardino Mountains to the north. The unincorporated communities of Banning Bench (north of the City of Banning), Cherry Valley (north of the City's SOI), Cabazon, east of the City of Banning), the Morongo Indian Reservation, and the incorporated cities of Banning, Beaumont, and Calimesa are located within the Pass Area.)

- Community Facilities + Infrastructure Element
- Conservation + Open Space Element
- Safety Element
- Noise Element

The General Plan also includes a chapter related to the Downtown Area Plan, because although Beaumont lacks a defined recognizable downtown area, it has great downtown potential. The proposed Downtown Area Plan (DAP) provides development regulations and design guidance for the development of Downtown Beaumont's three subareas: Sixth Street Corridor, Sixth Street Corridor Extended, and Beaumont Avenue.

Zoning Ordinance and Zoning Map Updates

Beaumont Municipal Code (BMC) Title 17 is known as the Zoning Ordinance of the City of Beaumont and consists of two main elements, the Zoning Ordinance and Zoning Map. To prevent incompatible land use relationships, the City's Zoning Ordinance and Zoning Map designates different areas or zones for different types of land uses and establishes standards for development. These standards may specify requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development standards. State law (AB 283) requires the City's Zoning designations to be consistent with those of the General Plan.

Because the City's Zoning Ordinance is the primary implementing tool for key portions of the Beaumont 2040 Plan, it must be amended to effectively achieve the City's vision reflected in the Beaumont 2040 Plan. In contrast to the long-term broad-based outlook of the Beaumont 2040 Plan, the Zoning Ordinance provides site-specific controls and guidance on the location, densities, and intensities of various land uses.

1.3 Project Objectives

A clear statement of Project objectives allows for the analysis of reasonable alternatives to the proposed Project, assists the City in making the findings required by CEQA, and informs the City's statement of overriding considerations. The City's objectives for each of the Project's major components are described below:

Beaumont 2040 Plan

- Create a vibrant downtown to reduce vacancies and promote mix of active uses and a variety of retail and housing. Develop downtown with human scale design that supports and improves the pedestrian experience, including multi-modal streets.
- Pursue an infill strategy to foster compact development patterns, create walkable communities and preserve the natural environment and critical environmental areas. Within the SOI, limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.
- Improve retail corridors, to enhance development and redevelopment in the City's retail corridors, diversify housing types, encourage mixed-use centers, and foster opportunities for economic growth.

- Expand housing choices to provide a diverse housing inventory to meet the changing needs of the Planning Area, which includes more affordable housing options.
- Protect the City's historic resources. to preserve and enhance the City's rich cultural and historic assets.
- Expand and enhance employment opportunities to diversify the City's job base, promote future growth and economic development in the SOI, and achieve a better balance between jobs and households in the Planning Area.
- Improve fiscal performance of the City to stabilize the City's fiscal health.
- Improve infrastructure and keep pace with development, to enhance the quality of life for the City's residents and the City's fiscal health by linking land use, transportation, and infrastructure development.
- Improve health outcomes, to improve the health of the community by supporting active transportation, access to healthy food, park, healthcare (including mental healthcare), preventative care and fitness, and economic opportunities.
- Create a diverse and extensive open space network to maintain the views of the mountains and provide connectivity between residential neighborhoods and open space resources that provide opportunities for active and passive recreation.
- Enhance opportunities for tourism to create a unique identity for tourism to transform Beaumont into a regional destination.
- Ensure high level of public safety to protect the personal safety and welfare of people who live, work, and visit Beaumont from crime, pollution, disasters, and other threats and emergencies.

Revised Zoning Ordinance and Zoning Map

- Update Zoning Ordinance text and Zoning map to reflect new land use policies contained in the Beaumont 2040 Plan

1.4 Discretionary Actions and Approvals

The following list specifies non-exhaustively and non-exclusively the approvals necessary for the proposed Project. The City Planning Commission and City Council (the City Council is the final approving authority) will review the Beaumont 2040 Plan and its Program Environmental Impact Report (PEIR) and supporting documents to consider whether or not to take the following actions:

- Certification of a PEIR.
- Approval of the PEIR Findings,
- Adoption of a Mitigation, Monitoring, and Reporting Program in conjunction with the PEIR,
- Adoption of the General Plan Update (Beaumont 2040 Plan), and
- Adoption of the revised Zoning Ordinance and Zoning Map.

Additionally, subsequent development projects may also require review and approval by various departments or agencies outside of the City, including but not limited to those listed below. It should be noted that the following actions are associated with the future development of the City as it builds out pursuant to the Beaumont 2040 Plan. That is, actions of the types listed here would occur whether or

not the proposed Project was approved. And, as such, these actions are listed as general items and are not directly associated with the Beaumont 2040 Plan.

- Future development affecting Waters of the U.S. or adjacent wetlands would need to fill out a permit from the U.S. Army Corps of Engineers issued pursuant to Section 404 of the Federal Clean Water Act (CWA).
- Prior to obtaining a CWA Section 404 permit, a future development may also need to obtain a water quality certification or waiver from the Regional Water Quality Control Board pursuant to Section 401 of the Federal CWA.
- Future development affecting native habitat within a streambed may need a Streambed/Bank Alteration Agreement issued by the California Department of Fish and Wildlife pursuant to Section 1600 et seq. of the California Fish and Game Code.
- Future development, as such industrial uses for example, may need air quality operating permits for boilers or other large combustion-based equipment from the Southern California Air Quality Management District (SCAQMD).
- Future development will be required to submit a fugitive dust control plan to the SCAQMD for approval prior to issuance of grading permits (SCAQMD Rule 403).
- Future development within or altering a 100-year floodplain or other FEMA-mapped flood hazard area would need to obtain a Letter of Map Revision (LOMR), Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision Based on Fill (CLOMR-F) that describes the effect that the proposed project or fill would have on the National Flood Insurance Program map.
- Future development, such as industrial or medical, for example may need hazardous material handling, use, storage, and/or disposal permit(s) from the appropriate local, regional, state, or federal agency.
- National Pollutant Discharge Elimination System (NPDES) Construction General Permits will be required for grading activities of 1 acre or larger. The developer must file a Notice of Intent with the Regional Water Quality Control Board (RWQCB) and obtain a General Construction Activity Stormwater Permit pursuant to the NPDES regulations established under the CWA. This permit requires preparation and implementation of a Stormwater Pullulation Prevention Plan, which is intended to prevent degradation of surface and groundwaters during the grading and construction process.

1.5 Potential Areas of Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency must be stated in the EIR summary. Issues of interest to the public and public agencies were identified during the 30-day public comment period of the Initial Study and Notice of Preparation (NOP), as well as comments received during the public scoping meeting that was held on March 13, 2018, for the proposed Project at the City of Beaumont.

An NOP for the Draft PEIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties via overnight mail or delivery on March 8, 2018. A notice advising of the availability of the NOP was also posted by the Riverside County Clerk on March 8, 2018. The objective of distributing an NOP is to solicit public comment in order to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the Draft PEIR. Comments received regarding

the NOP were used to help identify impacts that could result from implementation of the proposed Project.

The comment letters received in response to the NOP are included in Appendices A of this Draft PEIR. By the close of the 30-day public review period, twelve responses to the NOP had been received which will be addressed in the Draft PEIR. A summary of NOP comments has been included in Section 2, **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**

Section 15123(b)(3) of the State *CEQA Guidelines* requires that a DEIR identify issues to be resolved; this includes the choice among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved for the proposed Project include decisions by the City of Beaumon as to whether:

- this Draft PEIR adequately describes the potential environmental impacts of the proposed Project;
- the recommended mitigation measures should be adopted or modified;
- additional mitigation measures need to be applied;
- the Project should or should not be approved as proposed; or
- the Project should be modified based on the alternatives considered in this Draft PEIR.

1.6 Environmental Analysis

The following table, **Table 1-A – Draft PEIR Impact Summary Matrix**, provides a summary of impacts related to the proposed Project. The table identifies significant environmental impacts resulting from the Project along with applicable mitigation, pursuant to *CEQA Guidelines* Section 15123(b) (1).

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Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.1 Aesthetics		
Have a substantial adverse effect on a scenic vista?	No mitigation required	Less Than Significant Impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No mitigation required	Less Than Significant Impact
In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No mitigation required	Less Than Significant Impact
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No mitigation required	Less Than Significant Impact
5.2 Agriculture and Forestry Resources		
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	**MM AG-1:** Because the State revaluates and changes Farmland designations approximately every two years, to determine the specific impacts to designated Farmland sites shown on Figure 5.2-1 – Designated Farmland as having Prime Farmland or Unique Farmland, as part of any entitlement process for any future development proposal, the project applicant shall use the most current FMMP data available to determine the number of acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance that would be permanently converted to a non-agricultural use by the proposed future development. This	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	number shall be referred to as the "Acres of Converted Farmland." If the Acres of Converted Farmland for any future development project is greater than zero, the City shall require the project proponent to provide mitigation in the amount equivalent to the Acres of Converted Farmland. This mitigation may be provided by one or more of the following methods: (i) placement of an agricultural easement on property containing soils that meet the physical and chemical criteria for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, (ii) cancellation of a Notice of Non-renewal or an agreement not to file a Notice of Non-renewal for Williamson Act contracts on property (or properties), (iii) placement of a new Williamson Act contract on property or properties, or (iv) any combination of (i), (ii),or (iii). Other feasible measures to protect the soils and lands designated by the State FMMP program not listed here can be implemented as determined by the City. This mitigation shall be made a condition of project approval and evidence of mitigation shall be provided to the Beaumont Planning Department prior to the issuance of a grading permit.	
Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**MM AG-2**: In order to allow the operation of produce stands in the Industrial Zoning District as part of the revisions to the Beaumont Zoning Ordinance, Section 17.03.100 and Table 17.03-3 shall be revised to include Produce Stands as a permitted use in the Manufacturing (M) Zone.	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No mitigation required	No Impact
Result in the loss of forest land or conversion of forest land to non-forest use?	No mitigation required	No Impact
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No mitigation required	Less Than Significant Impact
5.3 Air Quality		
Conflict with or obstruct implementation of the applicable air quality plan?	No mitigation required	Less Than Significant Impact
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	**MM AQ 1:** In order to reduce future impacts related to exceedance of air quality standards from criteria pollutants and from TACs impacting sensitive receptors, prior to discretionary approval for development projects subject to CEQA review, project applicants shall prepare and submit a technical analysis evaluating potential air quality impacts, including TAC's where appropriate, to the City of Beaumont for review and approval. The analysis shall be prepared in conformance with current South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts and TACs. Feasible mitigation measures	Significant and Unavoidable Impacts

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	for each future project shall be incorporated, if applicable.	
Expose sensitive receptors to substantial pollutant concentrations?	**MM AQ-1** *See Above*	Significant and Unavoidable Impacts
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No mitigation required	Less Than Significant Impact
5.4 Biological Resources		
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**MM BIO-1:** For impacts identified to Species Not Covered by the MSHCP, potential direct and indirect impacts to Federal Species of Concern, California Species of Special Concern, California Species Animals or plants on lists one through four of the California Native Plant Society (CNPS) Inventory will require habitat assessments prepared by a qualified biologist for future implementing projects. The habitat assessment report identifying potential impacts to the Not Covered MSHCP species shall be provided in a report and submitted to the City Planning Department prior to issuance of grading permits. The following determinations shall be made by the City based on the habitat assessment: • If the findings of the habitat assessment show no suitable habitat or sensitive species Not Covered by the MSHCP occur on site, then no additional surveys or mitigation measures are required. • If the potential for sensitive species exist or suitable habitat exists on site, focused	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	surveys shall be completed within one year of the submittal to the City for review. Focused surveys conducted in the appropriate season for each species, as identified in the habitat assessment report, shall be conducted to determine presence/absence status. • If no sensitive species are identified through focused surveys, then no additional surveys or mitigation measures are required. • If sensitive species Not Covered by the MSHCP are found on site and are not avoided by project design, coordination with the appropriate regulatory agencies (i.e. USFWS and/or CDFW) would be required to obtain necessary take permits and implement project-specific mitigation prior to any ground disturbing activities. **MM BIO-2:** If future implementing project activities are planned during the bird nesting (February 15 to August 31) season and there are trees or vegetation on site, nesting bird survey(s) consisting of up to three (3) site visits within 7 days prior to ground disturbance, clearing and/or demolition activities shall be conducted to ensure birds protected under the Migratory Bird Treaty Act (MBTA) are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional measures are required.	

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume.	
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	**MM BIO-3:** The City shall require the following for all future implementing projects in order to mitigate for impacts to riparian/riverine or sensitive habitats associated with waters of the US and State: • Preparation of a Jurisdictional Delineation of Waters of the U.S. and wetlands pursuant to the RCA as well as CWA and ACOE protocol where drainages are located on site. If avoidance of the drainages is infeasible, then applicants must obtain a CWA Section 404 permit from the ACOE prior to project grading. These permits must include measures or other equivalent requirements necessary to reduce impacts to riparian and wetlands	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	resources and ensure no net loss of wetlands. • Preparation of a Jurisdictional Delineation of streams and vegetation within drainages and native vegetation of use to wildlife pursuant to CDFW and California Fish and Game Code Sect 1600 *et seq*. Where necessary, applicants are required to obtain a Section 1601 or 1603 permit and a Streambed Alteration Agreement from CDFW. These permits must include measures or other equivalent requirements that reduce impacts to riparian and wetlands resources ensure no net loss of wetlands. • Riparian/Riverine evaluation pursuant to Section 6.1.2 of the MSHCP. Applicants must avoid impacts to riparian areas to preserve the function and value of such habitats. Avoided areas shall be protected in perpetuity through a legal instrument such as a conservation easement or deed restriction. Where avoidance is infeasible, a DBESP will be required to be reviewed and approved by the RCA and/or US Fish and Wildlife Services and California Department of Fish and Game.	
Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**MM BIO-3** *See Above*	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**MM BIO-2** *See Above*	Less Than Significant Impact
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No mitigation required	Less Than Significant Impact
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**MM BIO-3** *See Above*	Less Than Significant Impact
5.5 Culutral Resources		
Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	No mitigation required	Less Than Significant Impact
Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	No mitigation required	Less Than Significant Impact
Disturb any human remains, including those interred outside of formal cemeteries?	No mitigation required	Less Than Significant Impact
5.6 Geology and Soils		
Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:		
Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	No mitigation required	Less Than Significant Impact
Strong seismic ground shaking?	No mitigation required	Less Than Significant Impact
Seismic-related ground failure, including liquefaction?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
Landslides?	No mitigation required	Less Than Significant Impact
Result in substantial soil erosion or the loss of topsoil?	No mitigation required	Less Than Significant Impact
Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No mitigation required	Less Than Significant Impact
Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No mitigation required	Less Than Significant Impact
Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No mitigation required	Less Than Significant Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No mitigation required	Less Than Significant Impact
5.7 Greenhouse Gas Emissions		
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**MM GHG 1**: In order to address effects of GHG emissions from future development, the City of Beaumont shall evaluate the feasibility of the potential GHG reduction strategies in Table 5.7-F and update the Sustainable Beaumont Plan or similar document every five years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction targets and to require amendment if the plan is not achieving the specified level. The updates shall identify targets for years 2030, 2040, and 2050 and subsequent applicable	Significant and Unavoidable Impacts

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
	statewide legislative targets that may be in effect at the time of the update.	
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No mitigation required	No Impact
5.8 Hazards and Hazardous Materials		
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No mitigation required	Less Than Significant Impact
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No mitigation required	Less Than Significant Impact
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No mitigation required	Less Than Significant Impact
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No mitigation required	Less Than Significant Impact
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No mitigation required	Less Than Significant Impact
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No mitigation required	Less Than Significant Impact
5.9 Hydrology and Water Quality		
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	No mitigation required	Less Than Significant Impact
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No mitigation required	Less Than Significant Impact
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:		
Result in substantial erosion or siltation on- or off-site;	No mitigation required	Less Than Significant Impact
Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No mitigation required	Less Than Significant Impact
Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No mitigation required	Less Than Significant Impact
Impede or redirect flood flows?	No mitigation required	Less Than Significant Impact
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No mitigation required	Less Than Significant Impact
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.10 Land Use and Planning		
Physically divide an established community?	No mitigation required	Less Than Significant Impact
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No mitigation required	Less Than Significant Impact
5.11 Mineral Resources		
Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No mitigation required	Less Than Significant Impact
Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No mitigation required	Less Than Significant Impact
5.12 Noise		
Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No feasible mitigation at a programmatic level.	Significant and Unavoidable Impacts
Generation of excessive groundborne vibration or groundborne noise levels?	No mitigation required	Less Than Significant Impact
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.13 Population and Housing		
Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No mitigation required	Less Than Significant Impact
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No mitigation required	Less Than Significant Impact
5.14 Public Services		
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:		
Fire protection	No mitigation required	Less Than Significant Impact
Police protection	No mitigation required	Less Than Significant Impact
Schools	No mitigation required	Less Than Significant Impact
Parks	No mitigation required	Less Than Significant Impact
Other Public Facilities	No mitigation required	Less Than Significant Impact
5.15 Recreation		
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No mitigation required	Less Than Significant Impact
Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
5.16 Transportation		
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No mitigation required	Less Than Significant Impact
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No feasible mitigation at a programmatic level.	Significant and Unavoidable Impacts
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No mitigation required	Less Than Significant Impact
Result in inadequate emergency access?	No mitigation required	Less Than Significant Impact
5.17 Tribal Cultural Resources		
Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	No mitigation required	Less Than Significant Impact
A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	No mitigation required	Less Than Significant Impact
5.18 Utilities and Service Systems		
Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
relocation of which could cause significant environmental effects?		
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No mitigation required	Less Than Significant Impact
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No mitigation required	Less Than Significant Impact
Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No mitigation required	Less Than Significant Impact
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No mitigation required	Less Than Significant Impact
5.19 Energy		
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No mitigation required	Less Than Significant Impact
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No mitigation required	No Impact
5.20 Wildfire		
Substantially impair an adopted emergency response plan or emergency evacuation plan?	No mitigation required	Less Than Significant Impact
Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project	No mitigation required	Less Than Significant Impact

Table 1-A – Draft PEIR Impact Summary Matrix

Impact	Mitigation Measure	Level of Significant After Mitigation
occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?		
Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No mitigation required	Less Than Significant Impact
Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No mitigation required	Less Than Significant Impact

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1.7 Summary of Project Alternatives

CEQA Guidelines Section 15126.6 identifies the parameters within which consideration and discussion of alternatives to a proposed project should occur. As stated in this section of the guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of a project. Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, pursuant to Section 15126.6.

This Draft PEIR evaluates 1) a No Project/Existing 2007 General Plan and 2) Increased Recreation. Summaries of each alternative have been provided below. More detailed descriptions of each alternative and discussion of the environmentally superior alternative are provided in Section 8, Alternatives to the Proposed Project, of this Draft PEIR.

1.7.1 Alterantive 1– No Project/Existing 2007 General Plan

Under this Alterantive, the continued land uses and implementation of the City of Beaumont's March 2007 General Plan are assumed. The land uses in the 2007 General Plan are not much different than is being proposed by the Project, but there would be less industrial land uses and less higher density residential units under the existing 2007 General Plan compared to the proposed Project.

1.7.2 Alterantive 2 – Increased Recreation

Under this Alternative, there would be a new Land Use Designation for "Recreation" which would include: "Low-impact development, including camping and ATV uses. Caretaker residential units. Residential uses that meet the Rural Residential 40 designation are permitted." The area where this Recreational land use designation would occur is in the very western edge of the Planning Area and south of SR 60. Under Alternative 2, there would be approximately 547 acres of a Recreation designation, which would replace approximately 547 acres of Rural Residential as proposed by the Project. The area affected by this Alterantive is within the County of Riverside and located within the City's Sphere of Influence. The underlying County of Riverside Land Use Designation is Rural Residential.

Table 1-B – Comparison of Alternatives Matrix, gives a summary of all Project alternatives considered in detail in the Draft PEIR and identifies the areas of potential environmental effects per CEQA and ranks each alternative as having either less impacts, the same or greater impacts than the proposed Project with respect to each area.

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Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Air Quality – Significant and Unavoidable	The Project would violate air quality standards or contribute substantially to an existing or projected air quality violation; would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); and potentially expose sensitive receptors to substantial pollutant concentrations;	**Greater** – Although potentially less development than the Project, under the Existing General Plan, there would still be land use to generate air quality impacts related to increased traffic and the potential for TAC's to be generated from non-residential projects in proximity to residential projects. Additionally, vehicle miles traveled (VMT) per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project which increases air emissions. Therefore, impacts would be greater than the Project. .	**Slightly Greater** – Air quality impacts would be slightly less than that of the proposed Project due to the change in land use and associated reductions in daily vehicle trips from Rural Residential to Recreation. However, the Recreational uses under this Alternative would also create vehicle trips that would generate air quality emissions from people traveling to use the area and from the off road vehicles that would be using the site. The off road vehicles that could use the Recreational areas could potentially have worse air quality impacts than regular vehicles associated with a residential land use because they typically have less air quality emission prevention technologies and pollute more emissions than regular cars. Under this Alternative, the impacts associated from future uses and TAC exposure would most likely be the same as those encountered by the Project. Under this Alternative, impacts are significant and snavoidable.

Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Greenhouse Gas (GHG) Emissions- Significant and Unavoidable	The Project would generate GHG emissions, either directly or indirectly, that significant impact on the environment; because GHG standards will be exceeded by future growth.	**Greater** –GHG emissions would increase but under the 2007 General Plan there would be less intensity and units than proposed by the Project, thereby resulting in less GHG emissions from new residential and nonresidential uses. However, VMT per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project, which would result in increased GHG emissions in comparison to the Project. Therefore, impacts would be greater than the Project.	**Same** – This Alternative would result in about the same GHG emissions since it would eliminate about 550 acres of Rural residential land uses, however, with this area being designated for Recreation, it would generatentrips from both inside the City and from other communities. Therefore, the overall GHG emissions most likely would not be much different from the proposed Project. Under this Alternative, impacts remain significant and unavoidable
Noise – Significant and Unavoidable	The Project would contribute to permanent increased noise levels from roadways due to increased traffic and exceed threshold for noise levels resulting in significant and unavoidable impacts after mitigation.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Under the current 2007 General Plan, these noise levels would be expected to result in the same conditions. Impacts would remain significant and unavoidable.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Even with changing the approximately 550 acres from Rural Residential to Recreation under this Alternative, these noise levels would be expected to result in the same conditions as the Project and would remain significant and unavoidable.

Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Transportation – Significant and Unavoidable	The Project would generate 29.7 VMT per service population in the Planning Area. There are no feasible mitigations available to mitigate impacts to less than significant levels. Therefore Project-related Impacts would be significant and unavoidable.	**Greater –** The TIA prepared for the PEIR included a VMT per service population calculation for the 2007 General Plan (see **Table 5.16-B**) and determined that the 2007 General Plan would generate 52.1 VMT per service population in the Planning Area. This is more than the Beaumont 2040 Plan, which would generate 29.7 VMT per service population in the Planning Area. Impacts would be greater and significant and unavoidable.	**Same**– This Alternative would reduce residential units in the Planning Area, hence reducing service population. The recreational uses proposed under this alternative would decrease the daily trips in this traffic analysis zone; however, because there are a number of off-road vehicle (ORV) parks that operate within unincorporated Riverside County, it is assumed that this Alternative would not substantially change VMT within the WRCOG area (see **Table 5.16-D**). Therefore, the VMT impacts would be expected to result in similar conditions as the Project and remain significant and unavoidable.
Environmentally Superior to Proposed Project?	***Not applicable***	**No –**Alternative 1 would have the same impacts as the Project related to noise. It would create more VMT and the resulting increases in air quality and GHG impacts than the proposed Project because the current 2007 General Plan does not include policies related to non-vehicular transportation priorities and has less dense land uses in the	**No –** Alternative 2 would not be considered Environmentally Superior to the Project because it will result in the same GHG, noise and transportation impacts as the Project. The reason why it is not environmentally superior is that it does slightly increase air quality impacts from the Project because it would introduce active recreational activities such as off-road vehicles which typically have less air quality

Table 1-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
		areas near commercial and office land uses. For this reason, the increase in VMT, this Alternative would not be environmentally superior to the Project.	emission prevention technologies and pollute more emissions than regular cars.
Meets Project Objectives?	**Yes**	**No** – This Alternative would not meet the project objectives as it is an outdated vision for the City on the types of development patterns and goals for the future planning.	**Yes** – Changing the approximately 500-acre area from Rural Residential would still result in most of the objectives for the rest of the General Plan to be met. This Alternative would solidly meet the Objective of providing a diverse network of open space.

2.0 INTRODUCTION

2.1 Purpose and Scope

The Draft Program Environmental Impact Report (PEIR) assess the potential environmental effects of the adoption and implementation of the General Plan Update (Beaumont 2040 Plan), the adoption and implementation of the revised Zoning Code and Zoning Map which are all proposed by the City of Beaumont (City) (herein collectively referred to as "Project" or "proposed Project").

This Program EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code (PRC), Section 21000 et seq.) and the *Guidelines for Implementation of CEQA Guidelines* published by the Public Resources Agency of the State of California (California Code of Regulations, Title 14, Section 15000 et seq.), and in accordance with the City's *CEQA Guidelines*.

The PEIR was prepared by professional environmental consultants under contract to the City. The City is the lead agency for the preparation of this EIR as defined by the *CEQA Guidelines* (PRC Section 21067 as amended), and the content of the document reflects the independent judgment of the City.

This PEIR is intended to provide information to public agencies, the general public, and decision makers regarding potential environmental impacts related to the three components of the proposed Project:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Code and Zoning Map, and

The purpose of an EIR, under the provisions of CEQA, is "to identify the significant effects on the environment of a project, to identify the alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." (PRC Section 21002.1[a].)

According to the *CEQA Guidelines* (Section 15168), a Program EIR may be prepared on a series of actions that can be characterized as one large project, are related geographically, and as logical parts in the chain of contemplated actions in connection with issuance of rules, regulations, or plans. The Program EIR allows for a more exhaustive consideration of effects and alternatives that would be practical in an EIR on separate individual actions, and ensures consideration of cumulative impacts that might be slighted on a case-by-case basis.

This Draft PEIR provides a first-tier analysis of the potential environmental effects of the proposed Project. Section 15152 of the *CEQA Guidelines* indicates that tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site specific EIR or negative declaration if additional analysis is necessary. Subsequent activities in accordance with the proposed Project examined in light of this Draft PEIR to determine whether an additional environmental document must be prepared. If a subsequent project or later activity would have effects that were not examined in this Draft PEIR, or not examined at an appropriate level of detail to be used for the later activity, an initial study would need to be prepared to determine the appropriate environmental document. If the City finds that pursuant to Section 15152 of the *CEQA Guidelines*, no new effects could occur or new mitigation measures would be required on a subsequent project, the City can approve the activity as being within the scope of the Project covered by this Draft PEIR, and no new environmental document would be required. In addition, the standards related to subsequent EIRs at *CEQA Guidelines* Section 15162 to 15164 and PRC Section 21166 are applicable to this Draft PEIR.

This Draft PEIR serves as an information document for use by public agencies, the general public, and decisions makers. This PEIR is not a City policy document; it does, however, discuss the impacts of development pursuant to the proposed Beaumont 2040 Plan and related components, and analyzes Project alternatives.

2.2 Background

The Draft PEIR serves as the basis for environmental review and impact mitigation for adoption and implementation of the Beaumont 2040 Plan, Zoning Code and Zoning Map Revisions, and the Downtown Specific Plan. The City will review subsequent projects for consistency with the Draft PEIR and prepare appropriate environmental documentation pursuant to CEQA provisions for Draft PEIRs and subsequent projects. Subsequent projects under the Draft PEIR may include but, are not necessarily limited to the following implementation activities:

- Rezoning of properties
- Approval of Specific Plans
- Approval of development plans, including tentative maps, variances, conditional use permits, and other land use permits
- Approval of development agreements
- Approval of facility and service master plans and financing plans
- Approval and funding of public improvement projects
- Approval of resource management plans
- Issuance of municipal bonds
- Issuance of permits and other approval necessary for implementation of the General Plan
- Acquisition of property by purchase or eminent domain
- Annexations into the City

To define the scope of the investigation of the Draft PEIR, the City distributed a Notice of Preparation (NOP) on March 9, 2018, to the State Clearinghouse, State agencies, Cities, and Riverside County; other public agencies; and interested private organizations and individuals, in accordance with the requirements of the California Code of Regulations, Title 14, Sections 15082(a), 15103, and 15375. Pursuant to Section 15082 of the *CEQA Guidelines*, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP. An initial study was not prepared with the NOP; *CEQA Guidelines* Section 15063(a) permits a lead agency to omit an initial study if it determines that an EIR is clearly required. The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed Project. **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation** provides a list of the comment letters received during the NOP public comment period, a brief summary of the issues raised, and reference to where the issues are discussed in the EIR. The NOP comment letters are included in Appendix A of this EIR.

Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
Native American Heritage Commission (NAHC) (March 14, 2018)	The NAHC's letter summarizes cultural and tribal cultural resources requirements, and compliance with Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). The NAHC requests that the Draft PEIR references California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist form". The NAHC recommends lead agencies consult with all California Native tribes that are affiliated with the geographic area of the proposed Project as early as possible, and consult legal counsel on complying with AB 52 and SB 18. The comment letter also summarizes some requirements of AB 52 and SB 18. NAHC makes specific recommendations for preparing cultural resources assessments, including the archaeological records search and final report, contacting NAHC for a Sacred Lands File search and Native American Tribal Consultation List, and mitigation monitoring and reporting program.	Section 5.5 – Cultural Resources, Section 5.17 – Tribal Cultural Resources, and Mitigation Monitoring and Reporting Program.
Agua Caliente Band of Cahuilla Indians (March 15, 2018)	The Agua Caliente Band of Cahuilla Indians note that the proposed Project is not located within the Tribe's Traditional Use Area, and thus they defer to other tribes in the area and conclude their tribal consultation.	Section 5.17 – Tribal Cultural Resources.

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
California Department of Transportation (Caltrans) (March 26, 2018)	Caltrans provided comments related to traffic and alternative modes of transportation, encouraging mixed-use projects near transit services, planning for mixed-density, mixed-income housing, senior housing, and student housing; consideration of 40 dwelling units per acre in the Downtown Mixed-Use (DMX) and Urban Village (UV) areas; addressing SB 1000; and provisions for noise mitigation measures along railroad tracks in residential neighborhoods. Caltrans requests to be kept informed of future developments that could potentially impact State Transportation Facilities.	Section 5.10 – Land Use and Planning, Section 5.12 – Noise, Section 5.13 – Population and Housing, Section 5.15 – Recreation, and Section 5.16 – Transportation/Traffic
Riverside County Department of Waste Resources (March 26, 2018)	Riverside County Department of Waste Resources makes recommendations on how to address the Project's potential impacts on solid waste facilities, provides information to assist in the analysis of solid waste impacts, notes that the Projects should consider land use compatibility issues and development constraints related to the Beaumont Landfill and Lamb Canyon Landfill, and recommends specific measures to reduce the Projects solid waste impacts. The commenter also requests a copy of the Draft PEIR on CD for review and comment when available.	Section 5.8 – Hazards and Hazardous Materials, Section 5.18 – Utilities and Service Systems., and Section 5.10 – Land Use and Planning
South Coast Air Quality Management District (SCAQMD) (April 4, 2018)	The SCAQMD makes recommendations regarding the analysis of potential air quality impacts from the proposed Project, mitigation measures, alternatives, permits, and data sources for the Draft PEIR. The SCAQMD also requests that a copy of the Draft PEIR be sent directly to SCAQMD upon its completion, with all appendices and technical documents related to air quality, health risk, and greenhouse gas analysis, including electronic versions of all emission calculations spreadsheets, modeling input and output files, air quality monitoring and health risk assessment files.	Section 5.3 – Air Quality, and Section 5.7 – Greenhouse Gas Emissions.

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
County of Riverside Transportation and Land Management Agency (TLMA) (April 5, 2018)	The TLMA requests that the City coordinate with them on changes to its Circulation Element to address inter-jurisdictional roadway connections and classification transitions, and to meet to resolve any inconsistencies between TLMA and the City's proposed Circulation Element prior to the General Plan Update's approval.	Section 5.16 – Transportation/Traffic
Morongo Band of Mission Indians (April 6, 2018)	The Morongo Band of Mission Indians provides recommendations on what to include in the scope and methods of the Cultural Resources (technical) Report (used for the Cultural Resources section of the Draft PEIR), and requests that the Cultural Resources Report scope and methods be made available to them in advance of the public commenting period of the Draft PEIR to help avoid and minimize impacts to tribal cultural resources. The commenter notes that the City should distinguish between compliance efforts for SB 18 versus AB 52, which have different requirements. The commenter notes that the City's Sphere of Influence includes areas with recorded and unrecorded tribal cultural resources that needs to be analyzed in the Cultural Report and Draft PEIR.	Section 5.5 – Cultural Resources and Section 5.17 – Tribal Cultural Resources
Ron Roy (April 9, 2018)	The commenter opposes the proposed Project because of impacts to scenic views from the proposed building heights and proposed location of commercial/retail land uses that would not protect open space and rural areas. The commenter proposes to eliminate certain land uses from the proposed Project, including the Urban Village overlay and employment district, concentrate new development in existing non-residential and mixed use land use designated areas, and revise the industrial zoning designations to require retail outlets for all warehouses. The commenter recommends a focus on active and	Section 5.1 – Aesthetics, Section 5.3 – Air Quality, Section 5.4 – Biological Resources, Section 5.7 – Greenhouse Gas Emissions, Section 5.10 – Land Use and Planning, Section 5.15 – Recreation, and Section 5.16 – Transportation/Traffic.

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
	multimodal transportation, including the inclusion of a transit center/transit hub, alternative energy refueling stations, and maps indicating the transit and bike paths throughout the City. The commenter states that the City has not adequately identified how it will mitigate or reduce greenhouse gas, climate change, and air quality impacts.	
California Department of Fish and Wildlife (CDFW) (April 9, 2018)	The CDFW identifies itself as a Trustee Agency for fish and wildlife resources and as a Responsible Agency regarding any discretionary actions. The CDFW provides recommendations for identifying and mitigating the Project's potential impacts on biological resources. The CDFW noted required compliance with the California Endangered Species Act, Western Riverside County Multiple Species Habitat Conservation Plan, and Lake and Streambed Alteration Program.	Section 5.4 – Biological Resources.
Southwest Regional Council of Carpenters (April 9, 2018)	The law firm of Wittwer Parkin LLP submitted this comment letter on behalf of the Southwest Regional Council of Carpenters. The commenter notes that the proposed Project may have significant impacts for the following environmental issues: Agriculture, Air Quality, Biological Resources, Greenhouse Gases, Hazards and Hazardous Materials, Parks and Recreation, Public Services, Transportation and Traffic, and Utilities. The commenter discusses the existing conditions of these environmental issues within the City (and/or the City's Sphere of Influence), and makes recommendations on what the Draft PEIR needs to incorporate to address potentially significant impacts in these areas.	Section 5.2 – Agricultural and Forestry Resources, Section 5.3 – Air Quality, Section 5.4 – Biological Resources, Section 5.7 – Greenhouse Gas Emissions, Section 5.8 – Hazards and Hazardous Materials, Section 5.14 – Public Services, Section 5.15 – Recreation, Section 5.16 – Transportation/Traffic, and Section 5.18 – Utilities and Service Systems.
Southern California Association of Governments (SCAG) (April 9, 2018)	SCAG describes how the goals included in SCAG's 2016 Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) can be used as guidance for	Section 6 – Consistency with Regional Plans

Commenting Party (Date of Letter/Email)	Summary of Comment	Addressed in Section(s) of the Draft PEIR
	considering the proposed Project within the context of regional goals and policies. In particular, SCAG suggests that RTP/SCS goals G1-G9 may be relevant. SCAG also describes strategies and mitigation to be used as guidance and includes the applicable regional growth forecasts for the region and the City. The SCAG requests that future environmental documentation be sent to them regarding this Project.	

A public scoping meeting was held on March 13, 2018 at the Beaumont Civic Center. No oral comments were made by the public. The City Planning Commissioners provided oral comments in regard to hazardous materials, water supply, fire hazards, light pollution, public services and facilities, wildlife corridor, recycling and waste diversion, and land use changes, all of which are addressed throughout the Draft PEIR (refer to Sections 5.1 through 5.20 of the Draft PEIR). Technical documents prepared for the proposed Project are also included in **Appendices B through F.2.** These documents were used as reference material in the analysis of the environmental impacts.

2.3 Scope of the PEIR

In accordance with PRC Section 21002.1, the purpose of this EIR is to address the potential environmental impacts resulting from the construction and operation of the proposed Project, proposed mitigation measures to reduce potentially significant environmental impacts, and identify and evaluate alternatives, which could reduce or avoid the significant effects of the proposed Project. Although most of the Project components involve “paper” projects, meaning that the Zoning Code, DSP, and Hillside Development Ordinance are really policy documents that do not have direct physical impacts to the land and are tools that will be used by the City to implement the General Plan, most of the analysis in this EIR will be addressing when applicable, the foreseeable physical impacts of implementing the General Plan, as this document creates the blueprint of future development in the City. The Zoning Map will be consistent with the change in land uses identified in the General Plan Update. The other aspects of the Project are analyzed as appropriate within each issue area. The EIR process provides an opportunity for the public to review and comment upon the potential environmental impacts of the proposed Project.

The City Planning Commission will make a recommendation on the proposed Project to the City Council which is the decision making body in the City with authority to take action on the Project. Both the Planning Commission and City Council will consider the information in this EIR as part of their evaluation of the proposed Project. The findings and conclusions presented in the EIR regarding environmental impacts do not control the City’s discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

As set forth in Section 15021 of the *CEQA Guidelines*, as lead agency, the City has the duty to avoid or minimize environmental damage where feasible. Furthermore, Section 15021(d) of the *CEQA Guidelines* states that, “CEQA recognizes that in determining whether and how a project should be approved, a

public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors, and in particular the goal of providing a decent home and satisfying living environment for every Californian." In accordance with CEQA, the City will be required to make findings for each environmental impact of the proposed Project that cannot be mitigated to below a level of significance. If the City determines that the benefits of the proposed Project outweigh unmitigated significant environmental effects, the City will be required to adopt a statement of overriding considerations stating the reasons supporting their action notwithstanding the proposed Project's significant environmental effects.

2.4 Format of the PEIR Document

This PEIR is organized into nine sections:

- **Table of Contents** to assist readers in locating the analysis of different subjects and issues as required by Section 15122 of the *CEQA Guidelines*. A list of acronyms used in the Draft PEIR is included in the table of contents.
- **Section 1.0 – Executive Summary** covers the summary requirements of CEQA as required by Section 15123 of the *CEQA Guidelines* and includes: Project location, a brief Project description, a matrix containing a summary of environmental impacts and mitigation measures, Project objectives, approvals related to the proposed Project, areas of controversy, and a brief description of the Project alternatives.
- **Section 2.0 – Introduction** describes the scope and purpose of the EIR document, identifies the lead agency, provides a brief summary of the CEQA process to date, and establishes the format of the document.
- **Section 3.0 – Project Description** contains the information required by Section 15124 of the *CEQA Guidelines* including: a detailed description of the proposed Project, the Project objectives, a general description of the Project's environmental setting, the approvals needed to implement the Project, and a list of agencies expected to use the Draft PEIR.
- **Section 4.0** – **Environmental Setting** satisfies requirements of Section 15125 of the *CEQA Guidelines* and provides a brief environmental setting discussion.
- **Section 5.0 – Environmental Impact Analysis** satisfies the requirements of Sections 15125, 15126, 15126.2, and 15126.4 of the *CEQA Guidelines* and analyzes Project impacts and identifies mitigation measures designed to reduce significant impacts by issue area. For each issue area analyzed, this section includes a discussion of the setting to which each issue area is analyzed against, defines the related regulations affecting the proposed Project, identifies the thresholds used to determine significance, describes any Project design features that would reduce impacts, analyzes the proposed Project's potential impacts, provides a description of the applicable mitigation measures used to reduce or lessen potential impacts, and discusses the Project's impacts after implementation of mitigation. The following environmental issue areas are discussed in the corresponding sections:
    - Section 5.1 – Aesthetics
    - Section 5.2 – Agricultural and Forestry Resources
    - Section 5.3 – Air Quality
    - Section 5.4 – Biological Resources
    - Section 5.5 – Cultural Resources

- Section 5.6 – Geology and Soils
- Section 5.7 – Greenhouse Gas Emissions
- Section 5.8 – Hazards and Hazardous Materials
- Section 5.9 – Hydrology and Water Quality
- Section 5.10 – Land Use and Planning
- Section 5.11 – Mineral Resources
- Section 5.12 – Noise
- Section 5.13 – Population and Housing
- Section 5.14 – Public Services
- Section 5.15 – Recreation
- Section 5.16 – Transportation and Traffic
- Section 5.17 – Tribal Cultural Resources
- Section 5.18 – Utilities and Service Systems
- Section 5.19 – Energy
- Section 5.20 - Wildfire

- **Section 6.0 – Consistency with Regional Plans** provides an analysis of the Project's consistency the regional and local growth forecasts prepared by the Southern California Association of Government's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*.
- **Section 7.0 – Other CEQA Topics** provides an analysis of cumulative impacts, growth inducing impacts, significant irreversible environmental impacts, and areas of no significant impact.
- **Section 8.0 – Alternatives** satisfies the requirements of Section 15126.6 of the *CEQA Guidelines* by identifying and discussing the No Project Alternative in addition to alternatives to the proposed Project that lessen the severity of significant impacts and identifying the environmentally superior alternative.
- **Section 9.0 – References** includes a listing of all reference materials, the organizations and persons contacted in preparing the Draft PEIR, and a list of preparers as required by Section 15129 of the *CEQA Guidelines.*

In compliance with PRC Section 21081.6, a mitigation monitoring and reporting program will be prepared that will be adopted in conjunction with certification of the Final PEIR and Project approval.

3.0 PROJECT DESCRIPTION

A "Project," as defined by the California Environmental Quality Act (CEQA) Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700" (14 Cal. Code of Reg. 15378[a]).

The City of Beaumont's (City's) General Plan (proposed Project or Beaumont 2040 Plan) is intended to be a blueprint for the City's future. The Beaumont 2040 Plan has been prepared in accordance with State planning law, as provided in California Government Code Section 65300. The Beaumont 2040 Plan is meant to be a framework for guiding planning and development in the City and City's Sphere of Influence (SOI) for the next approximately 20 years and can be thought of as the blueprint for the City's growth and development. The Beaumont 2040 Plan is comprehensive both in its geography and subject matter. It addresses the entire territory within the City's incorporated boundaries, SOI, and a broad spectrum of issues associated with the future buildout of the City.

According to California Government Code Section 65302, General Plans are required to cover the following elements or topics: land use, circulation, housing, conservation, open space, noise, air quality, safety, and environmental justice. Jurisdictions may include any other topic that is relevant to planning its future. The City has an adopted Housing Element (2013-2021) that is not a part of this General Plan Update process. The Beaumont 2040 Plan will include the rest of the required topics plus economic development, community/urban design, infrastructure and community facilities, resource management, sustainability, and governance.

3.1 Local and Regional Setting

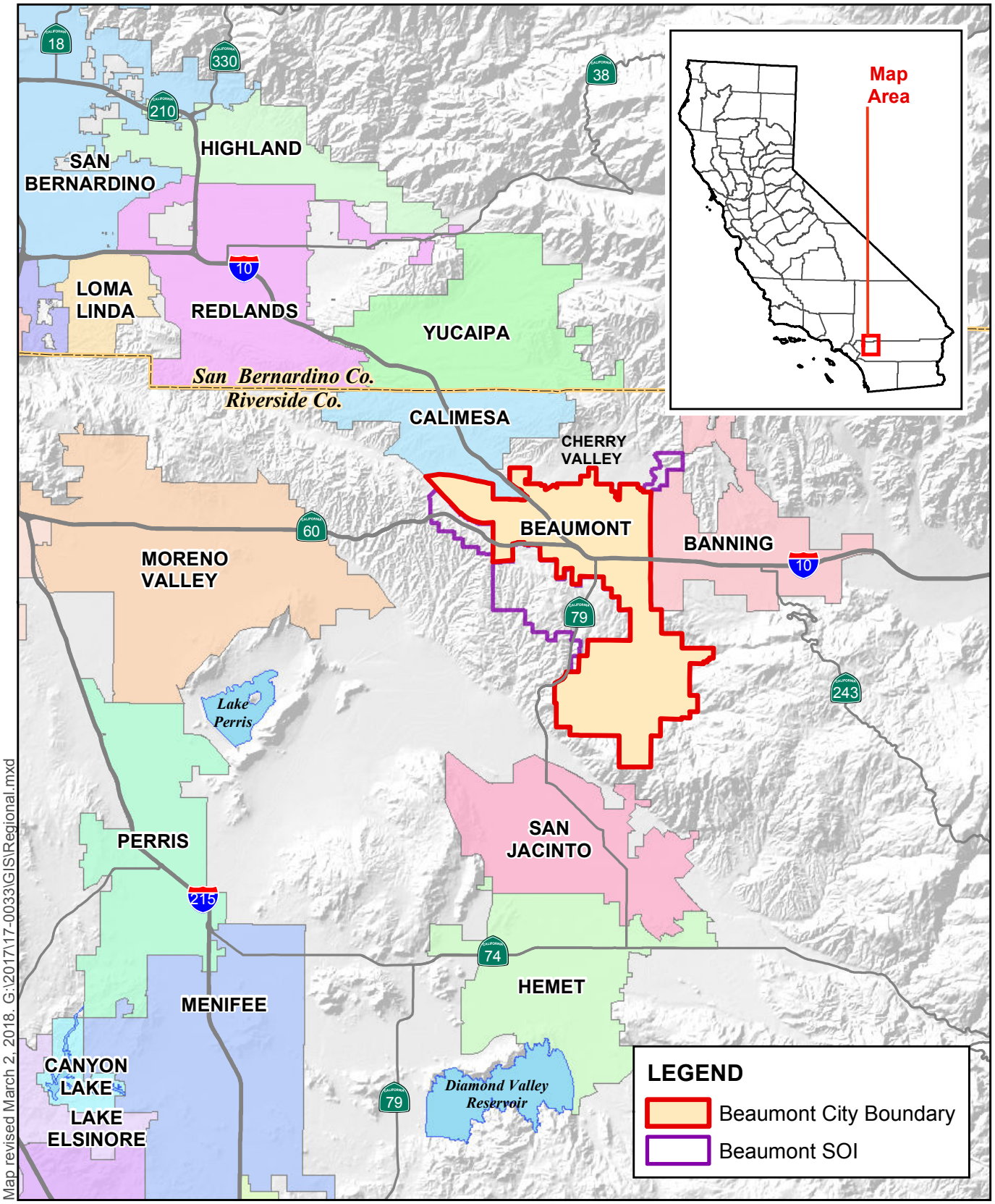
3.1.1 Project Location

The City and City's SOI (collectively referred to as the "Planning Area") is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The Planning Area encompasses approximately 41.51 square miles (26,566 acres). Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (see **Figure 3-1 – Regional Map**).

The Planning Area includes land within the existing City limits (approximately 19,381 acres) and within the City's SOI which includes unincorporated areas outside the current City limits (approximately 7,185 acres) (see **Figure 3-2 – Project Vicinity**). In preparing the Beaumont 2040 Plan and planning for the future of the City, it will be important to closely coordinate with neighboring jurisdictions and regional agencies in order to plan for sustainable community growth.

Land uses within the City's Planning Area may include a combination of undeveloped, developing, and developed properties. At this time, the City is not seeking annexation of land within the SOI into its current jurisdiction. However, new development within the SOI is being contemplated as a part of the Beaumont 2040 Plan as the SOI represents the City's ultimate future boundary and service area.

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Map revised March 2, 2018. G:\2017\17-0033\GIS\Regional.mxd

Sources: City of Beaumont, 2018;
Riverside Co. GIS, 2018.

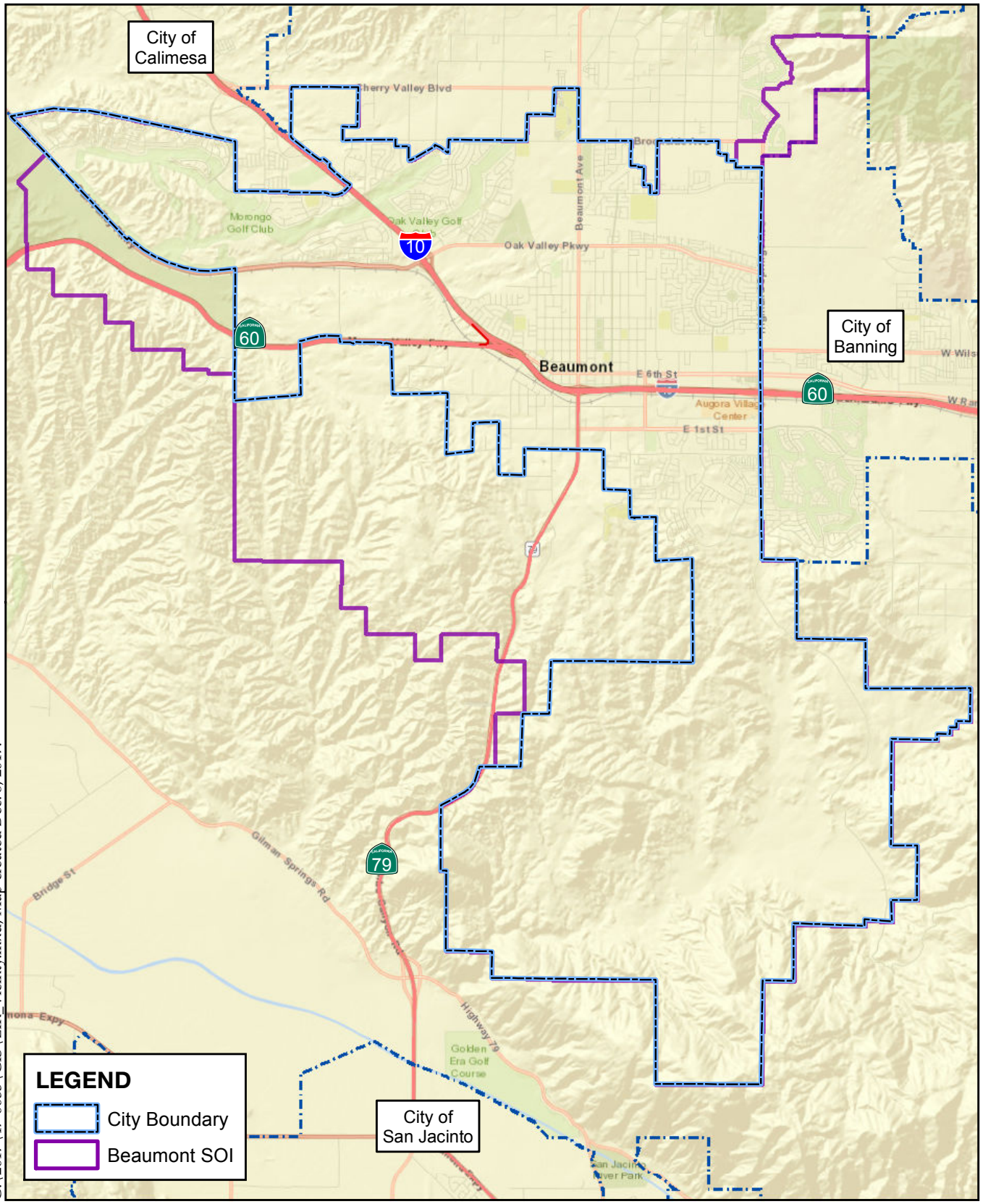
0 2 4 6 Miles

Figure 3-1 - Regional Map

City of Beaumont General Plan Update

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G:\2017\17-0033\GIS\EIR_Vicinity.mxd; Map created Dec. 8, 2017.

Sources: City of Beaumont, 2018;
Riverside Co. GIS, 2018.

0 1 2 3 Miles

Figure 3-2 - Vicinity Map

City of Beaumont General Plan Update

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3.1.2 Project Setting

The Planning Area is at the peak of the San Gorgonio Pass between San Bernardino and Palm Springs, with an elevation range of approximately 2,500 to 3,000 feet above mean sea level. The Planning Area has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5 to10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April. The City's unique location provides its residents with beautiful rural views, while maintaining close proximity to urban amenities. Beaumont offers its residents a combination of small-town charm suburban lifestyle, alongside abundant recreational opportunities. The Planning Area has been heavily disturbed by human activity. (ECR, p. 2.)

3.2 Background

The San Gorgonio Pass first drew the attention of white settlers in the 1850s seeking railway connection to the Pacific Ocean. The Southern Pacific Railroad set tracks in the area that is now Beaumont in the 1860s. In the late 19th century, the area was sparsely populated with a railroad depot and telegraph office in 1875. The first stores were built in 1884, the first school in 1885, and three hotels were constructed in 1887. The town's chief industry during this time was grain agriculture. Population growth was slow and limited until the San Gorgonio Water Company, formed in 1907, developed a reservoir and laid 40 miles of piping to bring water and irrigation to town. The new water system helped spur the development of new houses and fruit orchards in the north – the population doubled to over 1,100 by 1910. (ECR, p. 4.)

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

The 2040 Beaumont Plan[1] was developed with significant community engagement including in-person interactions at traditional and pop-up workshop events, newsletters and a variety of online activities including: [2]

- A **project website** (www.elevatebeaumont.com) was the primary forum to provide project updates, survey results, planning meeting materials, and sign-up for a community database. This database was used to inform interested residents, businesses, and other stakeholders, providing information about General Plan Update activities, including upcoming meetings, availability of materials for review, and other information. Announcements were publicized in bilingual (Spanish/

[1] The public draft of the Beaumont 2040 Plan is available here: https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft

[2] A summary of all of the General Plan Update engagement activities is described in Chapter 1 Introduction of the Beaumont 2040 Plan.

English) format. Additionally, at key points during the project, flyers were also posted at City Hall and branded as part of utility bills.

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

- A **virtual community survey** prior to the first community workshop. The survey included various topics: demographics, geography, quality of life, Beaumont's future, and community engagement. The survey received 564 responses. Based on high response rates to the virtual survey, the community engagement approach shifted from in-person workshops to virtual outreach. A total of three additional surveys were distributed during the General Plan update addressing visual preference, community character, and preferred alternatives. A summary of the survey results is included as an appendix to the Beaumont 2040 Plan.

- Additional **community input** was received through **small group input** consisting of a 15-member General Plan Task Force, a youth focus group and, shareholder interviews, which provided a structured space to engage with certain segments of the population – seniors, youth, parents with children, business owners, etc.

  The General Plan Task Force met a total of four (4) times, including one joint meeting with the City Planning Commission during the General Plan update process. One focus group meeting was held with youth from Beaumont Hight School. The youth focus group was organized as a short presentation followed by an interactive mapping exercise focused on downtown and desired features across the City. Stakeholder interviews were conducted with 12 community representatives including residents, developers, and business owners.

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

3.3 Proposed Project

The proposed Project consists of two different components, which are collectively referred to as the Project:

1. Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2. Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

These components are further described in the following paragraphs.

3.3.1 Beaumont 2040 Plan

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement General Plans. The General Plan is a comprehensive and general document that

describes plans for the physical development of a city or county and of any land outside its boundaries that in the city's or county's judgement, bears relation to its planning. The General Plan is required to address the following mandatory elements: land use, circulation, housing, conservation, open space, noise, air quality, safety, and environmental justice. Jurisdictions may include any other topic that is relevant to planning its future. As previously noted, the City has an adopted Housing Element (2013-2021) that is not a part of this General Plan Update (Beaumont 2040 Plan) process. The Beaumont 2040 Plan will include the rest of the required topics plus economic development, community/urban design, infrastructure and community facilities, resource management, sustainability, and governance.

The Beaumont 2040 Plan functions as a guide to the type of community that Beaumont citizens desire, and provides the means by which that desired future can be achieved. The Beaumont 2040 Plan addresses a range of immediate, mid-, and long-term issues with which the community is concerned. The Beaumont 2040 Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and "quality of life" considerations in a manner that recognizes resource limitations and the fragility of the community's natural environment. Under State law, the General Plan must serve as the foundation upon which all land use decisions are to be based, and must also be comprehensive, internally consistent, and have a long-term perspective. State law further mandates that the Beaumont 2040 Plan:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area (i.e., the City's sphere of influence) as they relate to future growth and development;
- Provide a basis for local government decision-making, including decisions on development approvals and exactions;
- Provide citizens the opportunity to participate in the planning and decision-making process of their communities; and
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

Beaumont is a community that values its small-town feel, community heritage, and natural setting. The City is committed to encouraging economically sustainable, balanced growth that respects its long history, while meeting infrastructure needs and protecting the environment. Beaumont's community pride and rural mountain setting sets the City apart as a vibrant and healthy community with local access to retail, services, jobs, and recreation. Beaumont 2040 Plan's vision for the future focuses on the following guiding values and priorities:

- **Transparent, honest government:** The citizens of Beaumont desire and value a customer-oriented government that adapts to digital technology, improves effectiveness, embraces innovation, and encourages everyone to participate in City government. Local leaders and public employees are accountable to the citizens.
- **Responsible, measured growth:** Beaumont values a good balance of homes, jobs, and retail with access to local urban amenities. Beaumont promotes expanded and enhanced opportunities for employment in the City, while ensuring that population growth does not outpace existing infrastructure capacity.
- **Fiscal responsibility:** Beaumont encourages fiscal transparency, responsible growth and effective management of fiscal revenues. Beaumont promotes policies that create a strong

environment for job creation, build a strong tax base, and improve the fiscal performance of the City.

- **Small-town atmosphere:** Beaumont values its small-town atmosphere with distinct neighborhoods, historic downtown and connection to the natural environment. Beaumont is an inviting place to live and visit, and a desirable place for families. The citizens have a sense of pride and belonging in their City and close ties with their neighbors. Downtown Beaumont is a vibrant, diverse, active and walkable place in the heart of the City with civic, commercial, entertainment and residential opportunities for all residents in with high-quality streetscape design, community gathering spaces, and buildings that support pedestrian comfort and safety.
- **Quality of life provided by efficient infrastructure:** Beaumont has vibrant neighborhoods that provide retail, entertainment and recreational opportunities within close proximity. Beaumont encourages policies that create a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets. New pedestrian and bicycle connections and programs will make it easier, more comfortable, and safer for residents, workers, and visitors to meet their daily needs and access regional destinations, and adjacent communities. Beaumont supports the improvement of infrastructure systems that keep pace with development.
- **Health and safety:** Beaumont endorses access to a healthy lifestyle for people of all ages by developing a complete city with a wide range of open space and recreation opportunities and walkable environments that are clean, safe, and kid friendly. Beaumont fosters safe neighborhoods through good community and environmental design policies that promote a mix of uses and active streets.
- **Beautiful environment of the Pass Area:**[3] The citizens of Beaumont value the natural environment of the City and its surroundings. Beaumont promotes policies that encourage access to these resources for all citizens, enhances opportunities for tourism, and stewards these natural resources and habitat areas. A diverse and extensive open space network with parks and trails within the City and to the surrounding Pass Area enhances access for residents and visitors alike.

The Beaumont 2040 Plan identifies major strategies and physical improvements for the City over the next approximately 20 years. These strategies include revitalizing Sixth Street into a “downtown” for the City, transforming Beaumont Avenue and Sixth Street into mixed use corridors, diversifying housing choices in the City with new affordable and market-rate single family homes and multi-family housing, expanding the jobs base, including development of an employment district and mixed uses along SR-79 in the southern portion of the City. Strategies will also support neighborhood enhancement, connectivity, and sustainable development practices on lands located immediately to the southwest of the City. Transit-oriented development is also contemplated in the area around the potential location of a Metrolink transit station at Pennsylvania Avenue and First Street. To achieve this direction, the City will also need to ensure balanced growth and preservation of the community’s history and identity, open space, and development of a multimodal transportation system.

[3] The Pass Area refers to the area bounded by the San Jacinto Mountains to the south and the San Bernardino Mountains to the north. The unincorporated communities of Banning Bench (north of the City of Banning), Cherry Valley (north of the City’s SOI), Cabazon, east of the City of Banning), the Morongo Indian Reservation, and the incorporated cities of Banning, Beaumont, and Calimesa are located within the Pass Area.)

General Plan Elements

Each element of the Beaumont 2040 Plan includes goals, policies, and implementation measures. It should be noted that the Beaumont 2040 Plan goals, policies, and implementation measures are Project components proposed by the City, and are not mitigation measures proposed in this Program EIR (PEIR). Those Beaumont 2040 Plan goals, policies, and implementation measures that will by themselves avoid or otherwise address various potential environmental impacts are listed and discussed in each topic area of this Draft PEIR.

Land Use Element

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

Specific topics covered include land use designations, revitalization of Downtown, preservation of existing neighborhoods, development of new neighborhoods with varied housing opportunities, and new commercial and mixed-use areas. The Land Use Element also includes goals and policies for the neighborhoods and commercial areas shown on **Figure 3-3 – Beaumont Subareas** (on page 3.0-13).

The Land Use Element of the Beaumont 2040 Plan proposes four main types of land uses: Residential, Non-Residential, Mixed Use, and Other/Public. Within each of these land use types; the Beaumont 2040 Plan identifies several land use designations as described below in **Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations. Figure 3-4 – Land Use Plan** (on page 3.0-15) depicts the locations of the various land use designations within the City and City's SOI proposed by the Beaumont 2040 Plan.

Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: ac = acre; du/ac = dwelling units per acre; FAR = floor area ratio			
Residential Designations			
Rural Residential 40 (RR40)	RR	Single-family detached homes on 40-acre lots in a rural mountainous setting	Minimum 40-acre lots
Rural Residential 10 (RR10)	Not within City Limits	Single-family detached homes on 10-acre lots in a rural setting	Minimum 10-acre lots
Rural Residential 1 (RR1)	Per County Zoning	Single-family detached homes on 1-acre lots in a hillside setting	Minimum 1-acre lots
Single Family Residential (SFR)	R-SF	Single-family residential (attached or detached) Neighborhood commercial in specified locations	Maximum 4 du/ac Maximum FAR 0.35

Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: ac = acre; du/ac = dwelling units per acre; FAR = floor area ratio			
Traditional Neighborhood (TN)	R-TN	Single-family detached homes and small-scale multi-family housing Neighborhood commercial in specified locations	Average 6 du/acre Minimum 4 du/acre Maximum 12 du/acre Maximum FAR 0.35
High-Density Residential (HDR)	R-MF	Multi-family housing (townhomes, condominiums, apartments, etc.) Neighborhood commercial in specified locations	Minimum 12 du/acre Maximum 30 du/acre Maximum FAR 0.35
Non-Residential Designations			
Neighborhood Commercial (NC)	C-N	Range of neighborhood supportive retail and service-oriented land uses, including markets, restaurants, and similar uses to serve walk-in traffic.	FAR up to 1.0
General Commercial (GC)	C-C	Variety of "big box" and "large format" retailers in commercial shopping centers that serve adjacent neighborhoods.	FAR up to 0.75
Employment District (ED)	Not within City Limits	Employment uses for market-supported light industrial, research and development, creative office, and maker space type uses. Includes retail, service, and other supportive uses.	FAR 0.5 to 1.0
Industrial (I)	M	Range of industrial uses, including "stand alone" industrial activities, general industrial, light industrial, research parks, private trade schools, colleges, and business parks.	FAR 0.25 to 0.75
Mixed Use Designations			
Downtown Mixed Use (DMX)	Refer to **Table 3-F**	Mixed-use buildings with active ground floor retail uses, upper level professional office, service activities in conjunction with multi-family residential uses and live/work units.	0 to 22 du/ac FAR up to 0.50
Urban Village (UV)	UV	Variety of specialized land uses, including a regional serving commercial, higher density residential development, educational uses, and abundant open space, and recreation amenities.	12 to 24 du/ac FAR up to 1.0
Transit Oriented District Overlay (TOD Overlay)	TOD Overlay	Residential and supportive employment and commercial uses near the future transit station.	18 to 30 du/ac FAR up to 1.0
Other / Public Designations			

Table 3-A – Beaumont 2040 Plan Proposed Land Use Designations

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: ac = acre; du/ac = dwelling units per acre; FAR = floor area ratio			
Public Facilities (PF)	PF	Public and/or civic use, including Civic Center, city yard, libraries, and K-12 public schools.	FAR up to 1.0
Open Space (OS)	R-C	Passive and active parks, trails, golf courses, public community centers, supportive maintenance sheds, etc.	Not Applicable

Source: Beaumont 2040 Plan, Table 3.3 Land Use Designations.

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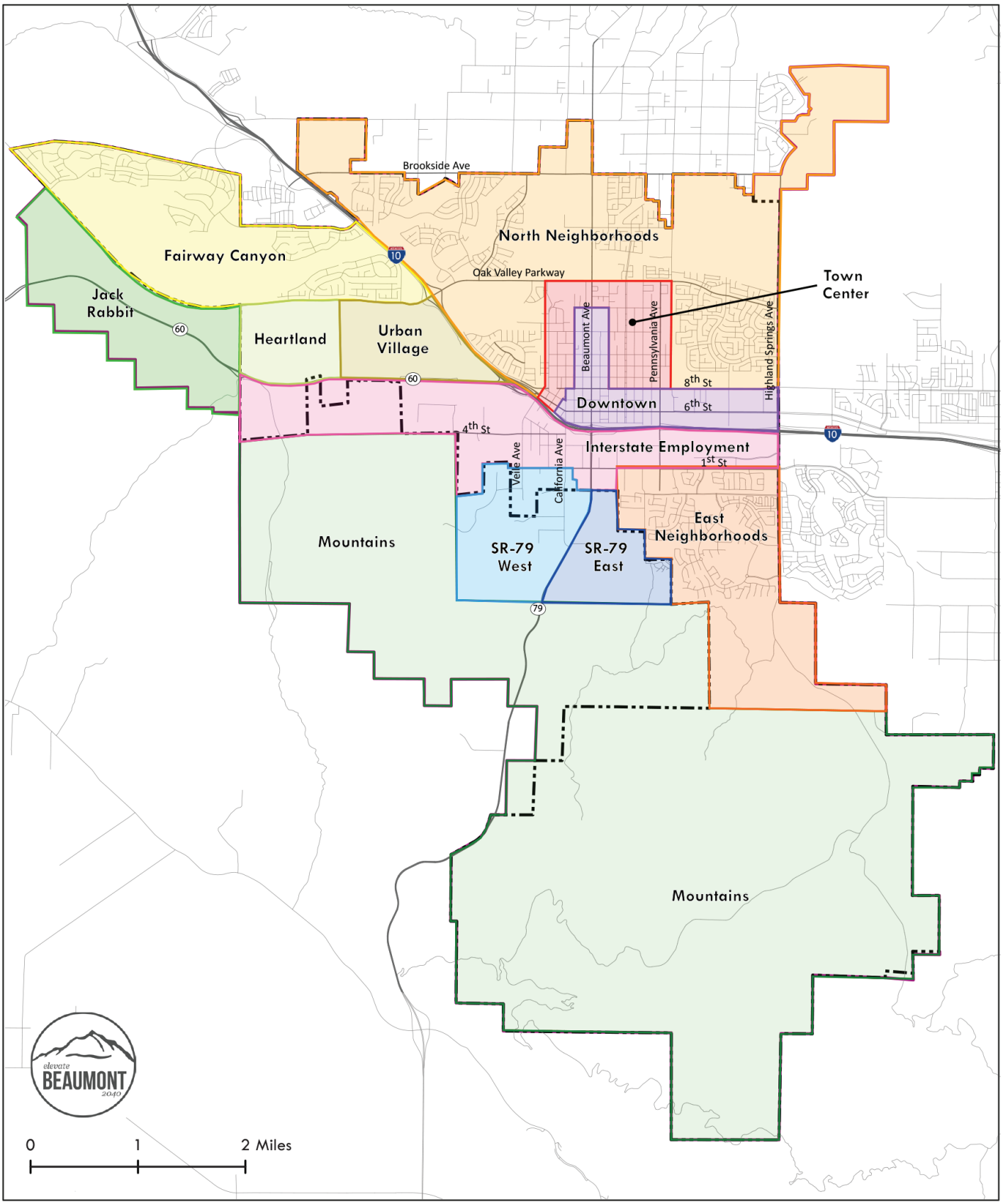


Figure 3-3 - Beaumont Subareas

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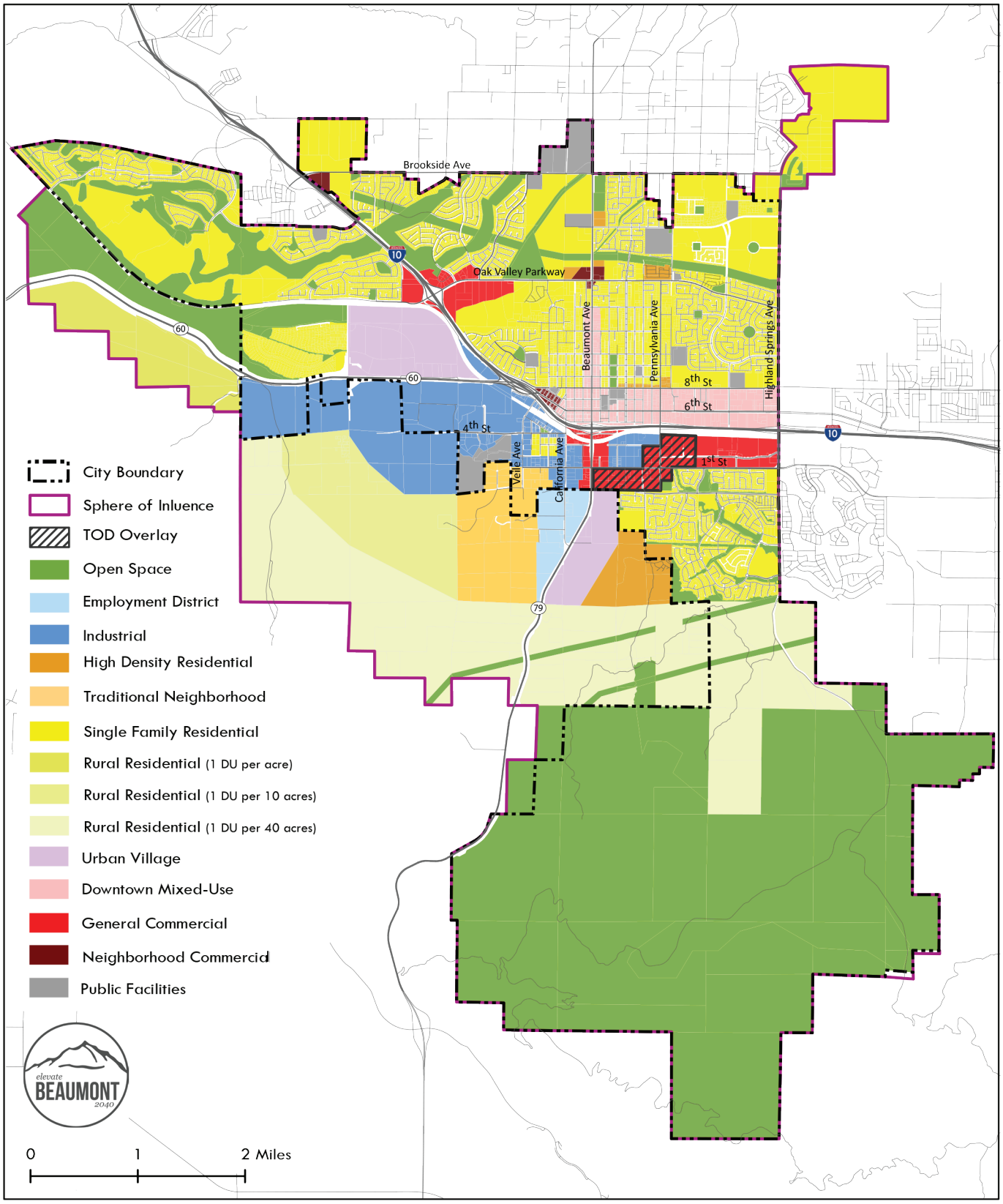


Figure 3-4 - Land Use Plan

City of Beaumont General Plan Update

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Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI), Table 3-C – Proposed Beaumont 2040 Plan Land Use Summary within the City Limits, and **Table 3-D – Proposed Beaumont 2040 Plan Land Use Summary for the City's SOI** presents, for each proposed Beaumont 2040 Land Use designation, the acreages, anticipated developable area, residential capacity (i.e., expected number of units based on the maximum allowable density), development mix (i.e., the percentage of residential, retail, office, and industrial uses), and the projected square footage of non-residential uses expected at buildout of the Beaumont 2040 Plan within the Planning Area, the City, and the SOI, respectively.

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Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI)

Land Use	Area	City	SOI	Developable Area	Percent of Area Anticipated to Redevelop	Maximum Density (du/acre)	Residential Capacity			Typical Intensity	Non-Res. Development (SF)	Development Mix				Retail / Service	Office	Industrial
							No. of Units	SFR	MFR			Res%	Retail %	Office %	Indus %			
Abbreviations used in this table: SOI = sphere of influence; du/acre = dwelling units per acre; SFR = single family residential; MFR = multi-family residential; SF = square feet or square footage; Non-Res = non-residential; Res = residential, Indus = industrial																		
General Commercial (GC + TOD)	493.53	493.53	0.00	70%														
General Commercial	320.71	320.71	0.00	70%	—	—	—	—	—	0.35	3,422,681	—	100%	—	—	3,422,681	—	—
TOD Overlay	172.82	172.82	0.00	70%	—	30	2,540	508	2,032	0.50	790,444	70%	25%	5%	—	658,703	131,741	—
Downtown Mixed Use	385.75	385.75	0.00	100%	—	22	1,782	89	1,693	0.35	823,360	60%	30%	10%	—	617,520	205,840	—
Neighborhood Commercial	45.93	45.93	0.00	70%	—	—	—	—	—	0.35	490,174		90%	10%	—	441,157	49,017	—
Industrial	1336.38	785.38	551.00	75%	—	—	—	—	—	0.45	19,646,791		3%	2%	95%	589,404	392,936	18,664,451
Employment District	179.1–5	-	179.15	70%	—	—	—	—	—	0.75	4,096,958		30%	15%	55%	1,229,088	614,544	2,253,327
Public Facilities	349.61	349.61	0.00	70%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Open Space	10252.61	9,409.13	843.48	0%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rural Residential 40	3419.51	929.89	2489.62	70%	—	0.025	60	60	—	—	—	100%	—	—	—	—	—	—
Rural Ranch 10	850.37	-	850.37	70%	—	0.10	60	60	—	—	—	100%	—	—	—	—	—	—
Rural Residential 1	547.46	-	547.46	70%	—	1	383	383	—	—	—	100%	—	—	—	—	—	—
Single Family Residential	5076.29	4,632.74	443.55	70%	—	4	22,735	22,735	-	0.35	270,876	99.5%	0.5%	—	—	270,876	—	—
Traditional Neighborhood	574.36	82.99	491.37	60%	—	6	2,026	1,824	203	0.35	105,080	98%	2%	—	—	105,080	—	—
High Density Residential	322.69	77.40	245.29	60%	—	30	5,692	-	5,692	0.35	59,037	98%	2%	—	—	59,037	—	—
Urban Village	408.13	408.13	0.00	60%	—	24	3,526	705	2,821	0.50	2,133,377	60%	25%	5%	10%	1,333,361	266,672	533,344
Urban Village South	236.61	-	236.61	60%	—	24	2,044	409	1,635	0.50	1,236,818	60%	25%	5%	10%	773,011	154,602	309,205
Streets	2087.90	1,780.67	307.23															
Total	**26,566.28**	**19,381.15**	**7,185.13**				**40,848**	**26,773**	**14,077**	**33,075,597**						**9,499,918**	**1,815,352**	**21,760,327**

Source: Raimi + Associates 2019.

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Table 3-C – Proposed Beaumont 2040 Plan Land Use Summary within the City Limits

Land Use	City (acres)	Developable Area	Percent of Area Anticipated to Redevelop	Maximum Density (du/acre)	Residential Capacity			Typical Intensity	Non-Res. Development (SF)	Development Mix				Retail / Service (SF)	Office (SF)	Industrial (SF)
					No. of Units	SFR	MFR			Res%	Retail%	Office%	Indus%			
Abbreviations used in this table: SOI = sphere of influence; du/acre = dwelling units per acre; SFR = single family residential; MFR = multi-family residential; SF = square feet or square footage; Non-Res = non-residential; Res = residential, Indus = industrial																
General Commercial (GC + TOD)	493.53	70%		-												
General Commercial	320.71	70%	—	—	—	—	—	0.35	3,422,681	—	100%	—	—	3,422,681	—	—
TOD Overlay	172.82	70%		30	2,540	508	2,032	0.50	790,444	70%	25%	5%	—	658,703	131,741	—
Downtown Mixed Use	385.75	100%	35%	22	1,782	89	1,693	0.35	823,360	60%	30%	10%	—	617,520	205,840	—
Neighborhood Commercial	45.93	70%	—	—	—	—	—	0.35	490,174		90%	10%	—	441,157	49,017	—
Industrial	785.38	75%	—	—	—	—	—	0.45	11,546,264	—	3%	2%	95%	346,388	230,925	10,968,951
Employment District	-	70%	—	—	—	—	—	0.75	—	—	30%	15%	55%	—	—	—
Public Facilities	349.61	70%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Open Space	9,409.13	0%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rural Residential 40	929.89	70%	—	0.025	16	16	—	—	—	100%	—	—	—	—	—	—
Rural Ranch 10	-	70%	—	0.10	—	—	—	—	—	100%	—	—	—	—	—	—
Rural Residential 1	-	70%	—	1,000	—	—	—	—	—	100%	—	—	—	—	—	—
Single Family Residential	4,632.74	90%	—	5	21,499	21,499	-	0.35	254,271	99.6%	0.4%	—	—	254,271	—	—
Traditional Neighborhood	82.99	60%	—	6	293	264	29	0.35	15,183	98%	2%	—	—	15,183	—	—
High Density Residential	77.40	60%	—	30	1,365	-	1,365	0.35	14,160	98%	2%	—	—	14,160	—	—
Urban Village	408.13	60%	—	24	3,526	705	2,821	0.50	2,133,377	60%	25%	5%	10%	1,333,361	266,672	533,344
Urban Village South	-	60%	—	24	—	—	—	0.50	—	60%	25%	5%	10%	—	—	—
Streets	1,780.67															
Total	**19,381.15**				**31,022**	**23,081**	**7,941**		**19,489,915**					**7,103,425**	**884,196**	**11,502,295**

Source: Raimi + Associates 2019.

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Table 3-D – Proposed Beaumont 2040 Plan Land Use Summary for the City's SOI

Land Use	SOI (acres)	Developable Area	Percent of Area Anticipated to Redevelop	Maximum Density (du/acre)	Residential Capacity			Typical Intensity	Non-Res. Development (SF)	Development Mix				Retail / Service (SF)	Office (SF)	Industrial (SF)
					No. of Units	SFR	MFR			Res%	Retail%	Office%	Indus%			
Abbreviations used in this table: SOI = sphere of influence; du/acre = dwelling units per acre; SFR = single family residential; MFR = multi-family residential; SF = square feet or square footage; Non-Res = non-residential; Res = residential, Indus = industrial																
General Commercial (GC + TOD)	0.00	70%		-												
General Commercial	0.00	70%	—	—	—	—	—	0.35	—		100%	—	—	—	—	—
TOD Overlay	0.00	70%		30	—	—	—	0.50	—	70%	25%	5%	—	—	—	—
Downtown Mixed Use	0.00	100%	35%	22	—	—	—	0.35	—	60%	30%	10%	—	—	—	—
Neighborhood Commercial	0.00	70%	—	—	—	—	—	0.35	—		90%	10%	—	—	—	—
Industrial	551.00	75%	—	—	—	—	—	0.45	8,100,527		3%	2%	95%	243,016	162,011	7,695,500
Employment District	179.15	70%	—	—	—	—	—	0.75	4,096,958		30%	15%	55%	1,229,088	614,544	2,253,327
Public Facilities	0.00	70%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Open Space	843.48	0%	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rural Residential 40	2489.62	70%	—	0.025	44	44	-	—	—	100%	—	—	—	—	—	—
Rural Ranch 10	850.37	70%	—	0.10	60	60	-	—	—	100%	—	—	—	—	—	—
Rural Residential 1	547.46	70%	—	1.0	383	383	-	—	—	100%	—	—	—	—	—	—
Single Family Residential	443.55	70%	—	4	1,236	1,236	-	0.35	23,668	99.5%	0.5%	—	—	23,668	—	—
Traditional Neighborhood	491.37	60%	—	6	1,734	1,560	173	0.35	89,897	98%	2%	—	—	89,897	—	—
High Density Residential	245.29	60%	—	30	4,327	-	4,327	0.35	44,876	98%	2%	—	—	44,876	—	—
Urban Village	0.00	60%	—	24	-	-	-	0.50	-	60%	25%	5%	10%	—	—	—
Urban Village South	236.61	60%	—	24	2,044	409	1,635	0.50	1,236,818	60%	25%	5%	10%	773,011	154,602	309,205
Streets	307.23															
Total	**7,185.13**				**9,453**	**3,317**	**6,136**		**13,592,745**					**2,403,556**	**931,157**	**10,258,032**

Source: Raimi + Associates 2019.

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Mobility Element

The Mobility Element proposes a transportation network for the City that balances modal priorities and addresses the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in the element have been developed to ensure that all streets within the City are reviewed through a "complete streets" lens – meaning that all streets should provide accessible mobility options for users of all ages and abilities. This approach does not mean that all streets should equally prioritize all modes of travel nor does it imply that one mode should dominate street planning on all streets within the City. Rather, different modes should be prioritized on different streets, providing a layered network of streets that responds to the context of the adjacent land use. The Beaumont 2040 Plan proposed roadway classifications are shown on **Figure 3-5 – Roadway Classification**.

Economic Development and Fiscal Element

The Economic Development and Fiscal Element establishes policy guidance critical to Beaumont's overall fiscal and economic prosperity. Local business growth and investment, job creation and diversification, and the City's financial stability are foundational to the success of the community. As market forces beyond the City's control influence economic outcomes, the Economic Development and Fiscal Element provides a policy framework to give the City greater control of outcomes aimed at resiliency and long-term prosperity through changing economic cycles. The Economic and Fiscal Element includes goals and policies regarding economic development and business growth, visitation and tourism, and economic and fiscal sustainability.

Health + Environmental Justice Element

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

Community Facilities and Infrastructure Element

The Community Facilities and Infrastructure Element recognizes that attractive and accessible community facilities, dependable electricity and water supply, and efficient waste removal are important to maintaining and enhancing quality of life in Beaumont – these are critical lifelines that support the wellbeing of residents, provision of basic services, and investments in the City. Community facilities and infrastructure systems must also be adaptable to changes in the City, accounting not only for existing capacity, but also future demand, sustainable design, and creative funding options. This element addresses the following systems: potable water, sewer or solid waste/recycling, storm drain and flood control facilities, recycled water and groundwater recharge, wastewater collection and treatment, electricity and natural gas utilities, public parks, community facilities, library district, and schools.

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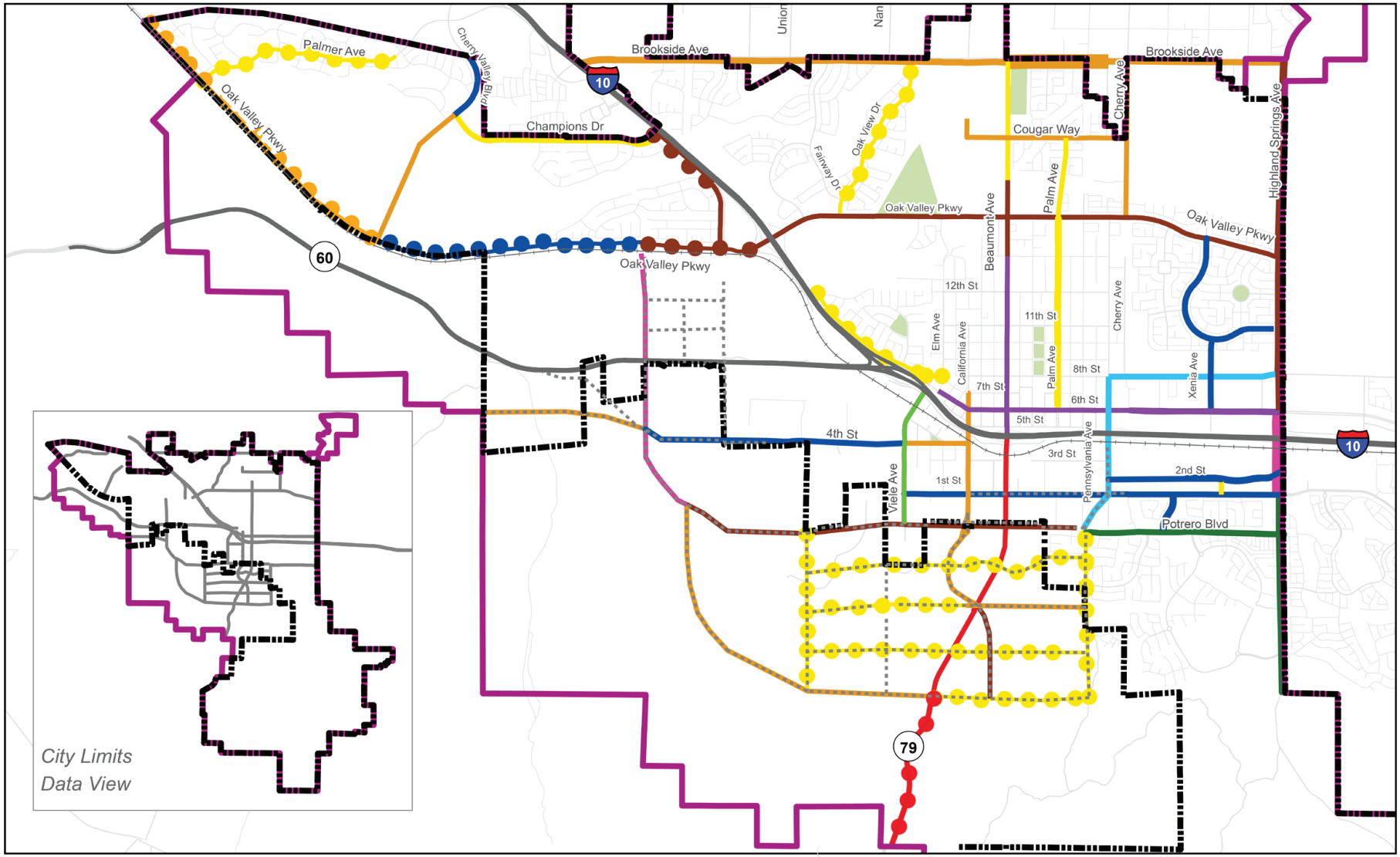


Figure 3-5 - Roadway Classification

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Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. Responsible stewardship of land, water, and natural resources that protects public resources in addition to the City's ability to promote resiliency and adaptability. Beaumont's natural resources and open spaces include creeks, wildlife reserves, greenways, and other undeveloped lands. Ensuring the preservation and sustainability of important natural resources will remain a guiding principle for long term decision making, positively impacting the health of residents and the natural infrastructure network. (Open Space areas are shown on **Figure 3-4 – Land Use Plan**.)

Safety Element

The Safety Element establishes a policy framework for maintaining and improving the safety of Beaumont's residents. It identifies proactive measures to minimize public safety challenges to community residents, structures, public facilities, infrastructure, and to enable the City to expediently and efficiently respond in the event of a public safety challenge. Public safety challenges include crime prevention and naturals hazards and disasters from earthquake, fires, storms, and floods. The Safety Element also promotes education about disasters and hazards, to ensure all members of a community understand how to prepare and recover from potential disasters. Topics covered in the Safety Element include seismic, flooding, geological hazards, hazardous waste, in addition to crime prevention, police and fire protection, and emergency preparedness and response.

Noise Element

The Noise Element identifies noise issues in the community and sensitive noise environments recommended for protection. Additionally, it identifies land use policies that minimize the community's exposure to excessive noise and identifies proactive solutions to addressing existing and foreseeable noise problems. Topics covered in this element include transportation noise, stationary noise, noise standards and land use compatibility.

Downtown Area Plan

Although Beaumont lacks a defined recognizable downtown area, it has great downtown potential. The proposed Downtown Area Plan (DAP) provides development regulations and design guidance for the development of Downtown Beaumont's three districts: Downtown Core, Extended Sixth Street, and Beaumont Avenue. (Refer to **Figure 3-6 – Downtown Area Plan**.)

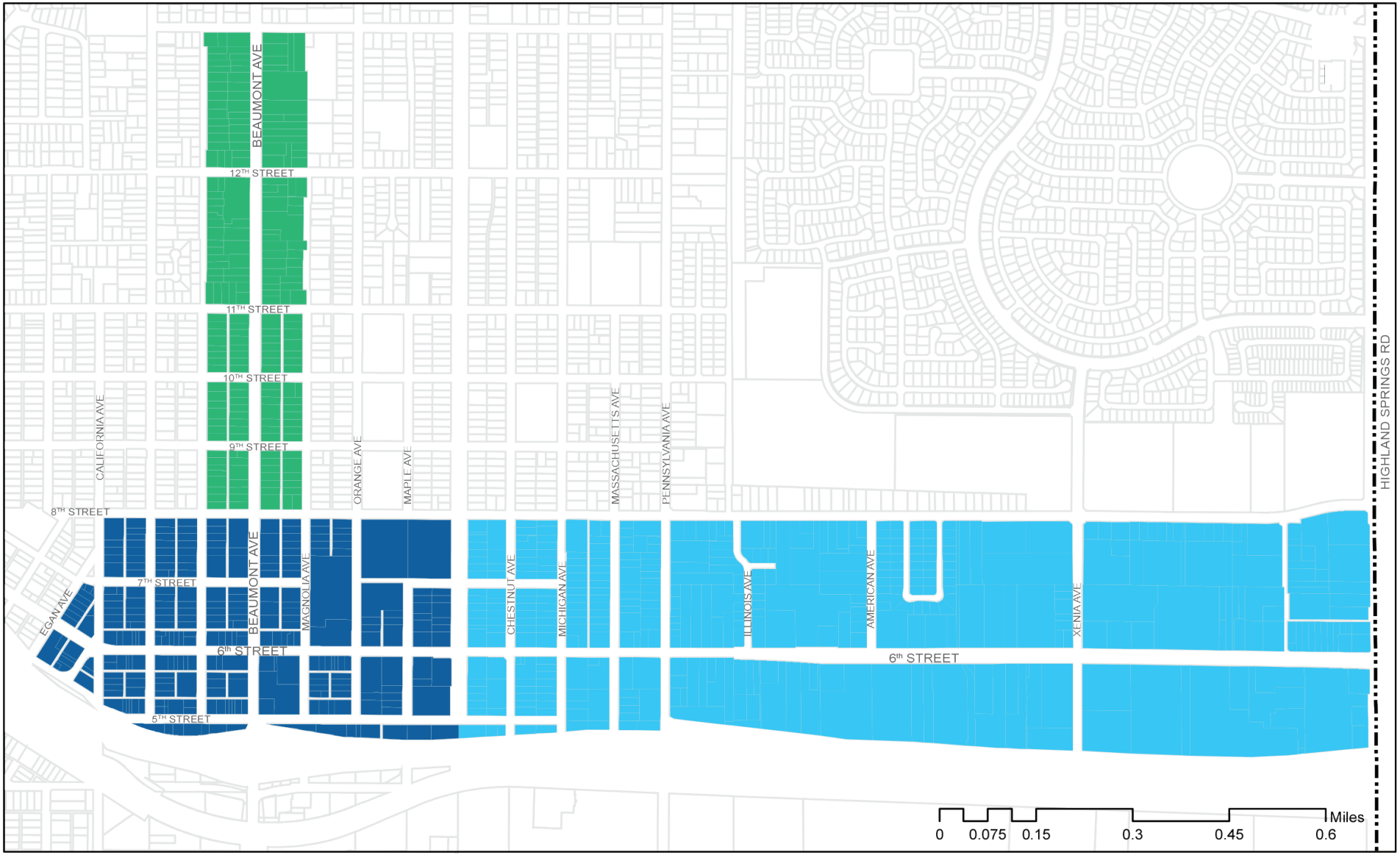
Downtown Core

The Downtown Core district ranges from Egan Avenue on the west to Palm Avenue on the east. It is bordered by 8th Street on the north and Interstate 10 on the south.

The Downtown Core district will be the cultural, civic, entertainment and social heart of the community and represents the main mixed-use area for the Downtown. This district will be the most active and the heart of Downtown Beaumont. It will provide a walkable, family-friendly, and pedestrian-oriented Downtown with active retail uses along Sixth Street and Beaumont. The Downtown Core is also anchored by the Civic Center.

The active pedestrian experience is emphasized with wide sidewalks, narrowed traffic lanes, and median parking. The median parking area is a flexible use space that can be used for public gatherings and events, creating opportunities for civic celebrations.

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City Boundary

Beaumont Avenue District

Downtown District

Extended Sixth Street District

Figure 3-6 - Downtown Area & Boundary

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Extended Sixth Street District

The Extended Sixth Street district is located along Sixth Street east of the Downtown Core between 8th Street and Interstate 10. The eastern extent is Highland Springs Avenue and the city limits.

The Extended 6th Street district will provide a wide variety of existing residential and commercial uses and support additional housing and the expansion of neighborhood-serving retail and commercial uses. The future land use pattern in this area is expected to be commercial and mixed uses along Sixth Street. The intent of this district is to provide additional opportunities for multifamily residential development and commercial uses in a mixed-use setting. Residential uses are required north of Sixth Street and stand-alone commercial uses are permitted along the south side of Sixth Street. The residential population will also support retail and commercial uses in the Downtown Core. This district also includes Housing Element sites. (See City of Beaumont Housing Element 6th Cycle 2013-2021)

Beaumont Avenue District

The Beaumont Avenue district extends one block on either side of Beaumont Avenue between 8th Street and 13th Street. The Beaumont Avenue district will maintain existing single-family residential neighborhoods and low-intensity office and retail uses. The intent for this district is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development must be compatible with existing and future neighboring residential uses.

Proposed Land Use designations for the Downtown Area Plan are shown on **Figure 3-7– Downtown Area Plan Land Use** (on page 3-37). The land use designations, zoning districts ,and residential intensity/density for the DAP districts are presented in **Table 3-F – Proposed Zoning Districts for the Downtown Area Plan.**

Table 3-F – Proposed Zoning Districts for the Downtown Area Plan

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: du/acre = dwelling units per acre; FAR = floor area ratio; N/A = not applicable			
Downtown Core			
Downtown Mixed Use	DTMU* (Downtown Mixed Use)	This designation supports a lively, thriving Downtown area by accommodating up to 3 story, mixed- use buildings. Active and retail uses are required along the 6th Street and Beaumont Avenue street frontages to create a pedestrian-oriented and vibrant environment. This designation provides for vertical and horizontal mixed-use development.	Maximum 15 du/ac Maximum FAR 0.35 Maximum building height up to 3 stories
Downtown Mixed Residential	R-SF and R-TN*	This designation corresponds to existing areas with a mix of single and multifamily residential uses. The corresponding zoning districts will reflect current densities.	Maximum 15 du/ac Maximum FAR N/A Maximum building height up to 2 stories

Table 3-F – Proposed Zoning Districts for the Downtown Area Plan

Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: du/acre = dwelling units per acre; FAR = floor area ratio; N/A = not applicable			
Public Facilities	P-F	This designation includes the Civic Center, Police Department, Stewart Park, Palm Innovation Academy.	Maximum FAR up to 1.0
Extended Sixth Street			
Sixth Street Mixed Use	SSMU*	This designation provides for commercial uses and multifamily housing along the 6th Street Corridor east of Palm Avenue and has the highest densities in the Downtown, with nodes of commercial at key intersections. Stand-alone commercial or multifamily uses are permitted. The multi-family housing is supportive of the retail and commercial uses in downtown and is near the future transit station south on Pennsylvania. The typical development is larger than those envisioned in the DMU or BMU designations.	Maximum 22 du/ac Maximum FAR 0.5 Maximum building height up to 4 stories
Sixth Street Mixed Use Residential)	SSMU-R*	This district provides for multifamily housing and commercial uses along the north side of the 6th Street Corridor, east of Palm Avenue and allows higher densities, with nodes of commercial at key intersections. Multifamily uses are required. The multifamily housing is supportive of the retail and commercial uses in downtown and is near the future transit station south of Pennsylvania. Live/work units are permitted and encouraged. The typical development is larger than those envisioned in the DMU or BMU designations.	Maximum 22 du/ac Maximum FAR 0.5 Maximum building height up to 4 stories
Downtown Residential Multifamily	DMF*	This designation creates walkable, transit ready residential neighborhoods located near concentrated commercial, civic and recreational uses. Housing in these neighborhoods is primarily multifamily in a variety of housing types, such as townhomes, walkups, garden apartments and condominiums.	Maximum 22 du/ac Maximum FAR N/A Maximum building height up to 4 stories
Downtown Residential Single Family	R-SF	The Residential Single-Family zone corresponds to existing residential development within the Downtown Area Plan consisting of single-family detached units.	Maximum 4 du/ac Maximum FAR N/A Maximum building height up to 2 stories

Table 3-F – Proposed Zoning Districts for the Downtown Area Plan

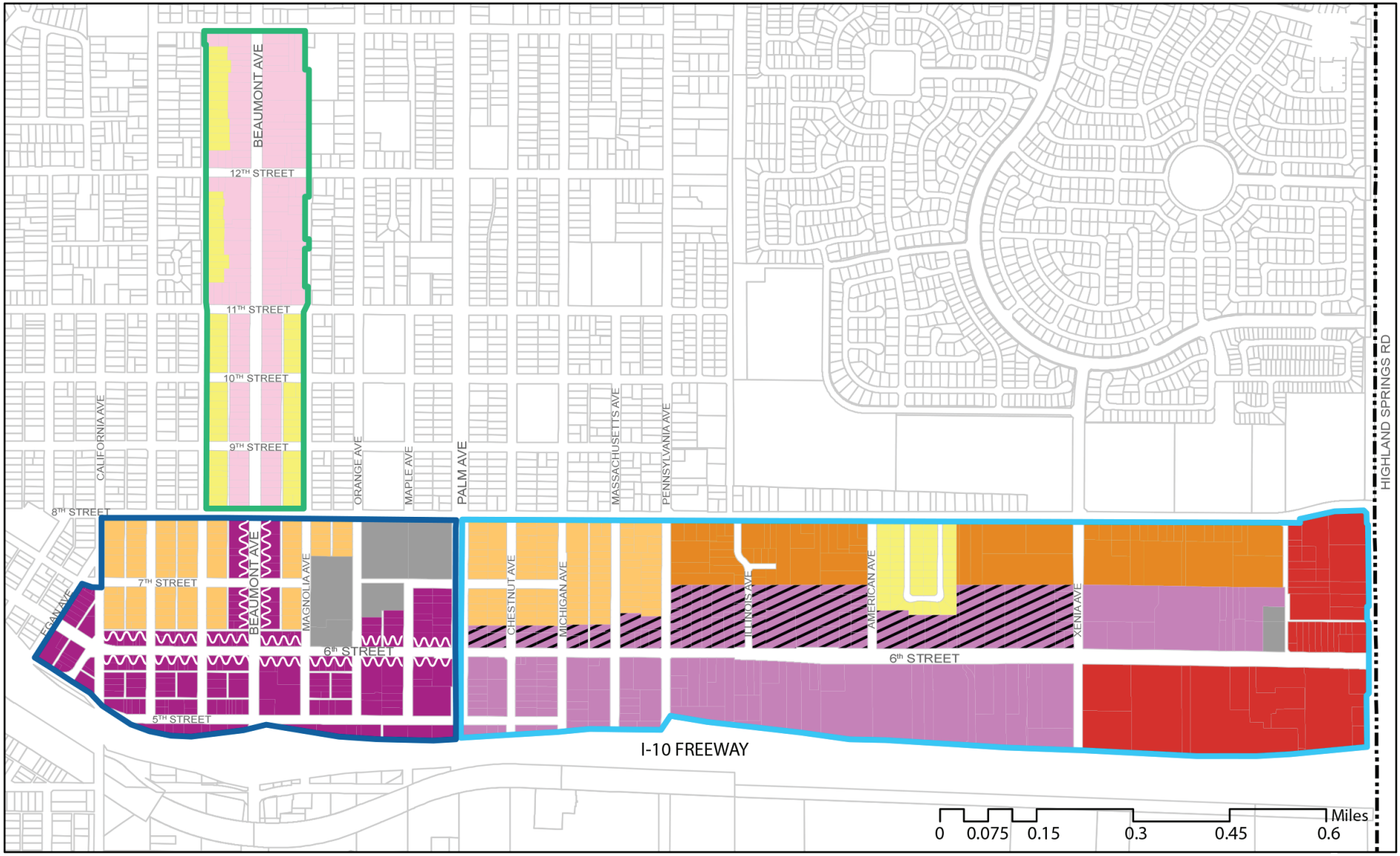
Land Use Designation	Zoning District	Description	Density / Intensity
Abbreviations used in this table: du/acre = dwelling units per acre; FAR = floor area ratio; N/A = not applicable			
Local Commercial	LC*	The Local Commercial designation covers smaller commercial, retail and service-related activities found along Highland Springs Avenue (at the eastern end of the Sixth Street Corridor). This land use designation permits a range of neighborhood supportive retail and service-oriented land uses.	Maximum FAR 0.7 Maximum building height up to 4 stories
Public Facilities	P-F	This designation includes the Civic Center, Police Department, Stewart Park, Palm Innovation Academy.	Maximum FAR up to 1.0
Beaumont Avenue			
Beaumont Mixed Use	BMU*	The intent of the properties along the segment of Beaumont Avenue, located between 8th Street (on the south) and 13th Street (on the north) is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future nonresidential development shall be compatible with neighboring residential development	Maximum 10 du/ac Maximum FAR 0.35 Maximum building height up to 2 stories
Beaumont Residential Single Family	R-SF	The Residential Single-Family zone corresponds to existing residential development within the Downtown Area Plan consisting of single-family detached units.	Maximum 4 du/ac Maximum FAR N/A Maximum building height up to 2 stories

Source: Beaumont General Plan, Chapter 11 Downtown Area Plan.

Notes: *New zoning districts proposed by the revision to the Zoning Ordinance.

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City Boundary
Beaumont Avenue District
Downtown District
Extended Sixth Street District
Downtown Residential Single Family
Downtown Mixed Residential
Downtown Residential Multifamily
Downtown Mixed Use
Beaumont Mixed Use
Sixth Street Mixed Use
Sixth Street Mixed Use - Residential
Local Commercial
Public Facilities
Active Ground Uses Required

Figure 3-7 - Downtown Area Plan Land Use

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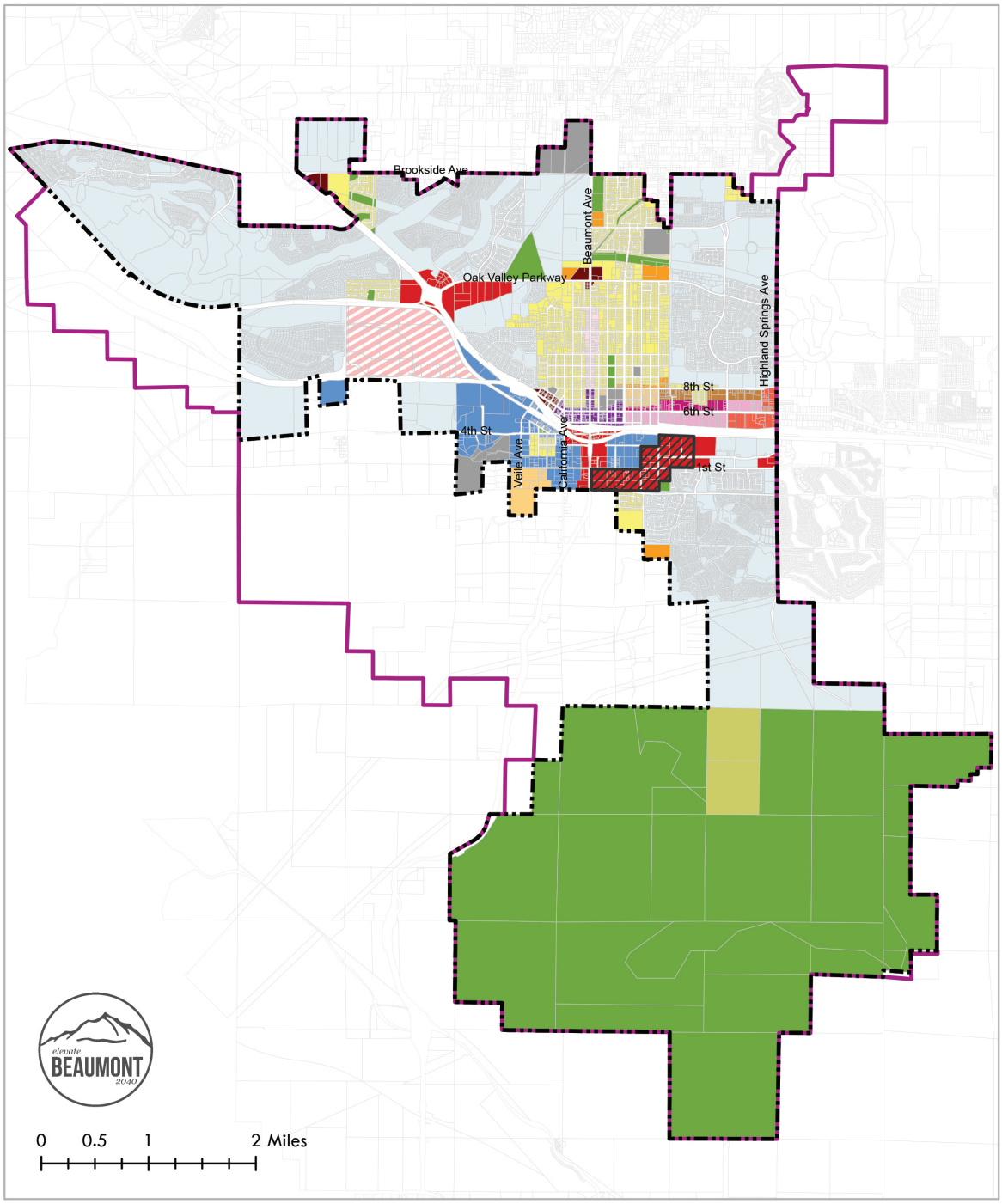
3.3.2 Revised Zoning Ordinance and Zoning Map

Beaumont Municipal Code (BMC) Title 17 is known as the Zoning Ordinance of the City of Beaumont and consists of two main elements, the Zoning Ordinance and Zoning Map. To prevent incompatible land use relationships, the City's Zoning Ordinance and Zoning Map designates different areas or zones for different types of land uses and establishes standards for development. These standards may specify requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development standards. State law (AB 283) requires the City's Zoning designations to be consistent with those of the General Plan.

Because the City's Zoning Ordinance is the primary implementing tool for key portions of the Beaumont 2040 Plan, it must be amended to effectively achieve the City's vision reflected in the Beaumont 2040 Plan. In contrast to the long-term broad-based outlook of the Beaumont 2040 Plan, the Zoning Ordinance provides site-specific controls and guidance on the location, densities, and intensities of various land uses. **Figure 3-8 – Zoning Map**, identifies the zone proposed for each property within the City. **Figure 3-9 – Downtown Area Zoning**, provides a close-up of the zones proposed for properties within the Downtown Area Plan. **Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zone, and Proposed Zoning Ordinance Updates** (commencing on the page following **Figure 3-6**) presents the Beaumont 2040 Plan Land Use Designations, proposed implementing zones, and proposed Zoning Ordinance Revisions.

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CITY OF BEAUMONT ZONING

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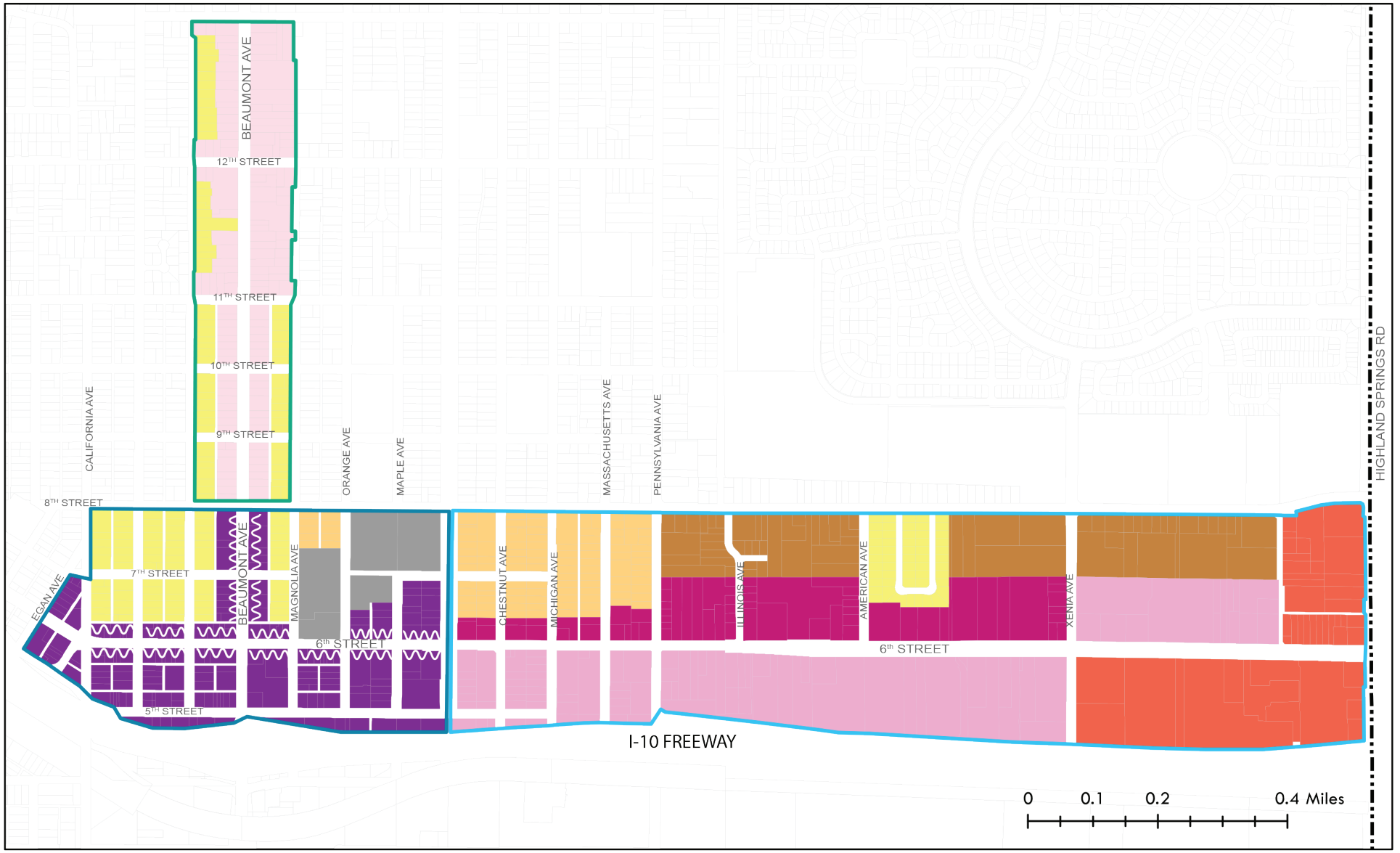
- City Boundary
- Sphere of Influence
- TOD Overlay
- Specific Plan Area
- Urban Village
- Rural Residential
- Single Family Residential
- Traditional Neighborhood
- Multi-Family Residential
- Downtown Residential Multifamily
- Sixth Street Mixed Use - Residential
- Sixth Street Mixed Use
- Beaumont Mixed Use
- Downtown Mixed Use
- Local Commercial
- Community Commercial
- Neighborhood Commercial
- Recreation/Conservation
- Manufacturing
- Public Facilities

Figure 3-8 - Zoning Map

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Beaumont Avenue District
Extended Sixth Street
Downtown District
Single Family Residential
Traditional Neighborhood
Downtown Residential Multifamily
Sixth Street Mixed Use - Residential
Sixth Street Mixed Use
Beaumont Mixed Use
Downtown Mixed Use
Local Commercial
Public Facilities
Active Ground Uses Required

8/25/20

Figure 3-9 - Downtown Area Zoning

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Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
Residential Designations		
Rural Residential (RR40)	Residential, Rural Zone (RR Zone)	BMC Section 17.03.050 is proposed to be revised as follows: • The RR Zone is intended to provide for agriculturally oriented low density residential development. • Min lot size: 40 ac • Min setback: 50 feet along property lines adjoining the RC Zone • Revise BMC Table 17.03-3 to allow Community Gardens, Parks, Day Care Centers, Large Family – 7-14 children, as Permitted uses. • Revise BMC Table 17.03-3 to allow Bed and Breakfast Facilities as a Conditionally Permitted use.
Rural Residential (RR10)	N/A	No Zoning Ordinance revision needed because this designation is only within the SOI.
Rural Residential (RR1)	N/A	No Zoning Ordinance revision needed because this designation is only within the SOI.
Single Family Residential (SFR)	Residential, Single Family Zone (R-SF Zone)	BMC Section 17.03.060 is proposed to be revised as follows: • To increase access to shopping, services, and amenities, the R-SF Zone allows for limited appropriately located neighborhood supporting uses in appropriate locations. • Min setback: 50 feet along property lines adjoining the RC Zone • Add a min FAR of 0.35 for commercial uses, only. • Pedestrian Access; Development projects that include 20 or more residential units shall provide on-site pedestrian connections to public sidewalks and transmit stops.

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		• Revise BMC Table 17.03-3 to allow Community Gardens, Parks and Day Care Centers, Large Family – 7-14 children as Permitted Uses. • Revise BMC Table 17.03-3 to allow Bakeries, Convenience Markets, Grocery Stores/Supermarkets, Grocery Store, Alcohol Sales, Bed and Breakfast Facilities, Barbers and Beauty Parlors, Delicatessens, Sit-Down Restaurants, and Outdoor Displays as Conditionally Permitted Uses for properties on Brookside Avenue, Cougar Way, Oak Valley Parkway, 11th Street, 8th street, Beaumont Avenue, Pennsylvania Avenue, and Highland Springs Avenue; add Bead and Breakfast Facilities as a Conditionally Permitted Use.
Traditional Neighborhood (TN)	R-TN	Revise the Beaumont Zoning Ordinance to add a new Section 17.03-065 – Residential, Traditional Neighborhood (R-TN Zone), the intent of which is to provide a range of housing choices, including single-family and multi-family development and supporting neighborhood service uses within a walkable and well-connected setting with the following development standards: • Min lot: 5,000 sf • Min width: 50 ft • Max depth: 100 ft • Min front yard setback: 15 ft • Max front yard setback: 25 ft (unless waived by the Community Development Director) • Min rear yard setback: 15 ft, except a min setback is allowed for a garage abutting an alley. • Min side yard setback: 5 ft, except corner lots, which is 10 ft, • Max street side yard setback: 20 ft (unless waived by the Community Development Director) Revise BMC Table 17.03-3 to add the RTN Base Zone with the following Permitted Uses: Government Offices, Community Gardens; Satellite Dishes (Private Use); Ham Radio Antennae (Private Use); Public Schools (Elementary, Junior, and High Schools); Parks; Athletic Fields; Accessory Guest Houses; Accessory Dwelling Units; Day Care Centers, Small Family – 1-8 Children; Day Care Centers, Large Family – 7-14 Children; Duplexes, Group of Community Care Facilities – 6 or fewer persons; Home Occupation Businesses; Mobile Homes or Manufactured Housing Units Single Lot; Multiple-Family

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Apartments and Condominiums; Planned Residential Developments; Senior Housing Developments; Single-Family Dwellings, Temporary Structures (Subdivision Sales Office). Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the RTN Base Zone: Animal Keeping (Commercial Use); Animal Rescue Facilities; Apiaries, Catteries, Kennels (All Classes); Private and Charter Schools (Public Schools (Elementary, Junior, and High Schools); College or University, Vocational and Trade Schools; Bed and Breakfast Facilities; Trailer Parks and Campsites; Transitional Housing; Churches, Monasteries, Convents, or Similar Religious Use; Boarding or Rooming Houses; Congregate Care Facilities; Group or Community Care Facilities – 7 or more persons; Mobile Home Parks; Christmas Tree/Pumpkin Lots and Similar, Not Exceeding 30 Days). Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the RTN Base Zone for properties on streets designated as Arterial Roadways or Connector Streets: Bakeries; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores (Alcohol Sales); Barbers and Beauty Parlors; Delicatessens; Sit-Down Restaurants; and Outdoor Displays. Revise BMC Table 17.03-3 to add Animal Keeping (Accessory Use), and Tutoring and Testing as Accessory Uses.
High-Density Residential (HDR)	R-MF	Revise BMC Table 17.03-3 to add the following Permitted Uses in the RMF Base Zone: Agricultural Uses (Community Gardens); Public and Quasi-Public Uses (Parks); Residential Uses (Day Care Centers, Large Family – 7-14 Children). Revise BMC Table 17.03-3 to add Lodging (Bed and Breakfast Facilities) as a Conditionally Permitted Use in the RMF Base Zone. Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the RMF Base Zone for properties on streets designated as Arterial Roadways or Connector Streets: Food and Beverage Sales (Bakeries; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores, Alcohol Sales); Personal Services (Barbers and Beauty Parlors); Restaurants (Delicatessens; Sit-Down Restaurants); Temporary Uses (Outdoor Displays).
Non-Residential Designations		
Neighborhood Commercial (NC)	C-N	Revise Section 17.03.080 of the Beaumont Zoning Ordinance to change the name from General Commercial to Commercial Neighborhood Zone (C-N), the intent of which is to permit development that provides for a range of commercial service and retail land uses that are in proximity to residential neighborhoods consistent with the General Plan,

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		• Min setback: 50 ft along the property lines adjoining the R-C Zone. Revise BMC Table 17.03-3 to change CG to CN with the following new Permitted Uses: Agricultural Uses (Community Gardens); Food and Beverage Sales (Grocery Store, Alcohol Sales); Public and Quasi-Public Uses (Parks); Temporary Uses (Street/Craft Fairs and Farmers' Markets; Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 30 Days. Outdoor Displays). Revise BMC Table 17.03-3 to change Public Storage Facilities to a Not Permitted use.
General Commercial (GC)	C-C	Revise the Beaumont Zoning Ordinance Section 17.03.090 – Community Commercial Zone (C-C Zone) to indicate the C-C Zone specifically applies to those parcels that may contain more than on business or those properties with large format retailers (e.g. where the floor area ratio of the business exceeds 50,000 sf). • Change Max FAR from 1.00 to 0.75 • Min setback: 50 ft along the property lines adjoining the R-C Zone Revise BMC Table 17.03-3 to add Agricultural Uses (Community Gardens) and Public and Quasi-Public Uses (Parks) as Permitted Use sin the C-C Zone. Revise BMC Table 17.03-3 to add General Merchandise and Trade (Guns and Ammunition) and Temporary Uses (Streets/Craft Fairs and Farmers' Markets; Christmas Tree/Pumpkin Lots and Similar, Not Exceeding 30 Days; Outdoor Displays; and Parking Lot Sales) as Conditionally Permitted Uses C-C Zone.
Employment District (ED)	N/A	No Zoning Code revision needed because this designation is only within the SOI. Delete existing Commercial, Light Manufacturing (C-M) Zone (17.03.095).
Industrial (I)	M	Revise Section 17.03.100 of the Beaumont Zoning Ordinance to state the intent of the M Zone is to maintain the existing industrial and manufacturing uses and to promote the development of new business parks, light industrial use, research parks, manufacturing uses, warehousing activities, and ancillary and supportive uses. • Min setback of 50 ft along the property lines adjoining the R-C Zone

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Revise BMC Table 17.03-3 with the following new Permitted Uses: Administrative Professional Services (Architectural/.Engineering/Design Services); General Merchandise and Trade (Office Equipment, Furniture, and Supplies; Pet Sales and Supplies; Sporting Good and Equipment); temporary Uses (Christmas Tree/Pumpkin Lots and Similar, Not Exceeding 30 days; Outdoor Displays; Parking Lot Sales). Revise BMC Table 17.03-3 with the following new Conditional Uses: Manufacturing and Industrial (Moving and Storage Establishments); Restaurant (Sit-Down Restaurants).
Mixed-Use Designation		
Downtown Mixed Use (DMX)	DMU, BMU, SSMU, SSMU-R, LC, DMF, R-TN, P-F	New Section 17.19 will be added to the BMC. Refer to discussion below. Revise BMC Section 17.03.180 and Table 17.03-4 to delete the Beaumont Avenue and Sixth Street Overlays and Permitted Uses.
Urban Village (UV)	UV	Revise the Beaumont Zoning Ordinance to delete the Urban Village Overlay from BMC Section 17.03.130 (Overlay Zone) and BMC Section 17.03.150 (Permitted Uses for Overlay Zone Districts). Add BMC Section 17.03.075 – Urban Village Zone (UV Zone), which is applicable to a specific area situated between Interstate 10 and State Route 60 Freeway Corridors, with the following development standards: • Lot Area and Dimensions: Not less than 10,000 sf with a minimum average lot depth of 100 feet and a minimum average lot width of 70 feet • No front yard, rear year, or side year setbacks are required • Residential uses shall have a min 500 ft setback from State Route 60 and Interstate 10. Revise BMC Table 17.03-3 to add the UV Base Zone with the following Permitted Uses: Administrative and Professional Services (Administrative Professional Offices; Advertising Agencies; Architectural/Engineering/Design Services; Attorney/Legal Services; Business Management Services; Government Offices; Travel Agencies); Agricultural Use (Community Gardens); Communication Facilities (Radio and Television Broadcasting Studios; Recording and Sound

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Studios; Satellite Dishes (Non-Private); Satellite Dishes (Private Use); Ham Radio Antennae (Private Use)); Food and Beverage Sales (Bakeries; Catering Establishments; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores, Alcohol Sales); General Merchandise and Trade (Antique Sales; Appliance Sales; Art Galleries and Supplies; Beauty Supplies; Books and Magazines; Camera and Photographic Supplies; Candy Stores; Clothing Stores; Department Stores; Discount Stores; Electronic Equipment Sales; Florists; Freight Forwarding Services; Furniture and Home Furnishings; Garden Supply; Gifts, Crafts, and Novelties; Guns and Ammunition; Hardware Stores; Hobby, Toy and Game Stores; Jewelry Sales and Repair; Leather Goods; Luggage Sales; Office Equipment, Furniture, and Supplies; Pet Sales and Supplies; Records, Tapes, and Videos; Retail, Other Specialty; Sporting Goods and Equipment; Wholesale Establishments); Lodging (Bed and Breakfast Facilities; Hotels and Motels; Residence Inns); Medical/Health Care (Animal Hospitals/Veterinaries; Clinics; Medical/Dental Offices; Pharmacies; Pharmacies with Drive-Through; Personal Services (Banking, Credit Unions, and Financial Services; Barbers and Beauty Parlors; Commercial Pet Grooming Services; Dry Cleaners; Laundries and Laundromats; Locksmiths and Key Shops; Photocopying and Photo Developing Services; Photography Studios; Shoe Repair Shops; Tailors): Public and Quasi-Public Uses (Community Recreation Centers; Cultural Facilities; Libraries; Museum; Parks; Public Safety Facilities; Senior Citizen Activity Centers); Recreation and Entertainment (Amusement Parks; Athletic Fields; Batting Cages; Bowling Alleys; Dance Studios; Miniature Golf Courses; Public Auditorium/Auditoriums; Skating Rinks); Religion Institutions (Churches, Monasteries', Convents, or Similar Religious Use); Residential Uses (Accessory Guest Houses; Accessory Dwelling Units; Boarding or Rooming Houses; Caretakers Unit; Congregate Care Facilities; Day Care Centers, Small Family – 1-8 Children; Day Care Centers, Large Family – 7-14 Children; Duplexes; Group or Community Care Facilities – 6 or fewer persons; Home Occupation Businesses; Mobile Homes or Manufactured Housing Units Single Lot; Multiple-Family Apartments and Condominiums; Planned Residential Developments; Senior Housing Developments; Single-Family Dwellings); Restaurants (Delicatessens; Fast-food Restaurants without Drive-Through; Fast-Food Restaurants with Drive-Through; Sit-Down Restaurants): Service Organizations (Philanthropic and Charitable Institutions; Service Organizations); Temporary Uses (Street/Craft Fairs and Farmers' Markets; Temporary Structures (Subdivision Sales Office); Christmas Tree/Pumpkin Lots, and Similar, not exceeding 30 days; Outdoor Displays; Parking Lot Sales; Amusement Enterprises); Transportation Facilities (Bus Passenger Terminals; Charter Bus Companies).

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Revise BMC Table 17.03-3 to add the following Conditionally Permitted Uses in the UV Base Zone: Agricultural Use (Animal Keeping (Commercial Use), Animal Keeping (Accessory Use); Catteries; Kennels (All Classes); Alcohol Service and Sales (Bars or Cocktail Lounges; Liquor Stores; Restaurants with Alcoholic Beverage Sales); Automotive Services (Automobile, Motorcycle, Marine Craft Sales (new and Used); Automobile Parking Facilities; Automobile Rental Facilities; Car Wash; Gas/Service Stations); Communication Facilities (Wireless Telecommunication Facility – Stealth); Day Care Facilities (Commercial Day Care Facilities); Education Establishments (Public, Private and Charter Schools (Elementary, Junior, and High Schools); College or University; Tutoring and Testing; Vocational and Trade Schools); General Merchandise and Trade (Cigar/Cigarette Shops; Variety Stores); Medical/Health Care (Convalescent Homes; Chemical Dependency Clinics; Hospitals); Personal Services (Funeral Parlors, Mortuaries; Massage Establishment; Tattoo/Body Piercing Services): Recreation and Entertainment (Billiard and Pool Halls; Commercial Athletic Facility; Gold Driving Ranges; Health Clubs and Gymnasiums; Video Arcades; Residential Uses (Group or Community Care Facilities – 7 or more persons): Restaurant (Sit-Down Restaurant with Live Entertainment; Restaurant, serving alcohol).
Transit Oriented District Overlay (TOD Overlay)	TOD Overlay	Revise BMC Section 17.03.130 – Overlay Zone () Zone) to create a Transit Oriented District (TOD) Overlay, which will be applicable to the area around a future Metrolink transit station. The TOD Overlay development standards are: • Front yard setback: None required • Max block length: 400 ft measured from curb edge to curb edge. May be up to 600 ft with a mid-block pedestrian connection or the Community Development Director finds a mid-block pedestrian connection to be infeasible. • Cul-de-sacs and Dead-End Streets are not allowed unless the Community Development Directors makes certain findings. Revise Zoning Ordinance Table 17.03-4 to add Transit Oriented Development Overlay with the following Permitted uses: Administrative Professional Services (Administrative/Professional Offices; Architectural/Engineering/Design Services; Attorney/Legal Services; Business Management Services; Travel Agencies); Agricultural Uses (Community Gardens); Automotive Services (Automobile, Motorcycles, and Marine Craft Sales (New and Used); Automobile Parking Facilities; Automobile Rental Agencies; Automobile Repair Facilities; Limousine Services); Communication Facilities (Radio and Television Broadcasting Studios; Recording and Sound Studios; Satellite Dishes (Non-Private); Ham Radio Antennae (Private Use); Day Care Facilities (Commercial Day Care Facilities); Food and Beverage Sales (Bakeries; Catering

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Establishments; Convenience Markets; Grocery Stores/Supermarkets; Grocery Stores, Alcohol Sales); General Merchandise and Trade (Antique Sales; Appliances; Art Galleries and Supplies; Beauty Supplies; Books and Magazines; Building Materials; Camera and Photographic Supplies; Candy Stores; Clothing Stores; Department Stores; Discount Stores; Electronic Equipment; Florists; Freight Forwarding Services; Furniture and Home Furnishings; Garden Supply; Gifts, Crafts, and Novelties; Guns and Ammunition; Hardware Stores; Hobby, Toy and Game Stores; Jewelry Sales and Repair; Leather Goods; Luggage Sales; Office Equipment, Furniture, and Supplies; Pet Sales and Supplies; Records, Tapes, and Videos; Retail, Other Specialty; Sporting Goods and Equipment; Surplus Stores; Variety Stores; Wholesale Establishments); Lodging (Bed and Breakfast Facilities; Hotels and Motels; Residence Inns); Medical/Health Care (Ambulance Services; Aminol Hospitals/Veterinaries; Clinics; Convalescent Homes; Hospitals; Medical/Dental Offices; Pharmacies): Personal Services (Banking, Credit Unions, Financial Services; Barbers and Beauty Parlors; Check Cashing Services; Commercial Pet Grooming Services; Dry Cleaners; Laundries, Laundromats, Locksmiths and Key Shops; Photocopying and Photo Developing Services; Photography Studios; Shoe Repair shops; Tailors); Public and Quasi-Public Uses (Parks; Public Safety Facilities; Senior Citizen Activity Centers); Recreation and Entertainment (Bowling Alleys; Dance, Marshall Arts, and Fitness Classes (not Open Gym); Public Auditorium/Auditoriums); Religious Institutions (Churches; Monasteries, Convents, or Similar Religious Quarters)); Repair Services (Electrical and Household Appliance Repair; Furniture Refinishing; Lawn Mower Repair/Sales Shops); Residential Uses (Accessory Guest Houses; Accessory Dwelling Units; Caretakers Unit; Day Care Centers, Small Family – 1-8 Children; Day Care Centers, Large Family – 7-14 Children; Duplexes; Group or Community Care Facilities – 6 or Fewer Persons; Home Occupation Businesses; Mobile Home or Manufacturing Housing Units, Single Lot; Multiple Family, Apartments or Condominiums; Planned Residential Developments; Senior Housing Developments; Single-Family Dwellings); Restaurant (Delicatessens; Fast Food Restaurants – Without Drive Through; Sit-Down Restaurant); Service Organizations (Philanthropic and Charitable Institutions; Service Organizations); Temporary Uses (Street/Craft Fairs and Farmers' Markets; Temporary Structures, Such as Subdivision Sales Offices ; Seasonal Outdoor Sales, Less than 30 Days); Outdoor Displays; Parking Lot Sales); Utilities (Utility Company Offices). Revise Zoning Ordinance Table 17.03-4 to add Transit Oriented Development Overlay with the following Conditionally Permitted uses: Agricultural Uses (Animal Keeping (Commercial Use); Animal Keeping (Accessory Use); Catteries; Kennels (All Classes); Alcohol Service and Sales (Bars or Cocktail Lounges; Liquor Stores; Restaurants with Alcoholic Beverage Sales); Automotive Services (Body and Paint Shops; Car Wash; Gas/Service Stations; Towing Services – with Indoor

Table 3-G – Beaumont 2040 Plan Land Use Designations, Implementing Zones, and Proposed Revisions to the Zoning Ordinance

Beaumont 2040 Plan Land Use Designation	Implementing Zone	Proposed Zoning Ordinance Revisions
Abbreviations used in this table: ac = acre; Avg = average; BMC = Beaumont Municipal Code; du = dwelling unit; FAR = floor area ratio; ft = feet; Max = maximum; Min = minimum; sf = square feet		
		Vehicle Service; Truck/Trailer Rentals); Communications Facilities (Wireless Telecommunication Facility/Stealth); Education Establishments (Elementary, Junior, and High Schools/Private and Charter; Elementary, Junior, and High Schools/Public; College or University; Tutoring and Testing Facility; Vocational and Trade Schools); General Merchandise and Trade (Building Materials with Outdoor Sales/Storage; Cigar/Cigarette Shops; Equipment Sales and Rentals (Indoor); Indoor Swap Meets; Thrift and Second-Hand Stores); Lodging (Emergency Shelters; Single-Room Occupant (SRO) Facilities; Transitional Housing); Manufacturing and Industrial (Exterminating Services; Sandblasting and Beadblasting Services); Medical/Health Care (Pharmacies, with Drive-Through); Personal Services (Cemeteries; Funeral Parlors/Mortuaries; Pawn Brokers; Massage Establishment; Tattoo/Body Piercing Services); Public and Quasi-Public Uses: Libraries; Museums): Recreation and Entertainment (Amusement Parks; Batting Cages; Billiard and Pool Halls; Commercial Athletic Facility; Golf Driving Ranges; Health Clubs and Fitness Gyms; Miniature Golf Courses; Skating Rinks; Video Arcades); Recycling (Collection Facilities; Processing Facilities); Repair Services (Furniture Reupholstering; Machine Shops; Welding Shops); Residential Uses (Congregate Care Facilities; Group or Community Care Facilities – 7 or more persons); Restaurant (Fast Food Restaurants – with Drive Through); Sit-Down Restaurants with Live Entertainment; Restaurants that Serve Alcohol); Temporary Uses (Amusement Enterprises); Transportation Facilities (Bus Passenger Terminals; Charter Bus Companies; Motor Vehicles Transportation (Taxi/Shuttle); Transit Stations and Facilities; Truck Stops and Terminals); Utilities (Public Storage Facilities).
Other/Public Designations		
Public Facilities (PF)	PF	Revise Section 17.03.110 – Public Facilities Zone (PF Zone) to add the following development standard: • Min setback of 50 ft along the property lines adjoining the R-C Zone • Max FAR is 1.0 • Revise BMC Table 17.03-3 to add the following Not Permitted Use in the PF Base Zone: Agricultural Use (Community Gardens)
Open Space (OS)	R-C	Delete section 17.03.0160 – the Mineral Resources Overlay Zone from the Beaumont Zoning Ordinance.

New Zoning Ordinance Section 17.02.125 – Certificate of Appropriateness

The proposed revision of the Zoning Ordinance includes a new Section 17.02.125 – Certificates of Appropriateness. The purpose of this section is to provide various levels of historic protection and review and to preserve existing elements of historic resources in the City. The City's intent is to be lenient in its review of plans for structures which have little or no historic value, or of plans for new construction, unless such plans would impair the historic value of surrounding structures. The establishment of a certificate of appropriateness is intended to protect structures of historic significance including areas of architectural, cultural, historic, economic, political, and social importance from the adverse effects of any alteration, demolition, or removal. A certificate of appropriateness is required for the exterior alteration, demolition, removal or relocation of any historic resource or potential historic resource. For purposes of this section of the Zoning Ordinance a historic resource includes: a resource identified in a City-approved historic or cultural resources study; a structure over 50 years old; and/or a structure potentially eligible for registration on a local, state, or national register. Minor modifications that do not involve new construction, additions to, or demolition of existing structures shall be reviewed and approved or denied by the Community Development Director. Modifications that do not meet the criterial for Community Development Director review shall be reviewed and approved or denied by the City Planning Commission after a public hearing.

New Zoning Ordinance Section 17.11.140 – Wind Energy Conversion Systems

The proposed revision of the Zoning Ordinance also includes a new Section 17.11.140 – Wind Energy Conversion Systems, the intent of which is to provide regulations for the establishment, maintenance, and operation of wind energy conversion systems (WECs) in the City. Proposed BMC Section 17.11.140 allows private, non-commercial WECs (i.e. a WEC that is installed on developed property for the purpose of providing energy for on-site consumption) as an accessory use in Residential, Commercial, Industrial, and Public Facility Zones. A Conditional Use Permit is required in the Residential and Commercial Zone; a Minor Plot Plan is required in the Industrial and Public Facility Zones. Windfarms, which are multiple WECs installed at a single property or area for the purpose of generating larger quantities of electrical or mechanical power for transmission to a public or private utility are allowed in the Industrial and Public Facility Zones with a Conditional Use Permit.

New Zoning Ordinance Chapter 17.19 – Downtown Zone Districts

In order to implement the Downtown Area Plan (DAP) of the Beaumont 2040 Plan a new chapter, Chapter 17.19 is proposed to be added to the Beaumont Municipal Code (BMC.) A copy of the City's revised zoning ordinance is available at https://www.beaumontca.gov/121/General-Plan. This section presents a summary of the provision of proposed Chapter 17.19 Chapter 17.19 will:

- Implement the Downtown Area Plan of the City of Beaumont General Plan and the Land Use Policy Map;
- Identify and describe the land use designations delineated on the City of Beaumont Official Zoning Map;
- Indicate the development standards for each of the Zone Districts; and
- Identify the range of uses permitted within each Zone District.

Chapter3 17.19.020 proposes to establish the following zone districts to the DAP area:[4]

- Downtown Mixed Use Zone (DMU Zone).
- Beaumont Mixed Use Zone (BMU Zone),
- Sixth Street Mixed Use Zone (SSMU Zone),
- Sixth Street Mixed Use - Residential Zone (SSMU-R Zone),
- Local Commercial Zone (LC Zone), and
- Downtown Residential Multifamily Zone (DMF Zone).

Proposed new Section 17.19.030 sets for the zoning map for the DAP. See **Figure 3-7 – Downtown Area Plan Use Plan**.

Proposed new Sections 17.19.040 through 17.19.090 identifies the development standards for the DMU. BMU. SSMU, SSMU-R, LC, and DMF Zones. **Table 3-H** provides a summary of the proposed lot area and dimensions, setbacks and yards, lot area requirements, and building heights for the new Downtown zones. Refer to the proposed revisions to the Zoning Ordinance (available at https://www.beaumontca.gov/121/General-Plan), for the complete development standards.

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
DMU (17.19.040)	Lot Area and Dimensions	No minimum requirement
	Setbacks and Yards	
	• Front Yard	Commercial: None Residential: 5-ft max
	• Rear Yard	None, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	None, except when adjacent to single family residential use, in which case 15 ft
	• Freeway	For residential uses, min 500 ft from I-10
	Density	Max 15 du/acre
	Floor Area Requirements	Max FAR 0.35, applicable only to non-residential uses

[4] In addition to the proposed new zones, other zoning classifications applicable to the DAP are the R-SF, R-TN, and P-F zones, which are governed by BMC Chapter 17.03.

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
	Building Height	Max height: 3 stories or 45 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
BMU (17.19.050)	Lot Area and Dimensions	No minimum requirement
	Setbacks and Yards	
	• Front Yard	Min 5 ft Max 20 ft
	• Rear Yard	Min 10 ft, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	Min 5 ft, except when adjacent to single family residential use, in which case 15 ft
	Density	Max 10 du/acre
	Floor Area Requirements	Max FAR 0.35, applicable only to non-residential uses
	Building Height	Max height: 2 stories or 35 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
SSMU (17.19.060	Lot Area and Dimensions	Not less than 10,000 sf with a min avg lot depth of 100 ft and a min avg lot width of 80 ft
	Setbacks and Yards	
	• Front Yard	Min 5 ft
	• Rear Yard	Min 10 ft, except when adjacent to single family residential use, in which case 20 ft

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
	• Side Yard	Min 5 ft, except when adjacent to single family residential use, in which case 15 ft
	• Freeway	For residential uses, min 500 ft from I-10
	Density	Max 22 du/acre
	Floor Area Requirements	Max FAR 0.5, applicable only to non-residential uses
	Building Height	Max height: 4 stories or 60 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
SSMU-R (17.19.070)	Lot Area and Dimensions	Not less than 10,000 SF with a min avg lot depth of 100 ft and a min avg lot width of 80 ft
	Setbacks and Yards	
	• Front Yard	Min 5 ft Max 20 ft
	• Rear Yard	Min 10 ft, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	Min 5 ft, except when adjacent to single family residential use, in which case 15 ft
	Density	Max 22 du/acre
	Floor Area Requirements	Max FAR 0.5, applicable only to non-residential uses
	Building Height	Max height: 4 stories or 60 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
DMF (17.19.080)	Lot Area and Dimensions	Not less than 6,000 sf with an avg lot width of 60 ft and a min avg lot depth of 100 ft Small lot development may be allowed consistent with BMC Section 17.11.030.D
	Setbacks and Yards	
	• Front Yard	Min 10 Max 20 (may be waived under certain conditions)
	• Rear Yard	Min 15 ft, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	Min 5 ft, except for corner lots shall be 15 ft if adjacent to a single family residential use and 2L0 feet for a 3 story building
	• Useable Yard (Open Space)	MF development of less than 20 units, min 100 sf of usable open space per unit MF development of 20 or more units, min 200 sf of usable open space per unit
	Density	Max 22 du/acre
	Building Height	Max height: 3 stories or 45 ft
	Street Trees	A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street Trees).
LC (17.19.090)	Lot Area and Dimensions	Min 10,000 with a min avg lot depth of 100 ft and a min avg lot width of 100 ft
	Setbacks and Yards	
	• Front Yard	Min 5 ft
	• Rear Yard	None, except when adjacent to single family residential use, in which case 20 ft
	• Side Yard	None, except when adjacent to single family residential use, in which case 15 ft

Table 3-H – Summary of Certain Proposed Development Standards for New Downtown Zones

Zone	Development Standards	
Abbreviations used in this table: ft – foot or feet; max = maximum; min = minimum; I-10 = Interstate 10; du/acre = dwelling units per acre; FAR = floor area ratio; avg = average; MF = multifamily Refer to the proposed revisions of the Zoning Ordinance for the complete development standards.		
	Floor Area Requirements	Max area occupied by structures shall not exceed 50% of the lot area Max FAR 0.7
	Building Height	Max height: 60 ft
Developments in the LC zone with 50,000 sf or more of nonresidential floor area on sites of two acres or larger have shall provide 40 sf of open space for every 1,000 sf of nonresidential floor area for the first 100,000 sf of nonresidential floor area plus 20 sf of open space for every 1,00 sf over 100,000 sf. Refer to Section 17.19.090 for specifics.		

Proposed new Section 17.19-1 identifies the proposed permitted uses for the new Downtown zone districts as set forth below in **Table 3-I – Proposed Permitted Uses for Downtown Base Zone Districts**

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N **=** Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Administrative Professional Services						
Administrative/Professional Offices	P[1]	P	P	P	P	N
Advertising Agencies	P[1]	P	P	P	P	N
Architectural/Engineering/Design Services	P[1]	P	P	P	P	N
Attorney/Legal Services	P[1]	P	P	P	P	N
Business Management Services	P[1,2]	P	P	P	P	N
Government Offices and Facilities	P[1,2]	P[3]	P	P	P	N
Travel Agencies	P	P	P	P	P	N
Alcohol Service and Sales						
Bars or Cocktail Lounges (4)	C	N	C	C	C	N
Liquor Stores (4)(5)	C	C	C	C	C	N
Restaurants with Alcoholic Beverage Sales	C	C	C[6]	C[6]	C[6]	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Automotive Services						
Automobile, Motorcycle, Truck, and Marine Craft Sales (New and Used)	N	N	P	C[6]	P	N
Automobile Parking Facilities	C	N	C	N	P	N
Automobile Rental Agencies	N	N	C[6]	N	P	N
Automobile Repair Facilities	N	N	C[6]	N	C	N
Body and Paint Shops	N	N	N	N	C	N
Car Wash	N	N	C	N	C	N
Gas/Service Stations	N	N	C[6]	C[6]	C	N
Limousine Services	N	N	C	N	P	N
Recharging Stations	Allowed (P) in any area designed for the parking or loading of vehicles.					
Towing Services - With Indoor Vehicle Service	N	N	N	N	C	N
Towing Services - With Outdoor Vehicle Storage	N	N	N	N	C	N
Truck/Trailer Rentals	N	N	N	N	C	N
Communications Facilities						
Wireless Telecommunication Facility — Stealth	N	N	C	N	C	N
Radio and Television Broadcasting Studios	N	N	P[1,7]	P[1,7]	P	N
Recording and Sound Studios	C[1,7]	C[1,3]	P[1,7]	P[1,7]	P	N
Satellite Dishes (Non-Private)	P	P	P	P	P	N
Satellite Dishes (Private Use)	P	P	P	P	P	P
Ham Radio Antennae (Private Use)	P	P	P	P	P	P
Day Care Facilities						
Commercial Day Care Facilities (not in-home)	N	P	P	P	C	N
Day Care Centers, In Home -Small Family with 1 to 6 Children (as an accessory use in a residential unit)	P[1]	P	P	P	P	P
Day Care Centers, In Home-Large Family with 7 to 12 Children (as an accessory use in a residential unit)	C[1]	C	C	C	C	C
Educational Establishments						
Elementary, Junior, and High Schools/Private & Charter	C[2]	C	C	C	C	C

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Elementary, Junior, and High Schools/Public	C[2]	C	P	C	C	C
Colleges or University	P[2]	N	P[1,6]	N	P	N
Tutoring & Testing	P[1,7]	P[3]	P[7]	P[7]	P	N
Vocational and Trade Schools	C[1,7]	C[1,3]	N	N	P	N
Food and Beverage Sales						
Bakeries	P[7]	P[3]	P[7]	N	P	N
Catering Businesses	P	P[3]	P	P	P	N
Convenience Markets	P	P[3]	P	P	P	N
Grocery Stores/Supermarkets	P	P[3]	P	P	P	N
Grocery Stores, Alcohol Sales	P	N	P	C	P	N
General Merchandise and Trade						
Antique Sales	P[7]	P[3]	P[7]	P	P	N
Appliances Sales	P[7]	P[3]	P[7]	N	P	N
Art Galleries, Studios and Supplies	P	P[3]	P	P	P	N
Beauty Supplies	P	P[3]	P	P	P	N
Book and Magazine Sales	P	P[3]	P	P	P	N
Building Materials with outdoor sales/storage	N	N	N	N	C	N
Camera and Photographic Supplies	P	P[3]	P	P	P	N
Candy Stores	P	P[3]	P	P	P	N
Cigar/Cigarette Shops (4)	P	P[3]	P	P	P	N
Clothing Stores	P	P[3]	P	P	P	N
Department Stores	P[8,9]	N	P	P	P	N
Discount Stores	N	N	N	N	P	N
Electronic Equipment Sales	P	P[3]	P	P	P	N
Equipment Sales and Rentals (indoor storage only)	N	N	P	N	P	N
Equipment Sales and Rentals (outdoor storage)	N	N	C	N	C	N
Florists	P	P[3]	P	P	P	N
Freight Forwarding Services	N	N	N	N	P	N
Furniture and Home Furnishings	P	N	C	C	P	N
Garden Supply	P[7]	P[3]	P[7]	P[7]	P	N
Gifts, Crafts, and Novelties	P	P	P	P	P	N
Guns and Ammunition	C	N	C	N	P	N
Hardware Stores	P[7]	P[3]	P[7]	P[7]	P	N
Hobby, Toy and Game Stores	P	P[3]	P	P	P	N
Indoor Swap Meets	N	N	C[5]	C[5]	C	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Jewelry Sales and Repair	P	P	P	P	P	N
Leather Goods	P	P	P	P	P	N
Luggage Sales	P	P	P	P	P	N
Office Equipment, Furniture and Supplies Sales	P[7]	P[3]	P[7]	P[7]	P	N
Pet Sales and Supplies	P[7]	N	P[7]	P[7]	P	N
Records, Tapes, and Videos	P[7]	P[3]	P	P	P	N
Retail, Other Specialty	P[7]	P[3]	P	P	P	N
Sporting Goods and Equipment	P[7]	P[3]	P[7]	P[7]	P	N
Surplus Stores	P[7]	P[3]	P	P	P	N
Thrift and Second-Hand Stores with donation drop off	C	C	C	C	C	N
Thrift and Second-Hand Stores without donation drop off	P[7]	P[3]	P[7]	P[7]	P[7]	N
Variety Stores	P[7]	P[3]	P[7]	P[7]	P	N
Wholesale Establishments	N	N	C	C	P	N
Lodging						
Bed and Breakfast Facilities	P[1]	C	C	C	P	C
Emergency Shelters	N	N	C	C	P	N
Hotels and Motels	P[1]	N	P	P	P	N
Residence Inns	P[1]	N	P	P	P	N
Single-Room Occupant (SRO) Facilities	P[1]	C	P	P	N	N
Trailer Parks and Campsites	N	N	N	N	N	N
Transitional Housing	P[1]	C	P	P	N	N
Medical/Health Care						
Ambulance Services	N	N	N	N	P	N
Animal Hospitals/Veterinaries	P[2,7,9]	N	P	P	P	N
Clinics	P	P	P	P	P	N
Convalescent Homes	N	N	C	C	P	N
Chemical Dependency Clinics	N	N	N	N	C	N
Hospitals	N	N	N	N	P	N
Medical/Dental Offices	P[1]	P	P	P	P	N
Pharmacies	P[7]	P[3]	P	P[7]	P	N
Pharmacies with Drive-Through	N	N	C	C	P	N
Personal Services						

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Banking, Credit Unions, Financial Services	P	P[3]	P	P	P	N
Barbers and Beauty Parlors	P	P	P	P	P	N
Check Cashing Services	P	N	P	P	P	N
Commercial Pet Grooming Services	P	N	P	N	P	N
Dry Cleaners	P	P	P	P	P	N
Funeral Parlors, Mortuaries	C[2]	N	N	C	P	N
Laundries, Laundromats	N	N	C	C[6]	P	N
Locksmith and Key Shops	P	P	P	P	P	N
Massage Establishments	P[1]	P	P	P	P	N
Pawnbrokers	C	N	C	C	C	N
Photocopying and Photo Developing Services	P[7]	P[3]	P[7]	P[7]	P	N
Photography Studios	P	P	P	P	P	N
Shoe Repair Shops	P	P	P	P	P	N
Tailors	P	P	P	P	P	N
Tattoo/Body Piercing Services	N	N	C	C	C	N
Public and Quasi-Public Uses						
Community Recreation Centers	P	C	P	P	P	P
Cultural Facilities	P	C	P	P	P	N
Libraries	P	P	P	P	P	N
Museums	P	C	C	C	P	N
Parks	P	P	P	P	P	P
Public Safety Facilities	P	P	P	P	P	P
Senior Citizen Activity Centers	P	P	P	P	P	P
Recreation and Entertainment						
Adult-Oriented Businesses	N	N	N	N	N	N
Amusement Parks	N	N	N	N	N	N
Athletic Fields	N	N	N	N	N	N
Batting Cages, Indoor	C[2,8]	N	C	C[6,8]	C	N
Batting Cages, Outdoor	N	N	N	N	C	N
Billiard and Pool Halls	C	N	C	N	C	N
Bowling Alleys	C[2]	N	C	C	P	N
Commercial Sports Facilities	N	N	C	C	C	N
Dance Studios	C	N	C	N	C	N
Golf Driving Ranges	N	N	N	N	N	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Health Clubs and Gymnasiums	C[7]	C[3]	C[6,7]	C[6,7]	C	N
Miniature Golf Courses	N	N	N	N	C	N
Off-Road Mini-Bike and Motocross Courses	N	N	N	N	N	N
Public Auditorium/Auditoriums	C	N	C	C	C	N
Shooting Ranges (indoor)	N	N	C	N	N	N
Skating Rinks	N	N	C	C	P	N
Video Arcades	C	C	N	N	C	N
Recycling						
Collection Facilities	N	N	N	N	C	N
Processing Facilities	N	N	N	N	C	N
Religious Institutions						
Churches	C	C	P	P	C	C
Monasteries, Convents, or Similar Religious Quarters	C	C	P	P	C	C
Repair Services						
Electrical and Household Appliances Repair	N	N	C	C	P	N
Furniture Refinishing	N	N	N	N	P	N
Furniture Reupholstering	N	N	N	N	P	N
Lawnmower Repair/Sales Shops	N	N	C	N	P	N
Machine Shops	N	N	N	N	C	N
Welding Shops	N	N	N	N	C	N
Residential Uses						
Accessory Guest Houses	P	P	P	P	N	P
Accessory Dwelling Units	P	P	P	P	N	P
Boarding or Rooming Houses	C	N	C	C	N	C
Caretaker's Unit	P	P	P	P	P	P
Congregate Care Facilities	N	N	C	C	P	C
Day Care Centers, Small Family—1 to 8 Children	P[1]	P	P	P	N	P
Day Care Centers, Large Family—7 to 14 Children	P[1]	P	P	P	N	P
Duplexes	P	P	P	P	N	P
Group or Community Care Facilities - 6 or fewer persons	P[1]	P	P	P	P	P

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Group or Community Care Facilities - 7 or more persons	C[1]	C	C	C	C	C
Home Occupation Businesses	P	P	P	P	N	P
Mobile Home Parks	N	N	N	N	C	N
Mobile Home or Manufactured Housing Units Single Lot	N	P	N	N	N	P
Multiple-Family, Apartments & Condominiums	P[1,10]	N	P[10]	P[10]	N	P[10]
Planned Residential Developments	P	P	P	P	N	P
Senior Housing Developments	P	P	P	P	N	P
Single-Family Dwellings	N	P[10]	N	N	N	P[10]
Restaurants						
Delicatessens	P	P	P	P	P	N
Fast-Food Restaurants - Without a Drive-Through [4,11]	P	P	P	P	P	N
Fast-Food Restaurants - With a Drive-Through [4,11]	N	N	C	C	P	N
Sit-Down Restaurants	P	C	P[5]	P[5]	P	N
Sit-Down Restaurant with live entertainment	C	C	C[5]	C[5]	C[5]	N
Restaurant, serving alcohol	See Alcohol Sales, Restaurants with Alcoholic Beverage Sales					
Service Organizations						
Philanthropic and Charitable Institutions	P	C	P	P	P	N
Service Organizations	P	C	P	P	P	N
Temporary Uses						
Street/Craft Fairs and Farmers' Markets - Ongoing	C[12]	C[12]	C[12]	C[12]	C[12]	N
Temporary Structures (Subdivision sales Office)	P[12]	P[12]	P[12]	P[12]	P[12]	N
Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 30 Days	P[12]	P[12]	P[12]	P[12]	P[12]	N
Outdoor Displays	C	C	C	C	C	N
Parking Lot Sales	P	P	P	P	P	N
Amusement Enterprises	C[12]	C[12]	C[12]	C[12]	C[12]	N

Table 3-I – Proposed Permitted Land Uses for Base Zone Districts in Downtown

	DMU	BMU	SSMU	SSMU-R	LC	DMF
Abbreviations used in this table: N = Not Permitted; P = Permitted; C = Conditionally Permitted; A = Permitted as an Accessory Use						
Transportation Facilities						
Bus Passenger Terminals	N	N	C	N	C	N
Charter Bus Companies	N	N	C	N	C	N
Motor Vehicle Transportation (Taxi/Shuttle)	N	N	C	C	C	N
Truck Stops and Terminals	N	N	N	N	C	N
Utilities						
Public Utility/Service Structures	N	N	N	N	N	N
Sewage Disposal Facilities/Waste Transfer	N	N	N	N	N	N
Utility Company Offices	P[1,7]	P[1,3]	P[1,7]	P[1,7]	P	N
Water Storage, Distribution, and Collection Facilities	N	N	N	N	N	N
Public Storage Facilities	N	N	N	N	N	N
Wind Energy Conversion Systems	See 17.11.140					

Footnotes:

1. Use is allowed only on upper floor locations on parcels fronting 6th Street and Beaumont Avenue. Limited lobby or entry areas are allowed on the ground floor.
2. Use is not allowed on parcels fronting 6th Street and Beaumont Avenue.
3. Use is limited to 2,500 square feet.
4. These uses shall not be located on any parcel which is located within 1,000 feet of any school providing instruction in 12th grade or below, day care center, or youth center.
5. New liquor stores shall not be located within 1,000 feet of another liquor store.
6. Must comply with step back standards (Figure 17.19-2) and setbacks per zone if adjacent to single family residential use. Performance standards per Chapter 17.04 apply.
7. Use is limited to 5,000 square feet.
8. Use is limited to 10,000 square feet.
9. CUP required if proposed use is larger than 10,000 square feet.
10. A Live/work unit is only permitted in the primary structure.
11. New fast food restaurants should not be located within 1,000 feet of another fast food restaurant.
12. Temporary Use Permit required

3.4 Project Objectives

A clear statement of Project objectives allows for the analysis of reasonable alternatives to the proposed Project, assists the City in making the findings required by CEQA, and informs the City's statement of overriding considerations. The City's objectives for each of the Project's major components are described below:

Beaumont 2040 Plan

- Create a vibrant downtown to reduce vacancies and promote mix of active uses and a variety of retail and housing. Develop downtown with human scale design that supports and improves the pedestrian experience, including multi-modal streets.

- Pursue an infill strategy to foster compact development patterns, create walkable communities and preserve the natural environment and critical environmental areas. Within the SOI, limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.

- Improve retail corridors, to enhance development and redevelopment in the City's retail corridors, diversify housing types, encourage mixed-use centers, and foster opportunities for economic growth.

- Expand housing choices to provide a diverse housing inventory to meet the changing needs of the Planning Area, which includes more affordable housing options.

- Protect the City's historic resources. to preserve and enhance the City's rich cultural and historic assets.

- Expand and enhance employment opportunities to diversify the City's job base, promote future growth and economic development in the SOI, and achieve a better balance between jobs and households in the Planning Area.

- Improve fiscal performance of the City to stabilize the City's fiscal health.

- Improve infrastructure and keep pace with development, to enhance the quality of life for the City's residents and the City's fiscal health by linking land use, transportation, and infrastructure development.

- Improve health outcomes, to improve the health of the community by supporting active transportation, access to healthy food, park, healthcare (including mental healthcare), preventative care and fitness, and economic opportunities.

- Create a diverse and extensive open space network to maintain the views of the mountains and provide connectivity between residential neighborhoods and open space resources that provide opportunities for active and passive recreation.

- Enhance opportunities for tourism to create a unique identity for tourism to transform Beaumont into a regional destination.

- Ensure high level of public safety to protect the personal safety and welfare of people who live, work, and visit Beaumont from crime, pollution, disasters, and other threats and emergencies.

Revised Zoning Ordinance and Zoning Map

- Update Zoning Ordinance text and Zoning map to reflect new land use policies contained in the Beaumont 2040 Plan

3.5 Discretionary Actions and Approvals

The following list specifies non-exhaustively and non-exclusively the approvals necessary for the proposed Project. The City Planning Commission and City Council (the City Council is the final approving authority) will review the Beaumont 2040 Plan and its PEIR and supporting documents to consider whether or not to take the following actions:

- Certification of a PEIR.
- Approval of the EIR Findings,
- Adoption of a Mitigation, Monitoring, and Reporting Program in conjunction with the PEIR,
- Adoption of the General Plan Update (Beaumont 2040 Plan), and
- Adoption of the revised Zoning Ordinance and Zoning Map.

Additionally, subsequent development projects may also require review and approval by various departments or agencies outside of the City, including but not limited to those listed below. It should be noted that the following actions are associated with the future development of the City as it builds out pursuant to the Beaumont 2040 Plan. That is, actions of the types listed here would occur whether or not the proposed Project was approved. And, as such, these actions are listed as general items and are not directly associated with the Beaumont 2040 Plan.

- Future development affecting Waters of the U.S. or adjacent wetlands would need to fill out a permit from the U.S. Army Corps of Engineers issued pursuant to Section 404 of the Federal Clean Water Act (CWA).
- Prior to obtaining a CWA Section 404 permit, a future development may also need to obtain a water quality certification or waiver from the Regional Water Quality Control Board pursuant to Section 401 of the Federal CWA.
- Future development affecting native habitat within a streambed may need a Streambed/Bank Alteration Agreement issued by the California Department of Fish and Wildlife pursuant to Section 1600 et seq. of the California Fish and Game Code.
- Future development, as such industrial uses for example, may need air quality operating permits for boilers or other large combustion-based equipment from the Southern California Air Quality Management District (SCAQMD).
- Future development will be required to submit a fugitive dust control plan to the SCAQMD for approval prior to issuance of grading permits (SCAQMD Rule 403).
- Future development within or altering a 100-year floodplain or other FEMA-mapped flood hazard area would need to obtain a Letter of Map Revision (LOMR), Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision Based on Fill (CLOMR-F) that describes the effect that the proposed project or fill would have on the National Flood Insurance Program map.
- Future development, such as industrial or medical, for example may need hazardous material handling, use, storage, and/or disposal permit(s) from the appropriate local, regional, state, or federal agency.
- National Pollutant Discharge Elimination System (NPDES) Construction General Permits will be required for grading activities of 1 acre or larger. The developer must file a Notice of Intent with the Regional Water Quality Control Board (RWQCB) and obtain a General Construction Activity Stormwater Permit pursuant to the NPDES regulations established under the CWA. This permit requires preparation and implementation of a Stormwater Pullulation Prevention Plan, which is

intended to prevent degradation of surface and groundwaters during the grading and construction process.

4.0 ENVIRONMENTAL SETTING

4.1 Regional Setting

The City of Beaumont and its Sphere of Influence (SOI), collectively referred to as the Planning Area is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The Planning Area encompasses approximately 41 square miles (26,371 acres). Major transportation routes through the Planning Area include the Interstate 10 (I-10) freeway, State Route 60 (SR-60) freeway, and State Route 79 (SR-79) freeway. The I-10 and SR-60 freeways generally run in an east-west direction. The SR-79 freeway starts where the I-10 and SR-60 freeways merge and runs in a north-south direction (**Figure 3-1, Regional Map**).

The Planning Area includes land within the existing City (approximately 19,188 acres) and within the SO) which includes unincorporated areas outside the current City limits (approximately 7,373 acres). (Refer to **Figure 3-2, Project Vicinity**). Land uses within the City's Planning Area includes undeveloped, developing, and developed properties. At this time, the City is not aware of any planned development within its SOI nor is the City seeking annexation of land within the SOI into its current jurisdiction. Nonetheless, the SOI is included in the Planning Area of the Beaumont 2040 Plan.

4.2 Notice of Preparation and Baseline

The Notice of Preparation (NOP) for the Project was distributed on March 9, 2018, which is the baseline year for purposes of this Draft PEIR.

4.3 Local Setting

Data regarding the existing conditions of the Planning Area was collected, analyzed, and presented in the *Existing Conditions Report, City of Beaumont General Plan Update.* This report, which is incorporated by reference and included as Appendix B to the Draft PEIR. The *Existing Conditions Report* is organized as follows.

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

Our Local Market: Summarizes existing trends and projections related to market and economic conditions in the City. It identified types of jobs and employers across the region.

Our City: Provides an overview of existing land use and development across the City; a summary of development patterns and development opportunity areas in the City; and an overview of City structure.

How We Get Around: Identifies the existing circulation network and transportation facilities, including roadways, sidewalks, trails, transit facilities, and bicycle facilities.

Our Community Services: Provides an overview of park, library, and school facilities in the City, in addition to water, solid waste collection and diversion, and wastewater treatment.

Safety: Provides an overview of fire and police services and a summary of hazards such as wildfires, earthquakes, and measured noise levels.

Our Natural Resources: Provides an inventory of existing habitat and special status species and existing conditions regarding air quality.

In addition to information contained in the *Existing Conditions Report*, the Beaumont 2040 Plan also contains information regarding, among other topics, existing land use, the bicycle network, population and demographics, groundwater, housing, utilities, schools and parks, relevant regional plans, provision of public safety services, and geologic features.

Draft PEIR sections 5.1 through 5.20 provides additional, more specific information regarding the Planning Area's current environmental and regulatory setting pertaining to the following issues:

- Section 5.1 – Aesthetics
- Section 5.2 – Agricultural and Forestry Resources
- Section 5.3 – Air Quality
- Section 5.4 – Biological Resources
- Section 5.5 – Cultural Resources
- Section 5.6 – Geology and Soils
- Section 5.7 – Greenhouse Gas Emissions
- Section 5.8 – Hazards and Hazardous Materials
- Section 5.9 – Hydrology and Water Quality
- Section 5.10 – Land Use and Planning
- Section 5.11 – Mineral Resources
- Section 5.12 – Noise
- Section 5.13 – Population and Housing
- Section 5.14 – Public Services
- Section 5.15 – Recreation
- Section 5.16 – Transportation and Traffic
- Section 5.17 – Tribal Cultural Resources
- Section 5.18 – Utilities and Service Systems
- Section 5.19 – Energy
- Section 5.20 - Wildfire

Readers are directed to refer to each analysis section of the above Draft PEIR sections for detailed discussions of the environmental setting relative to each environmental topic analyzed.

5.0 ENVIRONMENTAL IMPACT ANALYSIS

The California Environmental Quality Act (CEQA) requires consideration and discussion of significant environmental effects. Sections 15126-15126.2 of the *CEQA Guidelines* states, "All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation…an EIR shall identify and focus on the significant environmental effects of the proposed project."

This Draft Program EIR (PEIR) analyzes those environmental issue areas as stated in the Notice of Preparation (NOP) (Appendix A of this Draft PEIR) where significant impacts have the potential to occur. No Initial Study was prepared for the proposed Beaumont 2040 Plan and Revised Zoning Ordinance and Zoning Map (collectively the proposed Project or Project) as the City has determined that a comprehensive PEIR is clearly required for the Project (permissible under State *CEQA Guidelines* Section 15063[a], and that the Project has the potential to result in significant environmental effects. Sections 5.1 through 5.20 of the Draft PEIR, examine the potential environmental impacts associated with implementation of the proposed Project and focuses on the following issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Energy
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Technical Studies

Technical studies providing detailed technical analyses that were used in this Draft PEIR were prepared for various environmental issues, such as air quality, biological resources, cultural resources, greenhouse gas emissions, noise, and traffic. These documents are identified in the discussion for the individual environmental issue, and included as technical appendices on a CD attached to the Draft PEIR.

Analysis Format

The Draft PEIR assesses how the proposed Project would impact the issue areas identified above. Each environmental issue addressed in this Draft PEIR is presented in terms of the following subsections:

- **Setting:** Provides information describing the existing setting on or surrounding the Project site which may be affected as a result of the implementation of the Project and provides a description of the "baseline" conditions from which potential impacts are assessed. This section

describes the physical conditions that existed when the NOP was published and sent to responsible agencies and the State Clearinghouse.

- **Related Regulations:** Provides a discussion of the applicable Federal, State, regional, and local regulations with respect to each environmental issue.

- **Beaumont 2040 Plan**: Identifies the goals and policies of the Beaumont 2040 Plan with regard to each environmental issue that could reduce impacts.

- **Thresholds of Significance:** Defines and lists specific criteria used to determine whether an impact is or is not considered to be potentially significant. The City of Beaumont has not established local CEQA significance thresholds as described in Section 15064.7 of the State *CEQA Guidelines*. Therefore, significance determinations utilized in these sections rely primarily upon Appendix G of the 2019 *CEQA Guidelines*.

- **Environmental Impacts before Mitigation:** Provides evidence, based on factual and/or scientific data, for the cause and effect relationship between the proposed Project and the potential changes in the environment as they relate to each thresholds of significance. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained to the extent reasonable, to determine whether impacts may be significant. All of the potential effects, including direct effects, reasonably foreseeable indirect effects, and considerable contributions to cumulative effects, are considered. Cumulative effects are discussed in Section 7.0, Other CEQA Topics.

- **Proposed Mitigation Measures:** Identifies the means by which potentially significant impacts could be reduced or avoided in case where the PEIR analysis determines such impacts to be potentially significant. Standard existing regulations, requirements, programs, and procedures that are applied to all similar projects, as well as relevant Project components such as Beaumont 2040 Plan Policies and Downtown Specific Plan Policies, are considered in identifying additional feasible mitigation that may be needed to reduce potentially significant impacts. Mitigation, in addition to measures that the lead agency will implement, can also include measures that are within the responsibility and jurisdiction of another public agency (CEQA Guidelines, Section 15091[a][2]).

- **Levels of Significance After Mitigation:** Identifies the impacts that will remain after application of mitigation measures, if any feasible mitigation measures exist, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as unavoidable potentially significant impacts. To approve a project with significant, unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the City Council is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the Project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” and the project approved (CEQA Guidelines Section 15093[a]).

5.1 AESTHETICS

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map

Since an Initial Study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to potential impacts to scenic vistas, scenic highways, scenic resources, the visual character or quality of public views, and from new sources of light and glare.

5.1.1 Setting

From the perspective of the California Environmental Quality Act (CEQA), the term “aesthetics” pertain to the perceived visual quality of an area characterized by one or more visual elements such as an open space, scenic view, or architecture. Aesthetically significant features can occur in a diverse array of environments, ranging from urban centers to rural agricultural lands to natural woodlands. Scenic and visual resources are generally defined to include the smaller-scale features within a viewshed, such as individual trees or boulders, as well as components of the built environment. They can also include, though are not limited to, land formations (natural or cultural modification), rock outcroppings, undisturbed natural areas (e.g., riparian areas, oak woodlands, etc.), open space, view corridors associated with designated scenic routes, points of historic or cultural significance, agricultural areas (e.g., vineyards, citrus groves) and other man-made features.

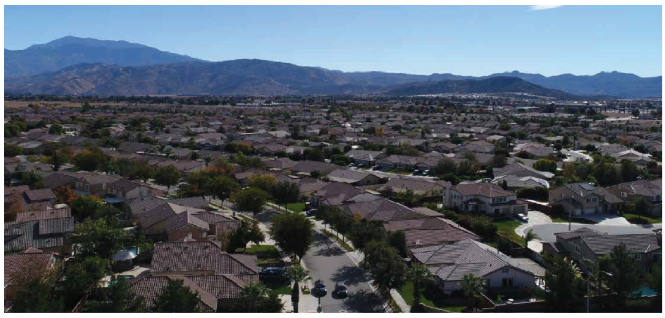
A project can have significant impacts on visual quality if it negatively affects the aesthetically significant features by altering them in part or wholly, e.g., by destroying vegetation integral to a scenic vista, by constructing a building in an architectural style that conflicts with the existing setting, or by obstructing existing viewsheds.

Natural Scenic Resources

The City and City’s Sphere of Influence (SOI) (herein collectively referred to as “Planning Area”) is located in the San Gorgonio Pass “Pass”, which serves as a link from the central Inland Empire to the west with the Coachella Valley desert to the east. Primary vistas of the Pass area are the San Gorgonio Mountains and the San Bernardino Mountains located to the north and the San Jacinto Mountains to the southeast. Intermittent views of the mountains can be seen along major thoroughfares in the area. An open space area referred to as the “Badlands” is located within the southerly portion of Planning Area. The Badlands is topographically characterized by deeply dissected ravines with intervening ridgelines. A defining topographic feature of the Badlands is Mt. Davis, which, at approximately 2,681 feet above mean sea level (msl), is the “summit” of this area. (See **Figure 3-3 – Beaumont Subareas** and **Figure 5.1-1 – Natural Scenic Resources.**)

Vegetation within the Badlands consists of extensive stands of native vegetation, comprised primarily of chaparral. The Badlands also evidences limited Riversidean sage scrub and riparian habitats. The southern portion of the Badlands area contains numerous large granite boulders and rock outcrops, with some boulders exceeding 20 feet in diameter.

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Surrounding Mountains





Town Center



SR-79 West



SR-79 East





Jack Rabbit

Figure 5.1-1- Natural Scenic Resources

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Built Environment

Other visual resources within the Planning Area include points of historic or cultural interest (detailed in Section 5.5 – Cultural Resources of this PEIR); small, disaggregated agricultural areas, and other man-made features.

There is a section of the community that exemplifies the old-town character and contains several buildings of historic interest. The old-town community encompasses the segment of 6th Street between Orange Street and Viele Avenue, and 5th and 8th Streets. Buildings of significant historical interest in the old town include the old bank building (currently Precision Stampings, Inc.), the old high school (currently City Hall), Beaumont Carnegie Library (currently Beaumont Library District), Beaumont Woman's Club (currently Beaumont Woman's Club and San Gorgonio Pass Historical Society Museum), the old church (currently First Christian Church), St. Stephen's Episcopal Church, and San Gorgonio Catholic Church (currently St. Kateri Tekawitha) the locations of which are shown on **Figure 5.1-2 – Built Environment Resources**. (ECR, p. 34.)

No officially designated State scenic highways, eligible State scenic highways, of officially designated County scenic highways traverse or are in proximity to the Planning Area. (Caltrans (a); Caltrans(b).)

Light and Glare

In its current setting, developed portions of the Planning Area, in and around the City core, exhibit typical urban sources of light and/or glare. Existing nighttime lighting is primarily comprised of vehicular lights from traffic along Interstate 10 (I-10) freeway, State Route 60 (SR-60) freeway, SR-79 freeway, and other area roadways; street lighting; parking lots and walkways; and light emitted from existing developed land uses. Buildings and structures made with glass, metal, and/or polished exterior or roofing materials existing in the Planning Area; combined with existing natural and manmade light sources, can constitute a source of localized glare. These light sources are less evident in more rural or undeveloped portions of the Planning Area that generally lie to the south and southwest of the core urban areas.

The Mount Palomar Observatory, located south of the City of Temecula in San Diego County, has identified that the continued urbanization of southwestern Riverside County contributes to reducing the nighttime usefulness of the Observatory due to the emission of lighting from streetlights, automobiles, residences, and businesses. This type of lighting condition is called “skyglow.” It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines. As shown on **Figure 5.1-3 – Mount Palomar Nighttime Lighting Policy Area**, the entire Planning Area is within a 45-mile radius of the Mt. Palomar Observatory. The Observatory requires unique nighttime lighting standards in order to allow the night sky to be viewed clearly. Both the counties of San Diego and Riverside have adopted ordinances to regulate nighttime or “dark-sky” lighting.

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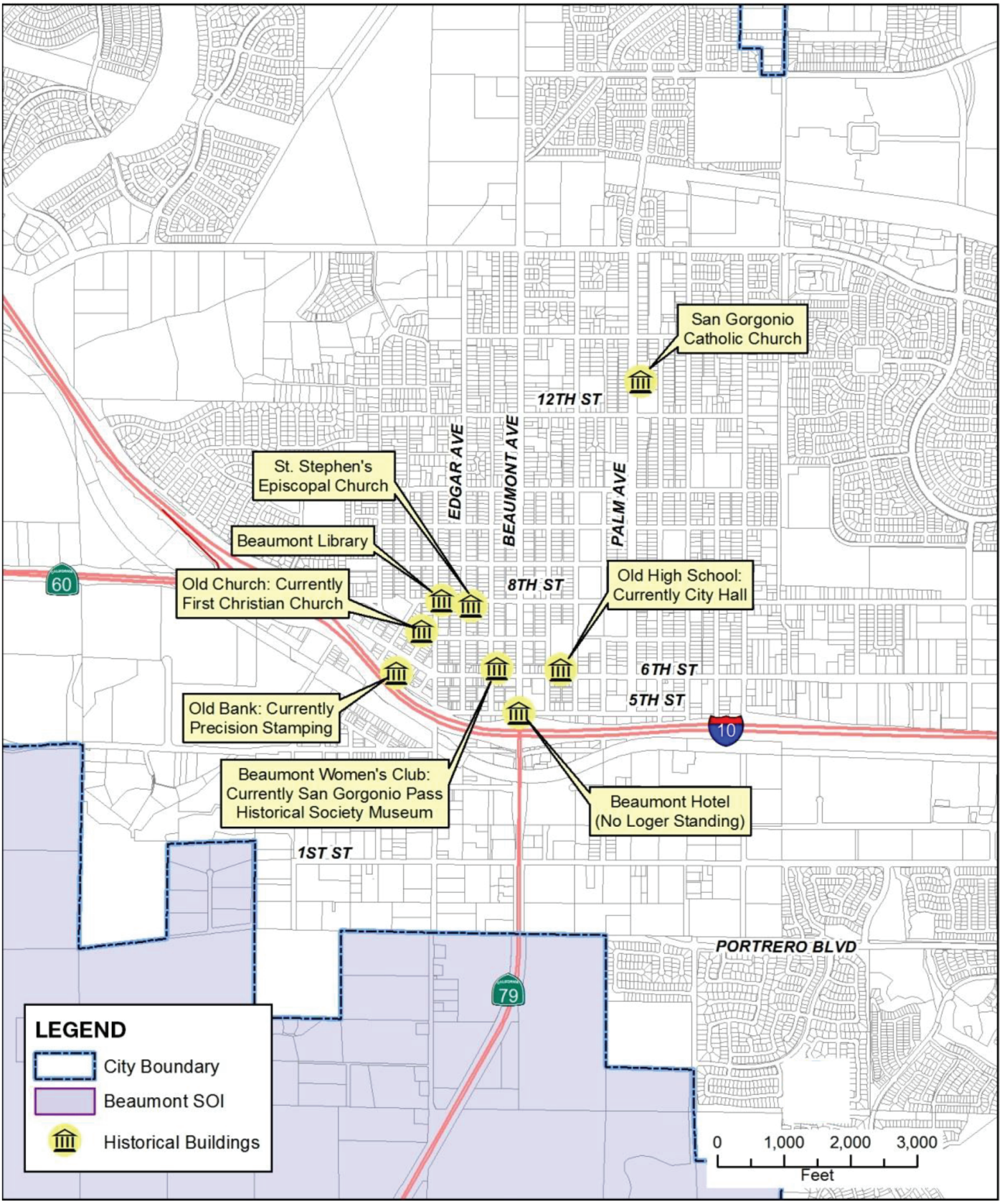
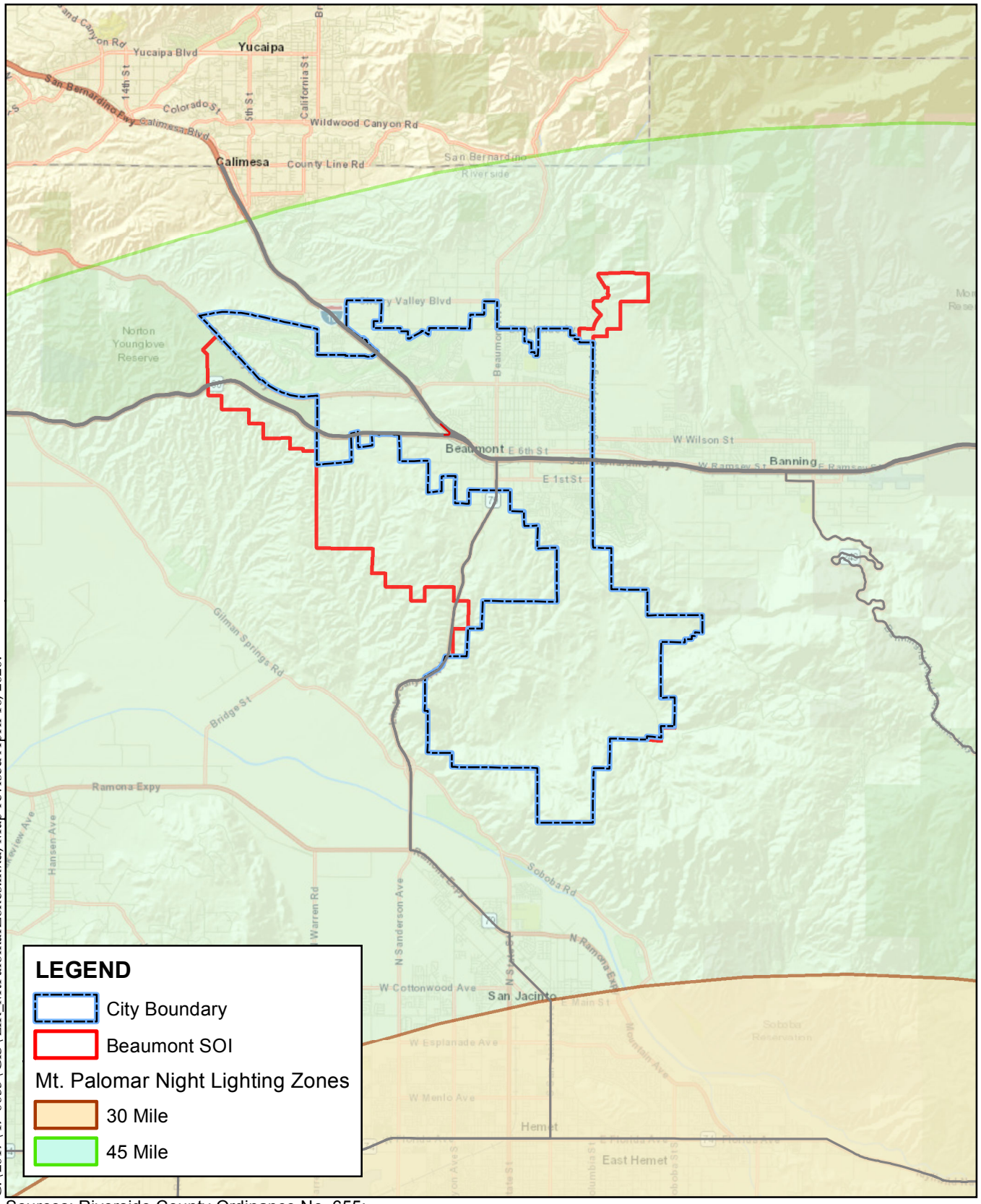


Figure 5.1-2 - Built Environment Resources

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G:\2017\17-0033\GIS\EIR_MtPalomarZones.mxd; Map revised April 16, 2020.

Sources: Riverside County Ordinance No. 655; Raimi+ Assoc. 2019; ESRI.

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5.1-3 - Mount Palomar Nighttime Lighting Policy Area

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5.1.2 Related Regulations

Federal Regulations

There are no federal regulations related to aesthetics that are applicable to the proposed Project.

State Regulations

Caltrans Scenic Highways

The California Department of Transportation (Caltrans) State Scenic Highway Program was established in 1963. This program provides for the designation of scenic or eligible scenic highways, as well as scenic corridors. Scenic corridors are evaluated based on existing scenic areas adjacent to and visible from (but not within) the highway right-of-way and featuring primarily scenic and natural features. Topography, vegetation, viewing distance and jurisdictional lines determine corridor boundaries.

Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on vividness, intactness, and unity. (Caltrans(c).) At present, there are no officially designated or eligible State Scenic Highways within or adjacent to the Planning Area, nor is it anticipated that the adoption and implementation of the proposed Project would directly or indirectly affect visual qualities of officially designated or eligible State Scenic Highways beyond the Planning Area.

Regional Regulations

County of Riverside - Ordinance No. 655

The intent of the County of Riverside (County) Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays, which have a detrimental effect on astronomical observation and research. More specifically, this Ordinance addresses potential sources of light and glare that may affect activities of the Mount Palomar Observatory. The Ordinance identifies two Zones (Zone A and Zone B) surrounding the Observatory to delineate areas in which exterior light could negatively affect the Observatory operations. Zone A encompasses the circular area within a 15-mile radius of the Observatory. Zone B includes Zone A and encompasses the circular area within a 45-mile radius of the Observatory. In general terms, Zone A is more restrictive than Zone B in terms of allowable exterior light levels and types of light fixtures.

None of the Planning Area lies within Zone A, however the entire Planning Area lies within Zone B of the Observatory (see **Figure 5.1-3 – Mount Palomar Nighttime Lighting Policy Area**). Applicable provisions of Ordinance No. 655 generally require the use of low-pressure sodium exterior lights, and appropriate directional installation and shielding for outdoor light fixtures. In combination, implementation of Ordinance No. 655 requirements acts to reduce potential light pollution impacts on Observatory activities. Ordinance No. 655 is generally applicable to currently developed and unincorporated SOI properties within the Planning Area.

Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Riverside County Multiple Species Habitat Conservation Plan (MSHCP) serves to protect and preserve valuable biological resources (critical habitat areas) within Riverside County. These criteria habitat areas also exhibit desirable rural/open space visual qualities which provide relief from development intensities and characteristics of the built urban environment. Accordingly, portions of MSHCP criteria habitat areas within the Planning Area contribute generally to desirable visual qualities of

rural areas lying south/southwestern portions of the Planning Area. These habitat areas will be preserved and protected consistent with the policies and programs outlined in the MSHCP.

Riverside County Eligible and Designated Scenic Highways

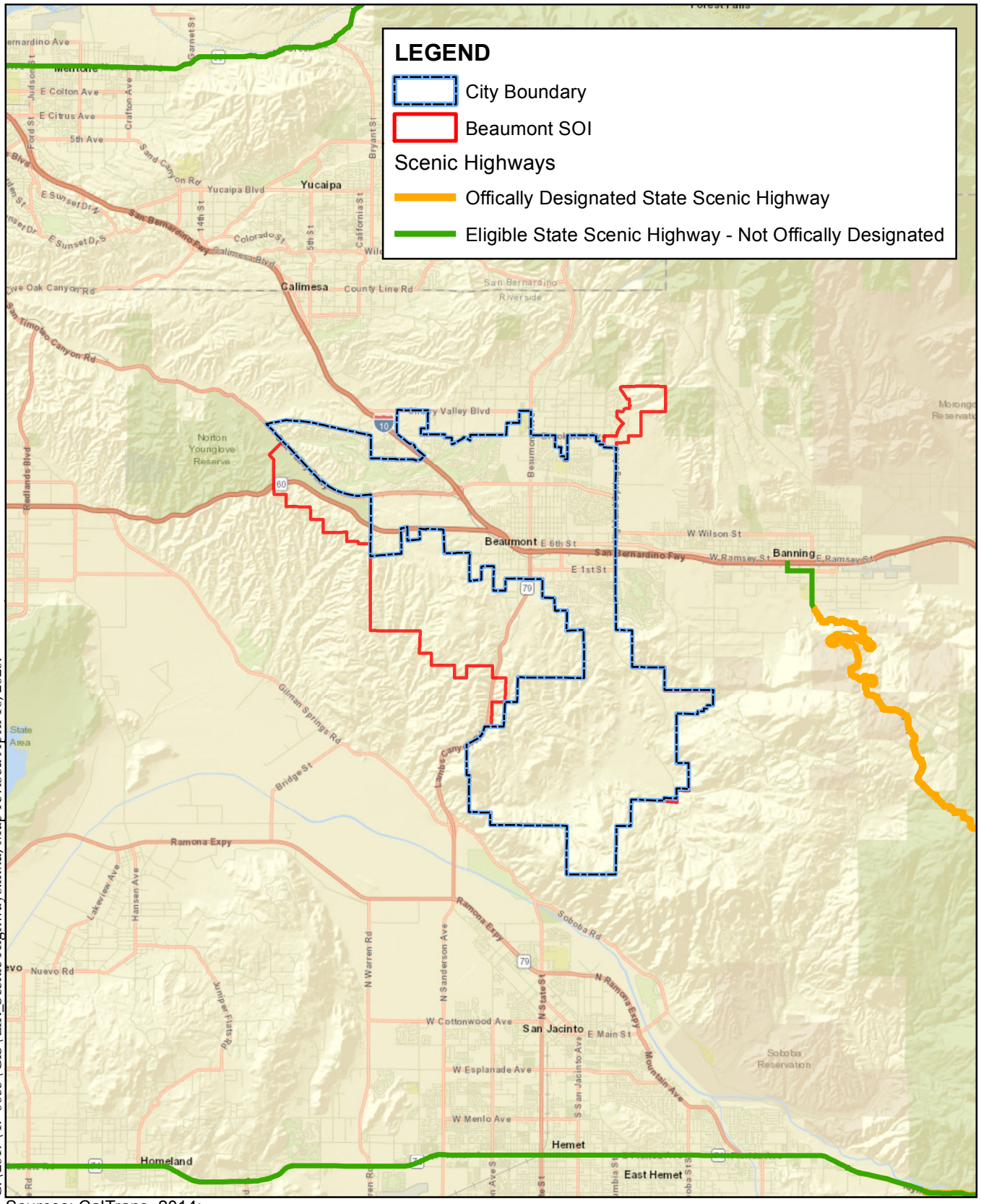
Scenic vistas and natural features, including low-lying valleys, mountain ranges, ridgelines, rock formations, rivers, and lakes are often enjoyed via Riverside County's roadways. Due to the visual significance of many of these areas, certain roadways within the County have been officially recognized as either "eligible" or "designated" County scenic highways. Within the Planning Area, segments of Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue then to the Beaumont City limit), San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60 freeway), and Gilman Springs Road/SR-79 freeway (Moreno Valley City limit to Lamb Canyon Road (SR-79), south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards SR-74 freeway and the City of San Jacinto) have been designated as County eligible scenic highways (see **Figure 5.1-4 – Scenic Highways and Roadways**). Development along the designated scenic highways and roadways is managed to preserve the areas' scenic qualities.

Local Regulations

Beaumont Municipal Code Chapter 8.50 – Outdoor Lighting

Chapter 8.50, of the Beaumont Municipal Code (BMC) (referred to herein as the "City's Outdoor Lighting Ordinance") establishes regulations and standards which will reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices, minimize light pollution which has a detrimental effect on the environment and the enjoyment of the night sky, reduce and minimize lighting and lighting practices which cause unnecessary illumination of adjacent properties, correct problems of glare and light trespass, and reduce energy use. (BMC, Section 8.50.010.)

To these ends, BMC Section 8.50.030 establishes three Lighting Zones in the City for the purpose of regulation and establishing standards for the reasonable use of outdoor lighting. These lighting zones, which are defined on the basis of land uses are: *The Residential Lighting Zone*, consisting of all areas of the City zoned exclusively for residential uses; *The Commercial Industrial Lighting Zone*, consisting of all areas of the City zone exclusively for commercial and industrial uses; and The Special Use Lighting Zone, consisting of specific land uses, which require more accurate color rendition, such as automobile sales lots, outdoor recreation facilities, outdoor advertising displays, service stations, and industrial area were higher pole heights are required to avoid interference with vehicle operations. (BMC, Section 8.50.030 and 8.50.080.1.) The City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City. This includes "lighting curfews" generally applicable to commercial and industrial properties to reduce illumination of affected properties and preserve dark skies. The City's Outdoor Lighting Ordinance meets or exceeds the requirements and performance standards established under County Ordinance No. 655.



G:\2017\17-0033\GIS\EIR_Scenic Highways.mxd; Map revised April 16, 2020.

Sources: CalTrans, 2014; Raimi+ Assoc. 2019; ESRI.

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5.1- 4 - Scenic Highways and Roadways

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5.1.3 Beaumont 2040 Plan

This section presents those features of the proposed Project that reduce potential aesthetic impacts.

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to aesthetic or visual resources include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

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

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

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

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

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

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

Implementation LUCD21 Lighting Pollution Guidelines. Adopt guidelines for outdoor lighting located in proximity to wildlife and habitat areas in order to minimize light pollution.

Implementation LUCD25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

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

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

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.5: A City that preserves and enhances its natural; resources.

Policy 8.5.2 Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

Goal 8.6: A City that protects and enhances its scenic vistas and views.

Policy 8.6.1 Protect and preserve existing, signature views of the hills and mountains from the City.

Policy 8.6.2 Continue to minimize the impact on views by restricting new billboards along the City's roads and highways. Electronic and animated billboards should be prohibited except in rare and special circumstances.

Policy 8.6.3 Require the preparation of a grading analysis on hillside development to pre-determine where development should occur to minimize the impact of new development on views of the city's hillsides.

Policy 8.6.4 When grading is necessary, encourage grading for new development that complements the surrounding natural features.

Policy 8.6.5 Plan public facilities, roads, and private development to take advantage of the city's mountain and hillside views, especially as the Downtown develops.

Policy 8.6.6 Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.

Policy 8.6.7 Partner with Southern California Edison to retrofit streetlights with LEDs that comply with Dark Sky standards.

Policy 8.6.8 Promote dark sky education in the community to promote responsible lighting and dark sky stewardship.

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policy 8.8.1 Promote the maintenance of open space through the implementation of the General Plan.

Policy 8.8.2 Protect and preserve open space and natural habitat wherever possible.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Policy 8.8.5 Encourage residential clustering as a means of preserving open space. This policy is implemented through the Land Use and Community Design Element.

Policy 8.8.6 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.1 Continue to require hillside development to be consistent with the provisions of the Hillside Ordinance Policies.

Policy 8.9.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy 8.9.3 Control land grading to minimize the potential for erosion, land sliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms

Policy 8.9.4 Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.

Policy 8.9.5 Reduce light pollution by establishing a "night-time sky" ordinance.

Implementation C17 Dark Sky Lighting Ordinance. Prepare a Dark Sky Ordinance to regulate outdoor lighting through the adoption of comprehensive citywide outdoor lighting standards, such as shielding light in the downward direction and limiting bright white lighting and glare.

Implementation C19 Hillside Ordinance. Support and implement the existing hillside ordinance.

Implementation C21 Joint Use. Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails.

<u>Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan</u>

11.3.3 Improve existing streets with a diversity of street furnishings including benches, directional signage, bollards, bicycle parking, and trash receptacles.

11.3.4 Design clearly identifiable entry points into the Downtown area and Downtown Core district that create a sense of arrival.

11.7.6 Ensure that loading docks and service entrances are screened from the right-of- way and adjacent properties; are accessed via alleys, side streets, or services access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise.

11.12.5 Avoid creating a "canyon effect" through sensitive design and attention to the massing and orientation of new buildings.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

5.1.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Have a substantial adverse effect on a scenic vista;
- (Threshold B) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- (Threshold C) Substantially degrade the existing visual character or quality of the site and its surroundings; or
- (Threshold D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.5 Environmental Impacts before Mitigation

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: Would the Project have a substantial adverse effect on a scenic vista?

The Planning Area does not contain any specifically-designated scenic vistas that would be affected by implementation of the Beaumont 2040 Plan and Revised Zoning Map. Primary vistas of the Pass area are the San Gorgonio Mountains and the San Bernardino Mountains located to the north and the San Jacinto Mountains to the southeast. Intermittent views of the mountains can be seen along major thoroughfares in the area. An open space area referred to as the "Badlands" is located within the southerly portion of Planning Area.

Future development within the Planning Area would result in the intensification of existing urban uses, as well as conversion of vacant land into urban land uses. As evidenced by the Beaumont 2040 goals, policies, and implementation actions, the City is committed to preserving its natural resources and open spaces to the extent feasible to enhance the living environment of all residents. The City believes that individual interest must be balanced against the general public interest and particularly the conservation of natural resources.

As shown on **Figure 3-4 – Land Use Plan** and **Figure 3-6 – Zoning Map**, the southern portion of the Planning Area will be designated as Open Space, and the zoning will remain as Recreation/Conservation (RC), which will help preserve the scenic views within this area. The Employment District, Industrial, High Density Residential Traditional Neighborhood, Single Family Residential, Urban Village, Downtown Mixed Use, General Commercial, Neighborhood Commercial, and Public Facilities land uses proposed in the Beaumont 2040 Plan are within areas that have been developed, are adjacent to developed areas, or adjacent to roadways. (See **Figure 3-4** and **Figure 3-5**.) The proposed residential neighborhoods within the central portion of the City limits and City's SOI are currently mostly within vacant parcels. The Beaumont 2040 Plan and Revised Zoning Ordinance will clarify the existing Rural Residential land use designation by providing opportunities for single family housing on: minimum 40-acre lots in a rural mountainous setting (RR40), minimum 10-acre lots in a rural setting (RR10), and minimum 1 acre lots in a

hillside setting (RR1). Project-specific design review of future development proposals within City limits will ensure that development pursuant to the Beaumont 2040 Plan is attractive and cohesive, without diminishing the quality of the natural beauty of the general vicinity. Accordingly, projects which may impact views of ridgelines will be given particular attention. Future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and design review process.

The Beaumont 2040 Plan goals, policies, and implementation identified in Section 5.1.3 are intended to ensure that urbanization of the Planning Area will not result in significant visually intrusive or incompatible development. Through compliance and implementation of its Beaumont 2040 Plan goals and policies listed in Section 5.1.3 above and project-specific design review for development proposals, impacts related to having a substantial adverse effect on a scenic vista would be **less than significant**.

The City's Zoning Ordinance requires all City-project site plans to come under review to prevent unlawful nonconforming uses and structures. The Zoning Ordinance regulates building setbacks, building heights, land uses, landscaping, grading, parking, etc. Future development within the City's SOI that is under the County's land use control would be subject to the County's Zoning Ordinance. Therefore, through compliance with the Revised Zoning Ordinance, impacts related to having a substantial adverse effect on a scenic vista would be **less than significant.**

Threshold B: Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Development pursuant to the Beaumont 2040 Plan and Revised Zoning Map which would occur in or immediately adjacent to large expanses of open space would have the greatest potential for adverse effects to scenic resources because these areas tend to contain undisturbed or minimally-altered naturally-occurring scenic resources such as trees and stands or rock outcroppings. As shown on **Figure 3-4 – Land Use Plan** and **Figure 3-6 – Zoning Map**, the Beaumont 2040 Plan and Revised Zoning Map do not propose any land uses which would substantially impact the scenic resources of the within the Planning Area or its vicinity. Zoning standards includes specific requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development standards. Further, site-specific analysis required by the City's entitlement process and CEQA will ensure that potential scenic impacts of individual proposed projects are disclosed and mitigated to a level which would be less than significant, if applicable and feasible. Additionally, development pursuant to the General Plan may affect built environment resources, such as historic buildings.

As discussed in Section 5.1.2 above and shown on **Figure 5.1-4 – Scenic Highways and Roadways**, there are no designated or eligible State scenic highways within or adjacent to the Planning Area. The closest officially designated State scenic highway is SR-243 freeway, located approximately four miles east of the Planning Area. However, within the Planning Area, segments of Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue the to the Beaumont City limit), San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60 freeway), and Gilman Springs Road/SR-79 freeway (Moreno Valley City limit to Lamb Canyon Road (SR-79), south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards SR-74 freeway and the City of San Jacinto) have been designated by Riverside County as County eligible scenic highways.

Project-specific design review of future development proposals within City limits will afford the City the opportunity to consider visual attributes of projects as well as their potential impacts on visual resources

and along County eligible scenic highways. Special attention will be given to all development proposals that could affect views of, or otherwise alter, ridgelines. Historic buildings within the City's core area will be preserved as required by Federal, State, and local policies and new development would be required to be consistent with these policies and programs. As discussed in Section 5.5 – Cultural Resources of this PEIR, restoration of existing development, including historic buildings or structures, would also be required to comply with these policies and programs. Future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and design review process. Furthermore, Beaumont 2040 Plan goals, policies, and implementation described under Section 5.1.3 are intended to ensure that urbanization of the Planning Area will not result in significant substantial damage to scenic resources. Therefore, impacts with regard to substantially damaging scenic resources would be **less than significant**.

The City's Zoning Ordinance requires all City-project site plans to come under review to prevent unlawful nonconforming uses and structures. The Zoning Ordinance regulates building setbacks, building heights, land uses, landscaping, parking, etc. Future development within the City's SOI that is under the County's land use control would be subject to the County's Zoning Ordinance. Therefore, impacts with regard to substantially damaging scenic resources from updates to the Revised Zoning Ordinance would be **less than significant.**

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

The conversion of open spaces to rural uses that would be realized under the Beaumont 2040 Plan and Revised Zoning Map could have potential significant visual impacts, either by altering or obstructing existing views, or by potentially obstructing distant panoramic views from existing development. This would be particularly notable in areas which are currently primarily rural, agricultural, or undeveloped, such as in the southern portion of the City limits and central portion of the City's SOI. Although development pursuant to the Beaumont 2040 Plan and Revised Zoning Map will be required to comply with all applicable General Plan goals and policies related to protection of aesthetic resources, the specific location and nature of future development is unknown at this time; therefore, any potential future impacts must be addressed on a project-level basis.

Implementation of the Downtown Area Plan (DAP) will result in new development and redevelopment within Downtown Beaumont's three districts: Downtown Core, Extended Sixth Street, and Beaumont Avenue. (See **Figure 3-6 – Downtown Area & Boundary**.) One of the visions of the DAP is to create a vibrant downtown through, among other strategies, the reduction of existing vacancies, a mix of active uses and use of human scale design to support pedestrian activity. The DAP is consistent with Beaumont 2040 Plan Policies 3.1.2 (reestablish the City's pedestrian-oriented Downtown as a community anchor), 3.1.5 (invest in existing residential neighborhoods), and 3.3.5 (incentivize infill housing Downtown.) Additionally, development and redevelopment in the DAP and all new development within City limits will be subject to the City's design review process and future development within the City's SOI that is under the County's land use control would be subject to County's entitlement requirements, regulations, and design review process.

Additionally, Beaumont 2040 Plan goals, policies, and implementation described under Section 5.1.3 are intended to ensure that urbanization of the Planning Area will not result in substantial degradation to the existing visual character or quality of the site and its surroundings. Thus, impacts related to substantially

degrading the existing visual character or quality of public views of a specific project sites and its surroundings would be **less than significant.**

The City's Zoning Ordinance requires all City-project site plans to come under review to prevent unlawful nonconforming uses and structures. The Zoning Ordinance regulates building setbacks, building heights, land uses, landscaping, parking, etc. which will ensure that future development are consistent with surrounding area in terms of mass, scale, and design. Future development within the City's SOI that is under the County's land use control would be subject to the County's Zoning Ordinance. Therefore, impacts related to visual character from updates related to the Revised Zoning Ordinance would be **less than significant.**

Threshold D: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Light pollution may alter the natural light levels in the outdoor environment due to artificial light sources, which can interfere with nocturnal wildlife, particularly night-hunting or foraging animals, such as owls, rodents, and others. Excessive night lighting can also lead to skyglow, which interferes with the operation of astronomical observatories.

Development pursuant to the Beaumont 2040 Plan will introduce new sources of light into the Planning Area in the form of streetlights, parking lots, illuminated signs, residential/other outdoor security lighting, and vehicular lights that may affect the nighttime sky. Additionally, new sources of light from glare may also arise from the use of reflective materials on building exteriors or from certain industrial process or agricultural operations, such as solar farms or fishponds. Although all new development pursuant to the Beaumont 2040 Plan and Revised Zoning Map would incrementally contribute to light pollution throughout the Planning Area, all future development within the City limits would be subject to the provisions of Chapter 8.50, Outdoor Lighting of the BMC. Chapter 8.50 sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City. New development on properties within the City's SOI that propose annexation to the City will also be subject to the provisions and requirements of the City's Outdoor Lighting Ordinance. Development within the City's SOI that does not include annexation to the City, will be subject to the County's process and regulations, including the applicable provisions of County Ordinance No. 655. County Ordinance No. 655 requires the use of low-pressure sodium exterior lights, and appropriate directional installation and shielding for outdoor light fixtures to reduce potential light pollution impacts on Mt. Palomar Observatory activities. Therefore, through compliance with the goals, policies, and implementation of the Beaumont 2040 Plan, specifically Implementation C17 (preparation of a Night Sky Ordinance to limit bright white lighting and glare), and BMC Chapter 8.50 (Outdoor Lighting) for property within the City, or County Ordinance No. 655 (sets forth lighting design standards) for property within the SOI, impacts regarding the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area will be reduced to **less than significant.**

The proposed Revisions to the Zoning Ordinance will not change any of the provision set forth in Chapter 8.50 (the City's Outdoor Lighting Ordinance). As part of implementing the Revised Zoning Ordinance, City staff will ensure that no light spillage occurs when photometric plans are submitted as part of project-specific plan check review. As such, impacts related to the creation of a new source of substantial light or glare from updates to the Revised Zoning Ordinance which would adversely affect day or nighttime views would be **less than significant.**

5.1.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impact related to aesthetics; therefore, mitigation measures are not necessary.

5.1.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to aesthetics. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable City/County standards/regulations related to light and glare, the Project's potential aesthetic impacts were found to be **less than significant.**

5.1.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC — City of Beaumont, *Beaumont Municipal Code, Title 8 – Health and Safety. Chapter 8.50 – Outdoor Lighting*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT8HESA_CH8.50OULI. Accessed April 17, 2020.)

Caltrans(a) — California Department of Transportation (Caltrans), *List of Officially Designated County Scenic Highways (PDF*). (Available at hhttps://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 17, 2020.)

Caltrans(b) — California Department of Transportation (Caltrans), *Scenic Highway System Lists, List of Eligible and Officially Designated State Scenic Highways (XLSX*). (Available at hhttps://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 17, 2020.)

Caltrans(c) — Caltrans, Landscape Architecture Program, Division of Design, *Scenic Highway Guidelines,* October 2008. (Available at https://dot.ca.gov/-/media/dot-media/programs/design/documents/scenic-hwy-guidelines-04-12-2012.pdf. Accessed April 17, 2020.)

County of Riverside — County of Riverside. *Ordinance No. 655 – An Ordinance of the County of Riverside Regulating Light Pollution,* June 7, 1988. (Available at. http://www.rivcocob.org/ords/600/655.htm, accessed January 2, 2018).

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

5.2 AGRICULTURE AND FORESTRY RESOURCES

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to: convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contract; conflict with existing zoning for, or cause rezoning, of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

In response to the Notice of Preparation, the City received a comment letter from the Southwest Regional Council of Carpenters.[1] This letter is included in Appendix A and summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received at the Project's public scoping meeting.

5.2.1 Setting

Agriculture

In the late 19th century, prior to its incorporation, the chief industry in what is now the City was grain agriculture. A new water system developed by the San Gorgonio Water Company, helped spur the development of new houses and fruit orchards in the northern portion of the City. (ECR, p. 4.) Agricultural land uses currently make up a minority of the Planning Area. Several factors determine the feasibility of developing and/or maintaining agricultural land. These generally include soil type, climate, water prices, commodity prices, and proximity to developed lands.

Agricultural operations have been a part of the Beaumont community, particularly in the flat lands, since its incorporation in 1912. Historically, the principal industry in the Beaumont-Cherry Valley area has been agriculture and agricultural related services; specifically, those associated with fruit production (cherries) and egg ranching. However, land use changes over the past decades with a preference for urbanization limit agricultural enterprises within the Planning Area. Over the years, the agricultural areas and other vacant lands were converted to housing tracts as new home buyers seek more affordable homes, particularly within the City. (BCVWD UWMP, p. 3-13.) The only agricultural producing site in the City is Dowling Fruit Orchards, a family owned business located south of SR-60 west of the merger of SR-60 and I-10 in the Interstate Employment subarea of the Beaumont 2040 Plan.

CEQA Statute Section 21060.1 defines "agricultural land" as "prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture [USDA] and

[1] Letter prepared by Wittwer Parkin LLP on behalf of the Southwest Regional Council of Carpenters.

inventory and monitoring criteria, as modified by California." Agricultural land can include crops that are cultivated for both human and animal use, crops that provide livestock forage, or as a source of raw materials. Non-cultivation activities are included as well, such as fish farms (aquaculture), poultry industry and livestock for production of animal products (e.g., meat, milk, dairy) and non-edible animal products (e.g., wool, leather).

Farmland Mapping and Monitoring Program

Farmland throughout California is classified and mapped by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP). The FMMP uses crop data, aerial photography, water use information and soils surveys to identify and rate the quality of lands used for crops and other purposes. FMMP maps for each county are generally updated every two years. The maps identify the following categories of Farmland, as defined by the DOC:

- Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Farmland of Statewide Importance: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- Local Important Farmlands: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In Riverside County, these are farmlands that include the following (RCGP 2015, p. OS-19):
    - Lands with soils that would be classified as Prime or Statewide Important Farmlands but lack available irrigation water.
    - Lands planted in 1980 or 1981 in dry land grain crops such as barley, oats, and wheat.
    - Lands producing major crops for Riverside County but that are not listed as Unique Farmland crops. Such crops are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelon.
    - Dairylands including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more.
    - Lands identified by Riverside County with Agriculture land use designations or contracts.
    - Lands planted with jojoba that are under cultivation and are of producing age.

The FMMP maps also identify grazing, urban and built-up land, water, and other lands, including brush and timberlands, wetlands and riparian areas, confined livestock, poultry or aquaculture facilities and mines.

The FMMP designated Farmland (and non-Farmland) within the Planning Area is shown on **Figure 5.2-1 – Designated Farmland** (on page 5.2-5). **Table 5.2-A – Farmland in the Beaumont Planning Area** presents the number of acres of each FMMP classification with the Planning Area.

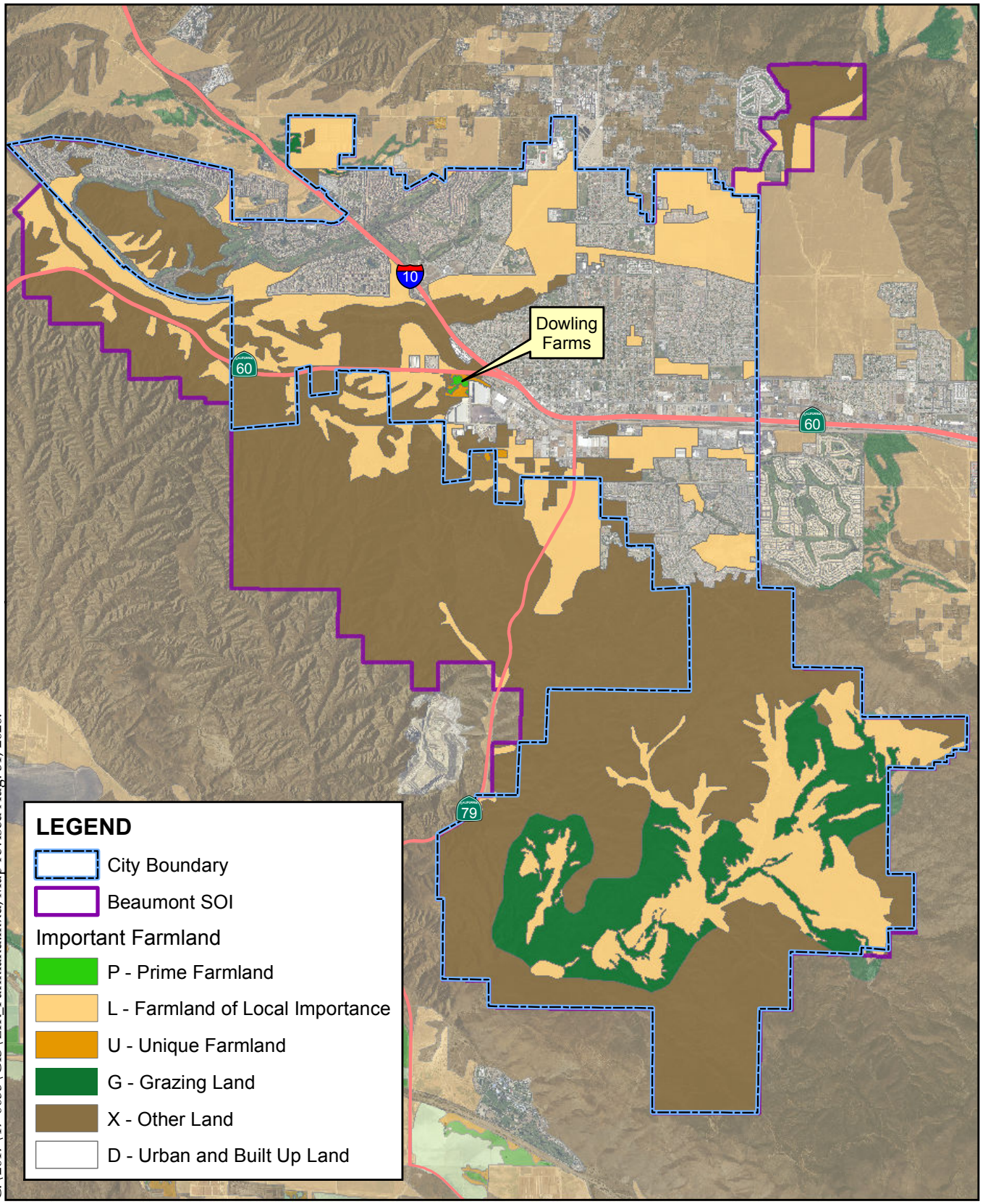
Table 5.2-A – Farmland in the Beaumont Planning Area

FMMP Categories	City Limits (acres)	Sphere of Influence (acres)	Planning Area City + SOI) (acres)
Designated Farmland			
Prime Farmland	11	0	11
Farmland of Statewide Importance	0	0	0
Unique Farmland	30	5	35
Subtotal Designated Farmland	41	5	46
Non-Farmland			
Farmland of Local Importance	4,528	1,317	5,845
Grazing Land	1,870	2	1,872
Urban and Built-Up Land	6,083	122	6,205
Other Land	6,860	5,706	12,599
Subtotal Non-Farmland	19,340	7,180	26,520
Grand Total	19,381	7,185	26,566

Source: Department of Conservation, 2016 FMMP Data.

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Sources: CA Dept. of Conservation, FMMP, 2016; Raimi+ Assoc., 2019; NAIP 2016 (imagery).

Figure 5.2-1 Designated Farmland

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Zoning

The City does not have a land use designation in the 2007 General Plan or a zoning district in the existing Zoning Ordinance specifically for "agriculture." As stated in the Beaumont Municipal Code (BMC), the Residential, Rural zoning designation (R-R Zone) is "…intended to provide for and encourage the development of agriculturally-oriented low density residential development to take advantage of the rural environment (BMC, p. 17:21)." The R-R Zone allows the following agricultural activities (BMC, Table 17.03-3, p. 17:30):

- Animal keeping;
- Animal rescue facilities;
- Apiaries;
- Aviaries;
- Catteries;
- Commercial growing establishments;
- Dairies;
- Kennels (all classes);
- Produce stands; and
- Stables.

Other zoning districts that have agricultural uses as Conditionally Permitted (C) or Permitted as an Accessory Use (A), are shown below in **Table 5.2-B – City Permitted Agricultural Uses for Base Zone Districts.** It should be noted that most of these agricultural uses are not the same as the crop field agriculture that the FMMP or CEQA typically considers as being "agriculture".

Table 5.2-B – City Permitted Agricultural Uses for Base Zone Districts

Agricultural Uses	RC	PF	RR	RSF	RMF	CG	CC	M	CM
Animal Keeping (Commercial Use)	N	N	P	C	N	C	C	C	C
Animal Keeping (Accessory Use)	N	A	A	A	A	C	C	C	C
Animal Rescue Facilities	N	N	P	C	N	N	N	C	C
Apiaries	N	N	P	C	N	N	N	N	N
Aviaries	N	N	P	N	N	N	N	C	N
Catteries	N	N	P	C	N	C	C	C	C
Commercial Growing Establishments	N	N	P	N	N	N	N	C	C
Dairies	N	N	P	N	N	N	N	N	N
Kennels (all Classes)	N	N	P	C	N	C	C	C	C
Produce Stands	N	N	P	N	N	N	N	N	N
Stables	N	N	P	N	N	N	N	N	N

Source: BMC Table 17.03-3, *Permitted Land Uses for Base Zone Districts*

RR Zone: Rural Residential Zone
RSF Zone: Residential, Single-Family Zone
RMF Zone: Residential, Multiple-Family Zone
RC Zone: Recreation/Conservation Zone
PF Zone: Public Facilities Zone
CG Zone: Commercial, General Zone
CC Zone: Community Commercial Zone
M Zone: Manufacturing Zone
CM Zone: Commercial, Light Manufacturing Zone

N = Not Permitted
P = Permitted
C = Conditionally Permitted
A = Permitted as an Accessory Use

The City's SOI includes land within unincorporated Riverside County. There are several county zones that are designated as an Agricultural Zone; however only one is within the City SOI, which is Light Agriculture with Poultry (A-P Zone) (Ord. No. 348). The A-P Zones are shown with the proposed land use designations in **Figure 5.2-2**. There are approximately 95 acres of county A-P Zone in the City's SOI. The following is a summary of typical uses permitted in the county A-P Zone:

> **A-P Zone:** One-family dwelling. Farms for commercial egg production and poultry. Fish, frogs, chinchilla, and other small animals. Nurseries, greenhouses, orchards, aviaries, apiaries, field crops, tree crops, berry and bush crops, vegetable, flower, and herb gardening, packing and processing in connection with farm operations. Grazing of farm animals (Max. 5 animals per acre). Agricultural mobile home with approved Plot Plan. (Ord. No. 348, Article XIIIa.)

Forestry Resources

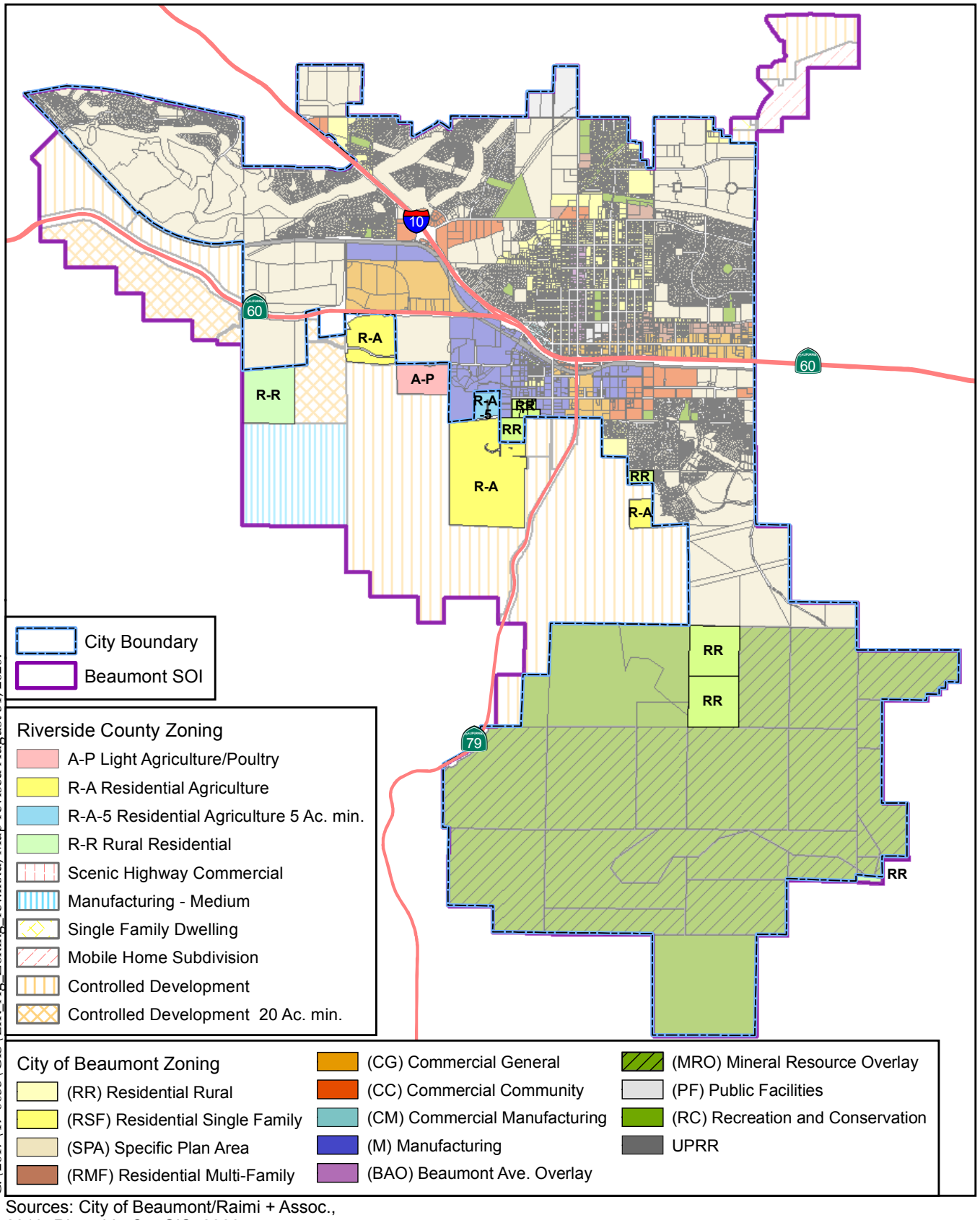
"Forest land" is defined in Public Resources Code (PRC) Section 12220(g) as:

> Land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

PRC Section 4526 defines "timberland" as:

> Land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board [State Board of Forestry and Fire Protection] on a [forest] district basis.

Although Beaumont is near the San Bernardino National Forest (approximately 3 miles) and Mount San Jacinto State Park (approximately 5 miles) where forest land is present, there are currently no commercial forestry or timber production industries within all of Riverside County, including the City, other than Christmas tree farms of nursery stock production (that is, cultivated, rather than wild-harvested). (RCGP EIR 521, p. 4.5-2.)



Sources: City of Beaumont/Raimi + Assoc., 2019; Riverside Co. GIS, 2020.

0 1 2 3 Miles

Figure 5.2-2 Agricultural Zoning Designations

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5.2.2 Related Regulations

Federal Regulations

There are no federal regulations for agriculture or forestry resources that are applicable to the proposed Project.

State Regulations

Farmland Mapping and Monitoring Program

The FMMP was discussed in Section 5.2.1.

Williamson Act Contract Lands

The California Land Conservation Act of 1965, also known as the Williamson Act, encourages property owners to continue to farm their land and to prevent the premature conversion of farmland to urban uses. The Williamson Act is a voluntary program that allows property owners to have their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, as long as the land remains in agricultural production. Participation requires that the area consist of at least 100 contiguous acres of agricultural land under one or more ownerships. Once established, the land within the preserve is restricted to agricultural and compatible uses for 10 years, with one-year renewals unless cancelled.

As shown on **Figure 5.2-3 – Williamson Act Contracts**, there are no lands with active Williamson Ac contracts within the Planning Area.

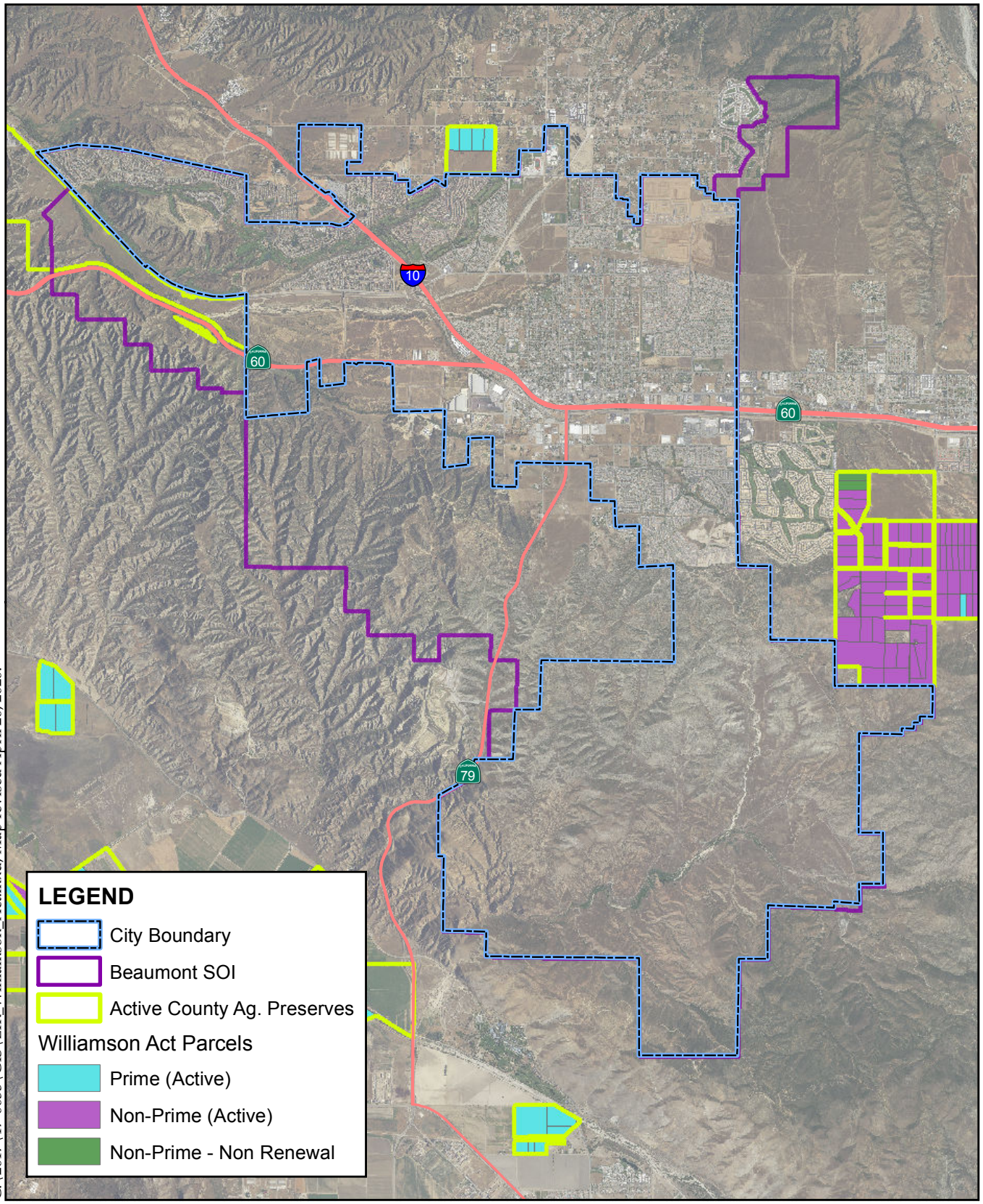
Right to Farm Act

In accordance with California Civil Code Section 3482.5, if a commercial agricultural use operates according to proper and accepted customs and standards (i.e., in compliance with all applicable state and federal statutes and regulations), has existed in its present location for three or more years, and was not considered a nuisance when it began operations, the operations cannot become a private or public nuisance due to any changed condition in the locality, such as encroaching urban development. The Right-to- Farm Act is also enacted by Riverside County Ordinance 625.1. However, it is not specifically enabled by the BMC. (CCC 3482.5)

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code (CGC) Section 56377) sets forth the policies under which the Riverside County Local Agency Formation Commission (LAFCO) operates. These policies include directing LAFCO to consider the impacts on agricultural lands, particularly related to soil quality and irrigation water availability, when evaluating annexation and sphere of influence proposals. Specifically, LAFCO policies direct that development or use of land for other than open space shall be guided away from existing prime agricultural lands, unless detrimental to the orderly, efficient development of an area.

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Sources: CA Dept. of Conservation, 2016; Riverside Co. GIS, 2020; NAIP 2016 (imagery).

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Figure 5.2-3 Williamson Act Contracts

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Regional Regulations

County of Riverside Ordinance No. 509 – Establishing Agricultural Preserves

Agricultural preserves are lands identified for, and devoted to, agricultural and compatible uses, and are established through resolutions adopted by the Riverside County Board of Supervisors. The purpose of this ordinance is to ensure that incompatible uses are not allowed within established agricultural preserves. It sets forth the powers of the County of Riverside in establishing and administering agricultural preserves pursuant to the California Land Conservation Act of 1965 (CGC Section 51200, et seq.). The ordinance establishes "Uniform Rules" for the agricultural and compatible uses allowed in an agricultural preserve. Land uses not covered in the ordinance are prohibited within agricultural preserves.

County of Riverside Ordinance No. 625 – Right to Farm

The purpose of this ordinance is to "conserve, protect and encourage the development, improvement, and continued viability of agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the county's residents." It seeks to "balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers who own, occupy or use land within or adjacent to agricultural uses." Thus, the ordinance includes regulations to reduce the loss of agricultural resources in Riverside County by limiting the circumstances under which agricultural operations may be deemed a "nuisance." It states that an agricultural activity that has been operating for more than three years on a site (and assuming it was not a nuisance at the time it began) cannot be later classed as a public or private nuisance due to "any changed condition in or about the locality." Further, it requires buyers of properties within 300 feet of any land zoned primarily for agricultural purposes to be given notice of the pre-existing agricultural use and its right to continue.

Riverside County Ordinance No. 625 is only applicable to parcels within the SOI.

Local Regulations

Beaumont Municipal Code

As defined in Section 17.03.050 of the Beaumont Municipal Code (BMC), the Residential, Rural Zone (R-R Zone) is **intended** to "provide for and encourage the development of agriculturally-oriented low density residential development to take advantage of the rural environment." As shown in **Table 5.2-B – City Permitted Agricultural Uses for Base Zone Districts,** other zones may have certain agricultural uses if conditionally permitted or permitted as an accessory use. The City understands "agricultural uses" to include animal keeping, animal keeping, animal rescue facilities, apiaries, aviaries, catteries, commercial growing establishments, dairies, kennels (all classes), produce stands, and stables. The City does not have any ordinances or other regulations, including a right to farm act, that pertain to agriculture.

5.2.3 Beaumont 2040 General Plan and Revised Zoning Ordinance

Beaumont 2040 Plan

The Beaumont 2040 Plan Land Use Map does not designate any lands specifically and exclusively for agricultural use. It includes one policy in the Land Use and Design Element in support of farms and animal keeping.

General Plan Chapter 3 – Land Use and Design

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

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

Revised Zoning Ordinance

Two proposed revisions to the Zoning Ordinance will facilitate agricultural uses within the City. Community Gardens are being added as a permitted agricultural use in all zoning districts except for Recreation/Conservation (RC), Public Facilities (PF), and Manufacturing (M) in BMC Table 17.03-3. The three new proposed zoning districts, R-TN (Residential, Traditional Neighborhood), CN (Commercial, Neighborhood), and UV (Urban Village) allow certain agricultural uses as permitted or conditionally permitted uses.

Community Gardens are a permitted use in the proposed new Traditional Neighborhood (R-TN) Neighborhood Commercial (CN), and Urban Village (UV) zoning districts. Proposed revisions to BMC Table 17.03-3 regarding Agricultural Uses below in **Table 5.2-C** are shown below in underscored text.

Table 5.2-C – Proposed Zoning Ordinance Revisions Regarding Permitted Agricultural Uses in Base Zone Districts

Agricultural Uses	RC	PF	RR	RSF	RTN	RMF	CN	CC	M	UV
Animal Keeping (Commercial Use)	N	N	P	C	C	N	C	C	C	C
Animal Keeping (Accessory Use)	N	A	A	A	A	A	C	C	C	C
Animal Rescue Facilities	N	N	P	C	C	N	N	C	C	N
Apiaries	N	N	P	C	C	N	N	N	N	N
Aviaries	N	N	P	N	N	N	N	C	N	N
Catteries	N	N	P	C	C	C	C	C	C	C
Commercial Growing Establishments	N	N	P	N	N	N	N	C	C	N
Community Gardens	N	N	P	P	P	P	P	P	N	P
Dairies	N	N	P	N	N	N	N	N	N	N
Kennels (all Classes)	N	N	P	C	C	N	C	C	C	C
Produce Stands	N	N	P	N	N	N	N	N	N	N
Stables	N	N	P	N	N	N	N	N	N	N

Source: Revised Zoning Ordinance**,** Table 17.03-3, *Permitted Land Uses for Base Zone Districts*

RR: Rural Residential Zone
RTN: Traditional Neighborhood
RSF: Residential, Single-Family Zone
RMF Zone: Residential, Multiple-Family Zone
RC: Recreation/Conservation Zone
PF: Public Facilities Zone
CN: Commercial, Neighborhood Commercial Zone
CC Zone: Community Commercial Zone
M Zone: Manufacturing Zone
UV: Urban Village

N = Not Permitted
P = Permitted
C = Conditionally Permitted
A = Permitted as an Accessory Use

5.2.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- (Threshold B) Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- (Threshold C) Conflict with existing zoning for, or cause rezoning, of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- (Threshold D) Result in the loss of forest land or conversion of forest land to non-forest use; and/or
- (Threshold E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

5.2.5 Environmental Impacts before Mitigation

For purposes of the analyses herein, the Beaumont 2040 Plan and Revisions to the Zoning Ordinance/Zoning Map discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements. All future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

Threshold A: ***Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

The Beaumont 2040 Plan does not designate any lands for agricultural use. The Zoning Districts that permit agricultural uses, also allow other non-agricultural uses. The Beaumont 2040 Plan does not mandate that landowners terminate agricultural production or convert vacant Farmland to non-agricultural uses. However, because there are no exclusive agricultural land use designations included as part of the Beaumont 2040 Plan, development facilitated by this plan could eventually convert up to 50 acres of Farmland (see **Table 5.2-A – Farmland in the Beaumont Planning Area)** to non-agricultural uses.

The only active agricultural use in the City is private property known as Dowling Farms (see **Figure 5.2-1 – Designated Farmland**). The FMMP designation for this site is Prime and Unique Farmland. Although in current agricultural use as a fruit orchard, the 2007 General Plan land use designation is Industrial (I) and existing zoning is Manufacturing (M) for this site. The Beaumont 2040 Plan will retain the Industrial land use designation and the proposed revision to the Zoning Map will retain the Manufacturing (M) zoning).

The proposed revisions to the Zoning Ordinance are evaluated as part of the Project throughout this Draft PEIR.

As shown on **Figure 5.2-1**, there are approximately 5 acres of Unique Farmland within the City's SOI. This Unique Farmland area is currently zoned R-A-5 by the County and has been identified as Traditional Neighborhood (TN) in the Beaumont 2040 Plan. However, the proposed Project will not change the land use designation or zoning of any property within the SOI. That action will not occur until property is annexed to the City and annexation of the SOI is not proposed at this time.

There is up to 41 acres within the City Limits (46 acres within the Planning Area) that is designated as Farmland by the FMMP as depicted on **Figure 5.2-1**. As discussed above, none of these state-designated areas are zoned for or planned to be agriculture by the existing General Plan nor by the Beaumont 2040 Plan. As described previously, the proposed Project includes Policy 3.3.12 which will encourage and support the keeping of farms and equine animals in suitable locations and upon parcels which are a minimum of one acre in size, with a maximum of two large animals per acre, and shall establish appropriate zoning provisions to accommodate animal keeping. While this policy and the proposed revisions to the Zoning Code supports and permits small scale agricultural uses in residential areas, there are no policies available to mitigate the irreplaceable loss of Prime and Unique Farmland.

Because the Beaumont 2040 Plan and policies do not require the preservation of designated Farmland, and since the revised Zoning Ordinance/Zoning Map does not include zones exclusively for agriculture, implementation of the proposed Project could convert up to 46 acres of Farmland, which is considered to be potentially significant**.** Impacts regarding the conversion of Farmland will be reduced to less than significant through the protection of Farmland via an agricultural easement, cancellation of a Notice (or Notices of Non-Renewal) or placement of a new Williamson Act contract on property at another location in California as required by mitigation measure **MM AG-1**. Through compliance with mitigation measure **MM AG-1**, impacts regarding the conversion of Farmland to non-agricultural use are considered **less than significant with mitigation incorporated.**

Threshold B: ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

Neither the 2007 Beaumont General Plan or the City's existing Zoning Ordinance include a specific "agricultural" land use designation or zoning district. As discussed above in Section 5.2.3, the proposed revisions to the Zoning Ordinance will allow a new agricultural use, Community Gardens, as a Permitted or Conditionally permitted agricultural use in all zoning districts except for RC, PF, and MT. Additionally, the three new proposed zoning districts, R-TN, CN, and UV allow certain agricultural uses as permitted or conditionally permitted uses. (See **Table 5.2-C – Proposed Zoning Ordinance Revisions Regarding Permitted Agricultural Uses in Base Zone Districts**.)

In addition to being the only active agricultural site growing row crops in the City, Dowling Farms is a produce stand within the City's Manufacturing zoning district. Produce stands are not permitted uses in the Manufacturing zoning district. Therefore, in order to bring this existing use into compliance with the Zoning Ordinance, mitigation measure **MM AG-2**, which requires the proposed revision to the Zoning Ordinance include produce stands as permitted uses in the Manufacturing (M) zoning district will be implemented. Table 17.03-3 of the existing Zoning Ordinance identifies Commercial Growing Establishments as a conditionally permitted use in the M zoning district and Retail Sales of Products Manufactured or Stored On-site as a permitted use in the M zone district. Because retail sales are already permitted in the M zone district and Commercial Growing Establishments are a conditionally

permitted use, allowing Produce Stands as a as a permitted use is not anticipated to result in any significant impacts. With the implementation of mitigation measure **MM AG-2**, impacts regarding conflicts with existing zoning for an agricultural use are considered **less than significant with mitigation incorporated**.

As shown in **Figure 5.2-3 – Williamson Act Contracts,** there are currently no Williamson Act contract lands within the Planning Area. Therefore, the policies and land use changes proposed by the Beaumont 2040 Plan and revisions to the Zoning Ordinance/Zoning Map will not conflict with any Williamson Act contracts and **no impacts** will occur in this regard. No impacts will occur to Williamson Act contracts, therefore no mitigation is necessary and impacts to Williamson Act contracts are **considered less than significant.**

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

There are no properties within the Planning Area that are zoned for forest land, timberland, or timberland production, as shown on **Figure 5.2-2**. In addition, environmental conditions within the Planning Area are not suitable for the creation of forest land or timberland. Therefore, implementation of the proposed Project will not conflict with zoned forest land, timberland, or Timberland Production lands. **No impacts** will occur.

Threshold D: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use*****?**

There are no forest lands within the Planning Area and environmental conditions within the Planning Area are not suitable for the creation of a mature stand of forest trees. Therefore, implementation of the proposed Project will not result in the loss or conversion of forest land. **No impacts** will occur.

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

There are no forest lands within the Planning Area, nor are there suitable environmental conditions for forest land to be developed; therefore, implementation of the proposed Project will not result in the conversion of forest land to non-forest use.

This threshold is about the potential for development and redevelopment facilitated by the proposed Project to case the indirect cause the indirect conversion of agricultural land to non-agricultural use as a result of land use incompatibilities where agricultural and urban uses interface. Conflicts between agricultural and non-agricultural uses flow in two directions: from existing agricultural use to a newly established non-agricultural use and vice versa.

As discussed under Threshold A, the only location in with City with Prime Farmland is Dowling Farms, which is also the only active agricultural use growing row crops in the City. Dowling Farms is surrounded on three sides by industrial development (warehouses) and SR-60 on the fourth side. Since there are no sensitive receptors associated with industrial development, pressure in the form of complaints from the

industrial users is not anticipated which would adversely affect the ability of the farming to continue on this site Likewise, it is not anticipated that activities from the industrial development will result in Dowling Farms to cease operations.

Because the proposed Project will not exacerbate this historic and on-going urbanization of the Planning Area, impacts with regard to the conversion of Farmland to non-agricultural uses are considered **less than significant**.

5.2.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Based on the above analysis, there is a potential for impacts to occur from the conversion of Farmland to non-agricultural use and for potential zoning conflicts. The following mitigation measures will be required to reduce potential impacts to less than significant levels.

MM AG 1: Because the State revaluates and changes Farmland designations approximately every two years, to determine the specific impacts to designated Farmland sites shown on **Figure 5.2-1 – Designated Farmland** as having Prime Farmland or Unique Farmland, as part of any entitlement process for any future development proposal, the project applicant shall use the most current FMMP data available to determine the number of acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance that would be permanently converted to a non-agricultural use by the proposed future development. This number shall be referred to as the "Acres of Converted Farmland."

If the Acres of Converted Farmland for any future development project is greater than zero, the City shall require the project proponent to provide mitigation in the amount equivalent to the Acres of Converted Farmland. This mitigation may be provided by one or more of the following methods: (i) placement of an agricultural easement on property containing soils that meet the physical and chemical criteria for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, (ii) cancellation of a Notice of Non-renewal or an agreement not to file a Notice of Non-renewal for Williamson Act contracts on property (or properties), (iii) placement of a new Williamson Act contract on property or properties, or (iv) any combination of (i), (ii),or (iii). Other feasible measures to protect the soils and lands designated by the State FMMP program not listed here can be implemented as determined by the City. This mitigation shall be made a condition of project approval and evidence of mitigation shall be provided to the Beaumont Planning Department prior to the issuance of a grading permit.

In order to eliminate the existing non-conforming use of a produce stand in the Manufacturing (M) zone, mitigation measure **MM AG-2** will be implemented.

MM AG-2 In order to allow the operation of produce stands in the Industrial Zoning District as part of the revisions to the Beaumont Zoning Ordinance, Section 17.03.100 and Table 17.03-3 shall be revised to include Produce Stands as a permitted use in the Manufacturing (M) Zone.

as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, additional specific mitigation measures may be required by CEQA.

5.2.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC — City of Beaumont, *Beaumont Municipal Code Title 17, Zoning*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 30, 2020.)

CCC 3482.5 — State of California, *California Civil Code Section 3482.5.* (Available at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=CIV&sectionNum=3482.5, accessed August 29, 2020.)

ECR — City of Beaumont, City of Beaumont General Plan Update Existing Conditions Report. 2016 (Included as Appendix B.)

FMMP — California Department of Conservation, Farmland Mapping and Monitoring Program. (Available at https://www.conservation.ca.gov/dlrp/fmmp, accessed September 1, 2020.)

RCGP 2015 — County of Riverside, *2015 Riverside County General Plan,* December 82018. (Available at https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015, accessed August 30, 2020.)

RCGP EIR 521 — Riverside County General Plan Environmental Impact Report No. 521, public review draft, Agriculture and Forestry Resources, Section 4.5, Feb 2015. (Available at https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015/Draft-Environmental-Impact-Report-No-521, accessed August 30, 2020.)

UWMP — Beaumont Cherry Valley Water District. *2015 Urban Water Management Plan.* January 2017. Accessed December 27, 2017. https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf

Williamson Act — California Department of Conservation, Division of Land Resource Protection, Conservation Program. *Riverside County Williamson Act Map FY 2015/2016.* (Available at www.conservation.ca.gov/dlrp/fmm, accessed July 5, 2019).

5.3 AIR QUALITY

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to air quality because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential conflicts with or obstruction of the implementation of the applicable air quality plan, impacts resulting in a cumulative considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard, exposure of sensitive receptors to substantial pollutant concentrations and result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

In response to the Notice of Preparation, the City received comment letters from the South Coast Air Quality Management District, Ron Roy, and the Southwest Regional Council of Carpenters regarding air quality. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding air quality at the Project's public scoping meeting.

The analysis of air quality impacts uses the most current methodologies prescribed by the South Coast Air Management District (SCAQMD), which is the California Emissions Estimator Model (CalEEMod) version 2016.3.2.

5.3.1 Setting

The City of Beaumont (City) and City's Sphere of Influence (SOI) (herein collectively referred to as "Planning Area") lies within the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. The Basin consists of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Regional and local air quality within the Basin is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude; however, at some elevations, the trend reverses and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants. (SCAQMD 1993, p. A8-2)

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants such as ozone formed under reactions with sunlight. (SCAQMD 1993, p. A8-1-A8-2)

Climate

Terrain and geographical location determine climate in the Basin. The Planning Area lies within the terrain south of the San Gorgonio Mountains and San Bernardino Mountains and northwest of the San Jacinto Mountains. The climate in the Basin is typical of southern California's Mediterranean climate, which is characterized by dry, warm summers, and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn to hazy afternoon sunshine. (SCAQMD 1993, p. A8-1-A8-2)

The following factors govern microclimate differences among inland locations within the Basin: (1) distance of the mean air trajectory from the site to the ocean; (2) site elevation; (3) existence of any intervening terrain that may affect airflow or moisture content; and (4) proximity to canyons or mountain passes. As a general rule, locations farthest inland from the ocean have the hottest summer afternoons, the lowest rainfall, and the least amount of fog and clouds. Foothill communities in the Basin have greater levels of precipitation, cooler summer afternoons, and may be exposed to wind funneling through nearby canyons during Santa Ana winds. Terrain will generally steer local wind patterns. (SCAQMD 1993, p. A8-1-A8-2)

Precipitation and Temperature

Beaumont has a warm-summer Mediterranean climate, with temperatures reaching an average of up to 95 degrees Fahrenheit during the summer and 52 degrees Fahrenheit during the winter. Due to its higher elevation, it is usually 5-10 degrees cooler than its neighboring lower-elevation areas, such as Riverside, Hemet/Perris/San Jacinto, and the Coachella Valley. Snow is rare, and annual precipitation is approximately 17 inches, with most rain occurring between the months of November and April (Beaumont 2040 Plan, p. 13).

The Basin experiences persistent temperature inversions that limit the vertical mixing of air, thus trapping and concentrating pollutants near the ground. During the summer months, a cool marine air layer is located at the surface of coastal areas and a warm, sinking air layer is located within a high-pressure cell located over the Pacific Ocean. Because of the differential heating and cooling of the marine and land areas, a weak local diurnal pattern of wind carries pollutants eastward during the day. The air masses near the coast are relatively clean though they become more polluted as they move eastward over the urban areas. This polluted air, coupled with the photochemical effect of the sun on reactive organic gases, results in the creation of smog.

On winter nights, cold air from the mountains is transported to the valley floor while warm air remains at higher altitudes. These phenomena also produce temperature inversions that trap emissions near their source.

Winds

The interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while the pattern typically reverses in the evening, flowing from the inland areas to the ocean. Air stagnation may occur in the early evening and early morning during periods of transition between day and nighttime flows.

Approximately 5 to 10 times a year the Project vicinity experiences strong, hot, dry desert winds known as the Santa Ana winds. These winds, associated with atmospheric high pressure, originate in the upper deserts and are channeled through the passes of the San Bernardino Mountains and into the inland valleys. Santa Ana winds can last for a period of hours or days, and gusts of over 60 miles per hour have been recorded.

High winds, including Santa Ana winds, affect dust generation characteristics and create the potential for off-site air quality impacts, especially with respect to airborne nuisance and particulate emissions. Local winds in the Project area are also an important meteorological parameter because they control the initial rate of dilution of locally-generated air pollutant emissions.

Air Pollution Constituents

Pollutants regulated by the federal and state Clean Air Acts correspond to the following categories:

- Criteria air pollutants and
- Toxic air contaminants

Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by ambient air sampling. The focus of the analysis of this Draft PEIR is to ascertain the levels, and potential effects of, criteria pollutant emissions associated with the implementation of the Beaumont 2040 Plan. Criteria air pollutants refer to those pollutants that are subject to both federal and state ambient air quality standards as a means to protect public health. The federal and state standards have been established at levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health.

Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or project-specific.

Criteria Air Pollutants

- Ozone

Ozone (O_3) is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Ozone's attainment status for the Basin is nonattainment under both state and national standards.

- Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. CO's attainment status for the Basin is unclassified/attainment under national standards and attainment under state standards.

- Oxides of Nitrogen

Nitric Oxide (NO) is a colorless, odorless gas formed by a combination of nitrogen and oxygen when combustion takes place under high temperatures and pressures. Nitrogen dioxide (NO_2) is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations, as well as ships, railroads, and aircraft are the primary sources of NO_X. NO_2's attainment status for the Basin is unclassified/attainment under national standards and attainment under state standards.

- Sulfur Dioxide

Sulfur dioxide (SO_2) is colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are desirable since SO_2 is a precursor to sulfate and PM-10. SO_2's

attainment status for the Basin is unclassified/attainment under national standards and attainment under state standards.

- Particulate Matter

Particulate Matter (PM), specifically PM-10, refers to particulate matter that is ten microns or less in diameter. PM-2.5 refers to particulate matter that is 2.5 microns or less. PM-10 and PM-2.5 cause greater health risk than larger-sized particles, since fine particles can more easily cause respiratory irritation. PM-10's attainment status for the Basin is attainment under national standards and nonattainment under state standards; PM-2.5 is in nonattainment under federal and state standards.

- Lead

Lead (Pb) concentrations once exceeded the state and federal air quality standards by a wide margin but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Health effects associated with lead include neurological impairments, mental retardation, and behavioral disorders. At low levels, lead can damage the nervous systems of fetuses and result in lowered IQ levels in children (EPA 2020). Though special monitoring sites immediately downwind of lead sources recorded very localized violations of the state standard in 1994, no violations have been recorded at these stations since 1996. Unleaded gasoline has greatly contributed to the reduction in lead emissions in the Basin. Since the proposed Project will not involve the use or production of leaded gasoline, or other sources of lead emissions, this criteria pollutant is not expected to be a factor with Project implementation.

- Reactive Organic Gases/Volatile Organic Compounds

Reactive Organic Gases/Volatile Organic Compounds (ROG/VOC) are not classified as criteria pollutants; however, they are regulated because a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere, even at low concentrations, are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen (SCAQMD 2005 p. 1-5).

Sources and Effects of Criteria Air Pollutants

Sources and typical effects of criteria pollutants are summarized in **Table 5.3-A – Primary Sources and Effects of Criteria Pollutants**.

The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health impacts from projects that are not regional in scale (e.g. Basin-wide) may not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form (SCAQMD 2015, pp.8-15). To date, SCAQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health. However, if a project in the Basin exceeds the SCAQMD regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standard(s) are met in the Basin.

Monitored Criteria Air Pollutants

The Project is located within SCAQMD Source Receptor Area (SRA) 29. The most recent published data for SRA 29 is presented in **Table 5.3-B – Air Quality Monitoring Summary – 2017 - 2019 (SRA 29)**. This data indicates that the baseline air quality conditions in the Project area include occasional events of very unhealthful air. Atmospheric concentrations of ozone and particulate matter are the two most significant air quality concerns in the Project area. Locally, no second stage alert (0.35 ppm/hour) has been called by SCAQMD in over twenty years. In fact, the last second stage alert was in Upland in 1988.

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Table 5.3-A – Primary Sources and Effects of Criteria Pollutants

Pollutant	Primary Effects
Ozone (O_3)	• Respiratory Symptoms • Worsening of lung diseases leading to premature death • Damage to lung tissue • Crop, forest and ecosystem damage • Damage to a variety of materials, including rubber, plastics, fabrics, paint and metals.
PM 2.5 (particulate matter less than 2.5 microns in aerodynamic diameter)	• Premature death • Hospitalization for worsening of cardiovascular disease • Hospitalization for respiratory disease • Asthma-related emergency room visits • Increased symptoms, increased inhaler usage
PM 10 (particulate matter less than 10 microns in aerodynamic diameter)	• Premature death & hospitalization, primarily for worsening of respiratory disease • Reduced visibility and material soiling
Nitrogen Oxides (NO_X)	• Lung irritation • Enhanced allergic responses
Carbon monoxide (CO)	• Chest pain in patients with heart disease • Headache • Light-headedness • Reduced mental alertness
Sulfur dioxide (SO_2)	• Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits
Lead	• Impaired mental functioning in children • Learning disabilities in children • Brain and kidney damage
Hydrogen Sulfide (H_2S)	• Nuisance odor (rotten egg smell) • At high concentrations: headache & breathing difficulties
Sulfate	• Same as PM-2.5, particularly worsening of asthma and other lung diseases • Reduces visibility
Sulfate	• Same as PM-2.5, particularly worsening of asthma and other lung diseases • Reduces visibility
Vinyl Chloride	• Central nervous system effects, such as dizziness, drowsiness & headaches • Long-term exposure: liver damage & liver cancer
Visibility Reducing Particles	• Reduced airport safety, scenic enjoyment, road safety, and discourages tourism
Toxic Air Contaminants About 200 chemicals have been listed as toxic air contaminants	• Cancer • Reproductive and development effects • Neurological effects

Source: https://ww2.arb.ca.gov/resources/common-air-pollutants

Table 5.3-B – Air Quality Monitoring Summary – 2017-2019 (SRA 29)

	Pollutant/Standard	Monitoring Years		
		2017	2018	2019
No. Days Exceeded	**Ozone (O_3):**			
	Health Advisory - 0.15 ppm	0	0	0
	California Standard:			
	1-Hour - 0.09 ppm	50	33	24
	8-Hour - 0.07 ppm	82	69	69
	Federal Primary Standards:			
	8-Hour - 0.070 ppm	82	69	59
	Max 1-Hour Conc. (ppm)	0.128	0.119	0.119
	Max 8-Hour Conc. (ppm)	0.105	0.106	0.096
No. Days Exceeded	**Carbon Monoxide (CO)[a]:**			
	California Standard:			
	1-Hour - 20 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Federal Primary Standards:			
	1-Hour - 35 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Max 1-Hour Conc. (ppm)	1.9	2.2	2.0
	Max 8-Hour Conc. (ppm)	1.7	2.0	1.3
No. Days Exceeded	**Nitrogen Dioxide (NO_2):**			
	California/Federal Standard:			
	1-Hour - 0.18 ppm (180 ppb) / 0.10 ppm (100 ppb)	0	0	0
	Federal/State Standard:			
	Annual Arithmetic Mean (AAM) (53.4 / 30 ppb)	8.0	8.5	7.5
	Max. 1-Hour Conc. (ppb)	56.3	50.6	43.3
No. Days Exceeded	**Sulfur Dioxide (SO_2) [a]:**			
	California Standards:			
	1-Hour – 0.25 ppm (250 ppb)	0	0	0
	Federal Primary Standards:			
	1-Hour – 0.075 ppm (75 ppb)	0	0	0
	Max. 1-Hour Conc. (ppb)	2.5	1.7	1.7
No. Days Exceeded	**Suspended Particulates (PM-10):**			
	California Standards:			
	24-Hour - 50 $\mu g/m^3$	1	0	2
	Federal Primary Standards:			
	24-Hour – 150 $\mu g/m^3$	0	0	0
	State AAM (20 $\mu g/m^3$)	22.4	19.4	17.9
	Max. 24-Hour Conc. ($\mu g/m^3$)	97	39	63
No. Days Exceeded	**Fine Particulates (PM-2.5) [a]:**			
	Federal Primary Standards:			
	24-Hour – 35$\mu g/m^3$	6	2	9
	Federal/State AAM (12 $\mu g/m^3$)	12.18	12.41	12.53
	Max. 24-Hour Conc. ($\mu g/m^3$)	50.3	50.70	46.70

Notes: AAM = annual arithmetic mean; ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms/cubic meter
[a] Metro Riverside County 1 air monitoring station (SRA 23) data summaries used because this pollutant not monitored for SRA 29.

Toxic Air Contaminants

The California Air Resources Board (CARB) has produced a series of estimated inhalation cancer risk maps based on modeled levels of outdoor composite toxic pollutant levels in the Multiple Air Toxics Exposure Studies (MATES). The MATES provided information on the importance of various Toxic Air Contaminants (TACs) in terms of their relative health risks, as well as their spatial distribution across the Basin. The most recent MATES-IV information can be used to characterize the "background" health risks from both regional and local TAC emission sources based on the available toxics emission inventory for the year 2012.

According to the SCAQMD MATES-IV Carcinogenic Risk Map (SCAQMD MATES IV), individuals residing and working within the City of Beaumont are exposed to inhalation cancer risks of no greater than approximately 602 persons per million. However, it is important to note that these risk maps depict theoretical inhalation cancer risk due to modeled outdoor toxic pollutant levels and do not account for cancer risk due to other types of exposure. The largest contributors to inhalation cancer risk are diesel engines and the MATES-IV program results indicate that diesel particulate matter (DPM) contributes approximately 68 percent of the total cancer risk (MATES Appendices, p. VII-1). As shown on the MATES-IV Carcinogenic Risk Map, the highest cancer risks within the City are generally adjacent to Interstate 10, where truck traffic and DPM concentrations would likely be highest.

Sensitive Receptors

Sensitive receptors are populations that are more susceptible to the effects of air pollution than is the population at large. While the ambient air quality standards are designed to protect public health and are generally regarded as conservative for healthy adults, there is greater concern for protecting adults who are ill or have long-term respiratory problems and young children whose lungs are not fully developed. According to CARB, sensitive receptors include children less than 14 years of age, the elderly over 65 years of age, athletes and people with cardiovascular and chronic respiratory diseases. (CARB 2005 p. ES-1).

SCAQMD identifies the following as locations as tending to contain high concentrations of sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers and athletic facilities. (SCAQMD 2005 p.2-1). The City of Beaumont, which has built-out urban as well as rural communities, contains many of each of these sensitive land uses.

5.3.2 Related Regulations

There are a number of federal and state agencies involved in the development, implementation, and enforcement of regulations related to clean air. The primary agencies include, but are not limited to, the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD).

Federal Regulations

U.S. Environmental Protection Agency

The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act (CAA). As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the "Federal Standards" or NAAQS). They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in

strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The EPA has established ambient air quality standards for the following air pollutants:

- Ozone (O_3)
- Nitrogen dioxide (NO_2)
- Carbon monoxide (CO)
- Sulfur dioxide (SO_2)
- Lead (Pb)
- Particulate matter (PM-10 and PM-2.5).

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the state's air basins. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

The 1977 federal CAA Amendments required the EPA to identify national emissions standards for hazardous air pollutants (HAPs) to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal CAA Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State Regulations

Assembly Bill 617

Assembly Bill 617 (AB 617), approved in July 2017, focuses on criteria air pollutants and toxic air contaminants from non-mobile sources. AB 617 requires CARB to develop an air monitoring plan for the state, and then select, based on the plan, the highest priority locations to deploy community air monitoring systems. AB 617 also requires CARB to prepare a statewide strategy (with input from public stakeholders) to reduce emissions of toxic air contaminants and criteria pollutants in communities affected by a high cumulative exposure burden, which was due October 1, 2018. Air districts (including SCAQMD) that are in nonattainment must adopt expedited schedules to implement Best Available Retrofit Control Technology (BARCT) for existing sources of air pollution, and CARB is required to maintain a statewide clearinghouse that identifies Best Available Control Technology (BACT) and BARCT for criteria air pollutants and related technologies for toxic air contaminants.

In response to Assembly Bill (AB) 617, CARB established the Community Air Protection Program (CAPP or Program). The Program's focus is to reduce exposure in communities most impacted by air pollution. CARB staff has already begun working closely with local air districts, community groups, community members, environmental organizations, and regulated industries to develop a new community-focused action framework for community protection. In September 2018 CARB selected 10 communities, three of these are in SCAQMD's jurisdiction. Muscoy, San Bernardino, one of the 2018 selected communities, is about 30 miles from Beaumont. In December 2019 CARB approved the AB 617, 2019 Community Selections. The 2019 communities located within SCAQMD boundaries are East Coachella Valley and South East Los Angeles, neither of which are proximate to the Planning Area. (CAPP 2019).

California Air Resources Board

CARB is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act (CCAA), meeting State requirements of the Federal Clean Air Act, and the establishment of State ambient air quality standards. CARB is also responsible for setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment. In general, these vehicle emissions standards are more restrictive than those established at the federal level. CARB also established passenger vehicle fuel specifications, that became effective in March 1996.

CARB has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA (**Table 5.3-B**). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following:

- Sulfates;
- Vinyl chloride; and,
- Visibility.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provide growth forecasts that are used in the development of air quality related land use and transportation control strategies by the SCAQMD. The RCPG is a framework for decision-making for local governments, assisting them in meeting federal and state mandates for growth management, mobility and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015 and beyond. Policies within the RCPG address air quality, land use, transportation and economic relationships at all levels of government. SCAG is also charged with developing and implementing Senate Bill 375 (SB 375) with participation from Riverside County and the other local cities and counties of SCAG. See Section 5.7 for further information on SB 375.

South Coast Air Quality Management District

Because Southern California experiences some of the worst air quality in the nation, SCAQMD was created in 1977 with passage of the Lewis Air Quality Management Act. This Act merged four county air pollution control agencies into a single regional special district as a means to better address Southern California's air pollution problems. SCAQMD is now the principal agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range plans to improve air quality, and the enforcement of regulations designed to attain and maintain State and Federal ambient air quality standards. SCAQMD has jurisdiction over a 10,743 square mile area that includes Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County (that includes the Beaumont area).

- Air Quality Management Plan

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures.

SCAQMD updated its AQMP for the Basin in 2016, which included a new approach focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of the nearly 17 million residents within the Basin, including those in disproportionally impacted and environmental justice communities that are concentrated along transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to air quality challenges within the Basin. For that reason, the SCAQMD has been and will continue to be closely engaged with CARB and the EPA who have primary responsibility for these sources. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. These “win-win” scenarios are key to implementation of the 2016 AQMP with broad support from a wide range of stakeholders. The 2016 AQMP includes integrated strategies and measures to meet the NAAQS (SCAQMD 2016).

The control measures and related emission reduction estimates included in the 2016 AQMP are based on emissions projections for a future development scenario derived from land use, population, and employment estimates defined in consultation with local governments. To do this, the AQMP utilizes the population and growth estimates compiled by the Southern California Association of Governments (SCAG) in their Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), the most recent of which is the 2016 RTP/SCS (SCAG 2016) (SCAQMD 2016, pp. 4-41 – 4-42).

SCAG’s population and employment projections are based on the City’s growth projections provided by cities, including from cities’ general plans (SCAG 2016, p. 70). Thus, since the 2016 AQMP is consistent with the 2016 RTP/SCS, the 2016 AQMP is also consistent with the growth assumptions cities include in their general plans. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed and the project would not conflict with implementation of such a plan.

- Rule 220

SCAQMD Rule 220 gives the Executive Officer the power to exempt a source from prohibitions outlined in SCAQMD Regulations IV and XI, Prohibitions and Source Specific Standards respectively, if they can make the finding that the installation of controls and/or process changes required to achieve compliance with the subject prohibitory rule will result in a net adverse impact on air quality. One of the conditions of the permits on exemptions issued under Rule 220 is that alternative controls and/or process changes which will result in the greatest practical net emission reduction be included for project operation.

- Rule 402

SCAQMD Rule 402 (Nuisance) prohibits the discharge of air containments in such quantities that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, but does not apply to odors emanating from agricultural operations necessary for growing of crops or the raising of fowl or animals.

- Rule 403

All projects will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. The potential requirements include the application of water or chemical stabilizers to disturbed soils at least twice a day, covering all haul vehicles before transport of materials, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, it is required to establish a vegetative ground cover on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph (Rule 403). In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD.

- Rule 445

SCAQMD Rule 445, Wood Burning Devices, reduces particulate matter emissions from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- Rule 481

SCAQMD Rule 481 applies to all spray painting and spray coating operations and equipment and requires all spray coating equipment to be (1) operated inside an approved control enclosure, (2) applied using high velocity-low pressure (HVLP), electrostatic and/or airless spray equipment, or (3) applied using which has an equal effectiveness to either of the two approved methods.

- Rule 1108

SCAQMD Rule 1108 applies to cutback and emulsified asphalt used at project sites.

- Rule 1113

SCAQMD Rule 1113 governs the sale of architectural coatings and limits the VOC content in paints and paint solvents. This rule dictates the VOC content of paints and coatings available for use during construction and ongoing maintenance.

- Rule 1143

SCAQMD Rule 1143 aims to reduce emissions of VOCs from the use, storage, and disposal of consumer paint thinners and multi-purpose solvents commonly used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. Additionally, Rule 1143 requires several best management practices to reduce VOCs during use and application of paint thinners and other solvents. For example, this Rule requires containers to be closed when not in use. This Rule also establishes requirements for appropriate labelling and disclosure of contents for containers and storage areas of these corrosive, flammable substances.

- Rule 1186

SCAQMD Rule 1186 is intended to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular traffic on paved and unpaved public roads, and at livestock operations. This includes requirements for local governments that contract for street sweeping services to utilize only certified street sweeping equipment (Rule 1186).

- Rule 1303

SCAQMD Rule 1303 prohibits issuance of permits for any relocation or for any new or modified source which results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia unless a best available control technology (BACT) is employed for the new or relocated source as specified by the CAA or other regulations.

- Rule 2202

SCAQMD Rule 2202 provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. This Rule applies to any employer who employs 250 or more employees.

Local Regulations

City of Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code (BMC) address air quality topics:

Title 9 – Public Peace, Morals, and Welfare, Chapter 9.02 – Noise Control

BMC Chapter 9.02 establishes City-wide standards regulating noise for residential zones, public places, and motor vehicles. Some of these standards limit exposure of sensitive receptors to air pollution. BMC Section 9.02.110 states that no construction activities may occur within one-quarter mile from an occupied residential dwelling between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. between the months of October through May, unless such activities are permitted under written consent of the City's building official.

Title 17 – Zoning, Chapter 17.04 – Performance Standards

This chapter sets performance standards to regulate the use of a building or land area. These performance standards were established to minimize potential risk to the public from hazards and to prevent the creation of nuisances and other conditions that are potentially harmful or discomforting.

BMC Section 17.04.050 establishes the following performance standards with respect to air quality.

A. Smoke and Particulates. No smoke of any type shall be emitted from a source in excess of SCAQMD standards. No elements of dust, fly ash, vapors, fumes, gases or other forms of air pollution shall be permitted in excess of the standards set by the SCAQMD or that can cause damage to human health, animals, vegetation, or that can cause excessive soiling at any location.
B. Permits. Before a building or occupancy permit is issued by the City, the applicant shall be required to show proof that he has secured the necessary permits from the SCAQMD or that the project is exempt from SCAQMD regulations as of the date of filing of the City application.
C. Enforcement and Standards. In enforcing these regulations, the City shall use the same point of measurement as utilized by the SCAQMD.

BMC Section 17.04.060 establishes the following performance standards with respect to the generation of odors.

A. Odor Generating Activities. Any process that creates or emits any odors, gases, or other odorous matter shall comply with the standards set by the South Coast Air Quality Management District.
B. Quantified Standard. No odors, gases, and odorous matter shall be emitted in quantities to be detectable when diluted in a ratio of one volume diluted air to four volumes clean air at the point of greatest concentration.

Title 17 – Zoning, Chapter 17.11 – General Development Standards

This Chapter establishes general development standards for all land uses and development in the City.

BMC Section 17.11.040 states dust shall be controlled by watering or other approved methods.

5.3.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to air quality include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

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

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

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

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

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

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

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

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

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

Beaumont 2040 Plan, Chapter 4 – Mobility

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

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

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

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

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M26 Truck Route Map. Update the City's truck route map to focus trucks on key streets in the City that should be used for goods movement and reduce heavy vehicle travel adjacent to sensitive areas.

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

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

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

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

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

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

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

Implementation HEJ19 Idling Ordinance. Update zoning code to support an idling ordinance that reduces emissions from on-road heavy-duty vehicles.

Implementation HEJ20 Particulate Mitigation. Adopt mitigation measures that limit vehicular and construction-related particulate emissions.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.4. A City that improves awareness and mitigation of negative air quality impacts.

Policy 8.4.1 Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.

Policy 8.4.2 Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process.

Policy 8.4.3 Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60 high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.

Policy 8.4.4 For sensitive land uses that cannot be avoided within 500 feet of sources of localized air pollution, potential design mitigation options include:

- Providing residential units with individual HVAC systems in order to allow adequate ventilation with windows closed;
- Locating air intake systems for heating, ventilation, and air conditioning (HVAC) systems as far away from existing air pollution sources as possible;
- Using HEPA air filters in the HVAC system and developing a maintenance plan to ensure the filtering system is properly maintained; and
  - Utilizing only fixed windows next to any existing sources of pollution.
  - Using sound walls, berms, and vegetation as physical barriers.
  - Notifying new potential home buyers of risks from air pollution.

Implementation C14 Air Quality Efforts. Partner with local and regional agencies to educate and support efforts that improve local air quality.

Implementation C15 Sensitive Uses. Update the municipal code to prohibit and/or mitigate the impacts of localized air pollution, addressing specific strategies for sensitive receptors.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.

Policy 9.9.2 Require implementation of best practices for dust control at all excavation and grading projects.

Policy 9.9.3 Prohibit excavation and grading during high wind conditions, defined as instantaneous wind speeds that exceed 25 miles per hour by South Coast AQMD.

Implementation S25 Dust Control. Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions.

Beaumont 2040 Plan, Chapter 10 – Noise

Goal 10.2: A City with minimal mobile source-generated noise levels.

Policy 10.2.3 Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Implementation N10 Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policy 11.11.3 Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.5 Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non-vehicular travel.

5.3.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Conflict with or obstruct implementation of the applicable air quality plan;
- (Threshold B) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- (Threshold C) Expose sensitive receptors to substantial pollutant concentrations; and/or,
- (Threshold D) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.3.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential air quality impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project conflict with or obstruct implementation of the applicable air quality plan?***

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the Air Quality Management Plan (AQMP) if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. According to Southern California Association of Governments (SCAG) growth forecasts in their 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Beaumont will have 27,200 dwelling units, a resident population of 80,600, and 18,000 jobs in 2040 (SCAG 2016, Demographics and Growth Forecast Appendix, p. 27). Development facilitated by the proposed Beaumont 2040 Plan is projected to bring the maximum dwelling units to 40,849, total population to 131,949, and total jobs to 38,224, which includes 31,022 dwelling units, population of 101,416, and 21,497 jobs within the city limits. These projections exceed SCAG's 2040 forecasts from the 2016 RTP/SCS (see Section 5.13 – Population and Housing, for further detail). Within the City limits, the increases from SCAG projections are approximately 12.3 percent dwelling units, 21.5 percent population, and 16.3 percent employment, respectively. As these are not considered substantial increases, the Beaumont 2040 Plan would not be inconsistent with SCAG projections.

Consistency with the 2016 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions in order meet federal and state air quality standards. Even though the anticipated growth from the Beaumont 2040 Plan exceeds the growth projections in the AQMP, the control measures contained within the 2016 AQMP will

still apply to new development, and through this compliance, the development of the Beaumont 2040 Plan will not obstruct implementation of the 2016 AQMP. Such control measures include, for example, further reductions from residential wood burning devices, VOC reductions from architectural coatings, and reductions from commercial space heating. Moreover, the mobile source control measures in the 2016 AQMP were based on a variety of control technologies that focus on accelerated retrofits or replacement of existing vehicles or equipment, acceleration of vehicle turnover through voluntary vehicle retirement programs, and greater use of cleaner fuels. The measures will also encourage greater deployment of zero-emission vehicle and equipment technologies such as plug-in hybrids, battery-electric, and fuel cells. (SCAQMD 2016, p. 4-22). The control measures are implemented by applicable agencies and the development that will result from the Beaumont 2040 Plan will be subject to all applicable measures.

Adoption and implementation of the Beaumont 2040 Plan does not include any specific development proposals. However, it would allow for new development and redevelopment of property throughout the Planning Area, which could result in air contaminant emissions associated with construction and operation of future and existing land uses that would affect how the region attains and maintains air quality standards. Adoption and implementation of the Beaumont 2040 Plan policies and programs would not obstruct implementation of the control measures contained within the AQMP, and because the Beaumont 2040 Plan is not inconsistent with the growth assumptions used in the development of the 2016 AQMP, the development of the Beaumont 2040 Plan would not conflict with or obstruct implementation of the 2016 AQMP. As such, the impacts in this regard are considered **less than significant**.

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

The portion of the Basin within which the Beaumont 2040 Plan is located is designated as a non-attainment area for PM-10 under state standards, and as a nonattainment area for ozone and PM-2.5 under both state and federal standards. SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD 2003, p. D-3). Consequently, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Project emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the Basin. Cumulative localized impacts for pollutants are also considered, and reflect project air pollutant emissions in the context of ambient conditions.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site preparation and construction activities of new development, whereas long-term impacts are associated with operation of new development.

Short-term Construction Emissions

Construction activity facilitated by the Beaumont 2040 Plan would cause temporary emissions of various air pollutants. Ozone precursor NO_X and PM-2.5 would be emitted by the operation of construction equipment, while VOC emissions result from painting activities and fugitive dust (PM-10) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with individual construction projects.

Construction activity carried out under the Beaumont 2040 Plan could occur throughout the city. Individual developments in these areas of the city would be subject to independent environmental review under CEQA, at which time SCAQMD project-level thresholds would be used to assess the potential

construction-related air quality impacts of the proposal. Depending upon the development type and size, maximum daily emissions associated with individual projects could potentially exceed SCAQMD regional and/or localized significance thresholds, resulting in a significant air quality impact.

Localized significance thresholds (LSTs) only apply to those emissions generated by on-site construction activities, such as emissions from on-site grading, and do not apply to off-site mobile emissions. Because they are localized, and depend on project-level information such as quantities of demolition, grading, and construction, application of LST thresholds is only appropriate for project-level CEQA analysis, not in the program-level CEQA analysis of this PEIR. Analysis of the potential for exceedances of LST thresholds would be carried out on a project-by-project basis, as necessary and appropriate.

The SCAQMD has established Rules 402 and 403, which require that air pollutant emissions not be a nuisance off-site, and reduce the ambient entrainment of fugitive dust. Rule 403 includes best available control measures (BACM) for all construction activity, contingency control measures for large operations, and conservation management practices for confined animal facilities. Major categories addressed by Rule 403 to reduce fugitive dust include earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. During construction, individual property owners, developers, or contractors would be required to comply with applicable SCAQMD rules, which reduce temporary construction-related air pollutant emissions. If required, individual projects that could occur under the Beaumont 2040 Plan would be required to implement additional mitigation if site-specific analysis identifies the potential to exceed applicable thresholds.

Adoption and implementation of the Beaumont 2040 Plan does not include any specific development proposals. However, it would allow new development and redevelopment of property throughout the Planning Area, which would generate air contaminant emissions from short-term construction of planned land uses. These emissions may result in adverse impacts to local air quality, and potential impacts to sensitive receptors, that would be temporary for each construction project, but could occur for multiple projects simultaneously. Adoption and implementation of the Beaumont 2040 Plan policies and programs and adherence to SCAQMD Rules and Regulations would help reduce short-term emissions and these emissions can be mitigated on a specific development basis.

Long-term Operational Emissions

Long-term emissions associated with future development in the City of Beaumont in accordance with the Beaumont 2040 Plan are those associated with vehicle trips and stationary sources (electricity and natural gas). Emissions associated with individual projects, depending on project type and size, could exceed project-specific thresholds established by the SCAQMD. However, such projects would be required to undergo independent project-level CEQA review and to include mitigation measures to address potentially significant project-level impacts.

For informational purposes, operational emissions based on future 2040 conditions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 program for stationary and mobile source emissions. Specific data for the types and amounts of various land use development planned were entered into CalEEMod to determine the pollutant emissions anticipated at full build out. This data includes the number of residential dwelling units and square footage of non-residential land uses from **Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI)**, and vehicle miles traveled from the *Transportation Impact Analysis Beaumont General Plan Update* (Appendix F.1). Where project-specific data was not available, CalEEMod defaults were used. The specific land use inputs and mobile source assumptions are provided in the modeling output and are included in Appendix C.

Stationary source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment and the general operation of commercial and industrial land uses. Mobile emissions would be generated by the vehicles traveling to, within and from land uses within the Plan Area. The peak daily emissions are summarized in **Table 5.3-C – Peak Daily Operation Emissions**.

Table 5.3-C – Peak Daily Operation Emissions

Pollutant	Peak Daily Emissions (lb/day)[2]					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
City Wide [1]						
Area	7,851.94	652.04	16,281.97	37.14	2,103.88	2,103.88
Energy	36.12	314.97	177.73	1.97	24.95	24.95
Mobile	2,276.01	24,548.72	10,570.75	64.62	3,025.22	821.10
Total	**10,164.07**	**25,515.73**	**27,030.45**	**103.73**	**5,154.05**	**2,949.93**
Sphere of Influence Only [1]						
Area	1,745.78	196.96	4,226.38	10.29	538.79	538.79
Energy	16.26	144.46	99.53	0.90	11.23	11.23
Mobile	643.62	6,942.04	2,989.26	18.27	855.49	232.20
Total	**2,405.66**	**7,283.46**	**7,315.17**	**29.46**	**1,405.51**	**782.22**
City and Sphere of Influence Total						
Area	9,597.72	849.00	20,508.38	47.43	2,642.67	2,642.67
Energy	52.38	459.43	277.26	2.87	36.18	36.18
Mobile	2,919.63	31,490.76	13,560.01	82.89	3,888.71	1,053.30
Total	**12,569.73**	**32,799.19**	**34,345.65**	**133.19**	**6,567.56**	**3,732.15**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Note: [1] The emissions shown are the maximum of either summer or winter daily emissions (i.e., worst-case) results from CalEEMod.
[2] lb/day – pound per day; NO_x – oxides of nitrogen; CO – carbon monoxide; PM-10 – particulate matter less than 10 microns in size; PM-2.5 – particulate matter less than 2.5 microns in size

As shown in **Table 5.3.-C**, implementation of the Beaumont 2040 Plan at buildout would generate long-term emissions that exceed the daily SCAQMD thresholds for all criteria pollutants, except SO_2. Therefore, the Project would contribute to the cumulative contribution of criteria pollutants for which the Basin in nonattainment.

The Beaumont 2040 Plan includes goals 3.4, 3.8, 3.10, 4.1, 4.6, 6.5, 6.7, 8.4, 9.9, 10.2, and 11.12 and their associated policies and implementation actions listed in Section 5.3.3, above, that would require siting of sensitive receptors and site planning to minimize the exposure to localized air pollution, as well reduce vehicle emissions and control dust. However, as stated above, analysis of the potential for exceedances of both regional thresholds and LST would be carried out on a project-by-project basis, as necessary and appropriate.

Adoption and implementation of the Beaumont 2040 Plan would generate air contaminant emissions from long-term operation of planned land uses. These emissions may result in adverse impacts to local air quality, and potential impacts to sensitive receptors. Adoption and implementation of the Beaumont 2040 Plan policies and programs and enforcement of SCAQMD Rules and Regulations would help reduce long-term emissions. However, future development projects that would be accommodated by the Beaumont 2040 Plan could exceed the SCAQMD regional and localized emissions thresholds. Therefore, operational air quality impacts associated with future development of the Beaumont 2040 Plan would be **significant and unavoidable**.

Threshold C: *Would the project expose sensitive receptors to substantial pollutant concentrations?*

As stated above in Section 5.3.1, the SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Existing industrial developments within the City that may emit Toxic Air Contaminants (TACs) include several concrete operations, a steel fabrication plant, plastic manufacturer, and plating, stamping, and tooling manufacturing facility. Locations of TAC emitter facilities include (Beaumont 2040 Plan, p. 202):

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

When evaluating potential air quality impacts to sensitive receptors, localized concentrations of criteria pollutants and toxic air contaminants is considered. Localized criteria pollutant concentrations are evaluated against the SCAQMD Localized Significance Thresholds (LSTs), as discussed in Threshold B, as well as for the potential to create a CO hot spot. Motor vehicles, and traffic-congested roadways and intersections are the primary source of high localized CO concentrations. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots."

Implementation of the proposed project would not expose existing or future sensitive uses within the Planning Area to substantial CO concentrations. The Basin is in attainment of state and federal CO standards and has been for several years. Background levels of CO are generally low in the Basin. The highest 1-hour and 8-hour average concentration of CO in the Planning Area within the last three years was in 2018 and was reported at 2.2 and 2.0 ppm (see **Table 5.3-B**), respectively, which is well below the state 1-hour and 8-hour standard of 20 pm and 9 ppm, respectively. Although CO is not expected to be a major air quality concern in Riverside County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. However, a CO hot spot analysis was conducted in 2003 the four busiest intersections in Los Angeles at the peak morning and afternoon time periods (the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day) (SCAQMD 2003a, Appendix V, Table 4-7). This hot spot analysis did not predict any violation of CO standards. Considering full build-out of the Beaumont 2040 Plan, the highest average daily trips would be 62,900 trips in on Beaumont Avenue (State Route 79 (SR-74)) south of California Avenue, which is lower than the values studied by SCAQMD (Appendix F.1, pp. 48-49.). Therefore, it can reasonably be concluded that traffic associated with Beaumont 2040 Plan buildout would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that roadway intersections affected by the Project would yield higher CO concentrations if modeled in detail. Thus, the Project would not result in CO hot spots.

As stated above, LSTs only apply to those emissions generated by on-site construction or operation activities and do not apply to off-site mobile emissions. Because they are localized, and depend on project-level information, application of LST thresholds is only appropriate for project-level CEQA analysis, not in the program-level CEQA analysis of this PEIR. The Beaumont 2040 Plan includes goals 3.4, 3.8, 3.10, 4.1, 4.6, 6.5, 6.7, 8.4, 10.2, and 11.12 and their associated policies and implementation actions listed in Section 5.3.3, above, that would require siting of sensitive receptors and site planning to minimize the exposure to localized air pollution, as well reduce vehicle emissions. In addition to criteria pollutant analysis, localized emissions of toxic air contaminants (TAC) are also of concern with respect to sensitive receptors. Sources of TACs include diesel particulate matter from trucks and railroads, emissions from the combustion of airplane fuel, benzene emissions near gasoline dispensing stations, dry cleaners and film processing services that use perchloroethylene, auto body shops due to various solvents, furniture manufacturers and repair facilities that use methylene chloride and print shops that use various solvents.

The primary source of TACs within the City of Beaumont is diesel-fueled trucks and other vehicles traveling the freeways and major roadways. The “Air Quality and Land Use Handbook – A Community Health Perspective,” provides guidance on how to analyze these TAC emission sources in a general plan update and how to apply program-level mitigation (CARB 2005). In particular, the CARB Guidance uses buffer zones to insulate sensitive receptors from sources of TACs. Due to the programmatic nature of the Beaumont 2040 Plan, detailed construction phasing, equipment and intensities are not available. Further, the exact size and location of future development within the City of Beaumont and, in particular, its timing, is unknown at this time. Therefore, project-level analysis for impacts to sensitive receptors cannot be accurately determined. It can, however, be assumed that various sizes and types of projects will be developed and, because of the increased density seen for the land uses and desired proximity of residential land uses to both transit and commercial centers, it can be assumed that both construction and operation of commercial and potentially industrial sources would be developed relatively close to sensitive receptors such as residences or schools. The Beaumont 2040 Plan goals referenced above also apply to TAC emissions.

In addition, the issuance of SCAQMD air quality permits and compliance with all SCAQMD, state, and federal regulations regarding stationary TACs reduce potential stationary sources of TAC emissions such that sensitive receptors would not be exposed to substantial air pollutant concentrations. The SCAQMD limits public exposure to TACs through a number of programs. The SCAQMD reviews the potential for TAC emissions from new and modified stationary sources through the SCAQMD permitting process for stationary sources.

Adoption and implementation of the Beaumont 2040 Plan and enforcement of SCAQMD Rules and Regulations would minimize exposure of sensitive receptors to substantial criteria pollutant and TAC emissions. However, localized criteria pollutant and TAC impacts associated with implementation of the Beaumont 2040 Plan are considered **significant and unavoidable**.

Threshold D: ***Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

The Beaumont 2040 Plan would facilitate development within the city. Some commercial and industrial uses developed under the Beaumont 2040 Plan may generate odor nuisance effects to the public. Examples of commercial uses that have the potential to cause odor impacts include fast food restaurants, photographic studios, and laundry facilities. Industrial uses may also generate odors. However, the Beaumont 2040 Plan Policies 3.4.8, 6.5.6, and 11.11.3 would require siting of sensitive receptors and site planning to minimize the exposure to odors and Municipal Code 17.04.060 requires any process that creates or emits gasses or other odorous matter to comply with standards set by SCAQMD. SCAQMD

Rule 402 (Nuisance) would prohibit any land use (except agricultural land uses) from generating odors that "endanger the comfort, repose, health or safety of any such persons of the public" (SCAQMD 1970).

Therefore, implementation of the Beaumont 2040 Plan and compliance with SCAQMD Rules and Regulations would ensure that a substantial number of receptors are not exposed to substantial odor emissions. As such, significant odor impacts are not anticipated.

Construction activity would also generate temporary airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust) and the application of architectural coatings. However, these odors are not generally considered to be especially offensive. Emissions would be temporary and would be confined to the immediate vicinity of the construction site and activity. Therefore, impacts are considered **less than significant**.

5.3.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Although the Beaumont 2040 Plan includes feasible policies and implementation actions, future development per the Beaumont 2040 Plan could result in air pollutant emissions that exceed applicable thresholds. The following mitigation is proposed:

MM AQ 1: In order to reduce future impacts related to exceedance of air quality standards from criteria pollutants and from TACs impacting sensitive receptors, prior to discretionary approval for development projects subject to CEQA review, project applicants shall prepare and submit a technical analysis evaluating potential air quality impacts, including TAC's where appropriate, to the City of Beaumont for review and approval. The analysis shall be prepared in conformance with current SCAQMD methodology for assessing air quality impacts and TACs. Feasible mitigation measures for each future project shall be incorporated, if applicable.

5.3.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation actions, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to air quality from the Project would be reduced. Mitigation measure **MM AQ 1** would contribute to reduced criteria air pollutant emissions associated with buildout of the Beaumont 2040 Plan. However, no further mitigation measures are available that would reduce impacts to below applicable SCAQMD significance thresholds due to the magnitude and associated emissions generated by the Beaumont 2040 Plan. Therefore, air quality impacts remain **significant and unavoidable**.

The significance of impacts to air quality resulting from specific future development projects will be evaluated on a project-by-project basis (**MM AQ 1**) and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.3.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020, (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

BMC — City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 6, 2020.)

CARB 2005 — California Air Resources Board, *Air Quality and Land Use Handbook: A Community Perspective*, April 2005. (Available at https://ww3.arb.ca.gov/ch/handbook.pdf, accessed August 25, 2020.)

CAPP 2019 — California Air Resource Board. *Community Air Protection Program*, 2020. (Available at https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program, accessed January 22, 2020.)

EPA 2020 — U.S. Environmental Protection Agency, *Criteria Air Pollutants, Webpage.* (Available at https://www.epa.gov/criteria-air-pollutants, accessed August 25, 2020.)

SCAG 2016 — Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, adopted April 7, 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 5, 2020.)

SCAQMD 1970 — South Coast Air Quality Management District. *Rules and Compliance*, 1970. (Available at http://www.aqmd.gov/home/rules-compliance, accessed January 30, 2020.)

SCAQMD 1993 — South Coast Air Quality Management District, *CEQA Air Quality Handbook,* 1993. (Available at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook, accessed January 15, 2020.)

SCAQMD 2003 — South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. (Available at http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf, accessed January 15, 2020.)

SCAQMD 2003a — South Coast Air Quality Management District, *2003 Air Quality Management Plan*, August 1, 2003. (Available at http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp, accessed August 2020.)

SCAQMD 2005 — South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning,* May 2005. (Available at http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf, accessed August 23, 2020.)

SCAQMD 2015 — South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae*, April 13, 2015. (Available at https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf, accessed August 14, 2020.)

SCAQMD 2016 — South Coast Air Quality Management District*, Air Quality Management Plan (AQMP)*, March 2017. (Available at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15, accessed January 15, 2020.)

SCAQMD MATES IV — SCAQMD, *MATES-IV Carcinogenic Risk Map*, available at https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f; accessed August 6, 2020.

SCAQMD Rulebook — South Coast Air Quality Management District, *South Coast AQMD Rule Book*, 2020. (Available at http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book, accessed August 2020.)

5.4 BIOLOGICAL RESOURCES

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Impacts related to the adoption and implementation of the Beaumont 2040 Plan will be addressed herein. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to potential impacts to any species identified as a candidate, sensitive, or special status species; riparian habitat or other sensitive natural community; Federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA); interfere substantially with the movement of any native resident or migratory fish or wildlife species; conflict with a tree preservation policy; or conflict with an adopted Habitat Conservation Plan (HCP).

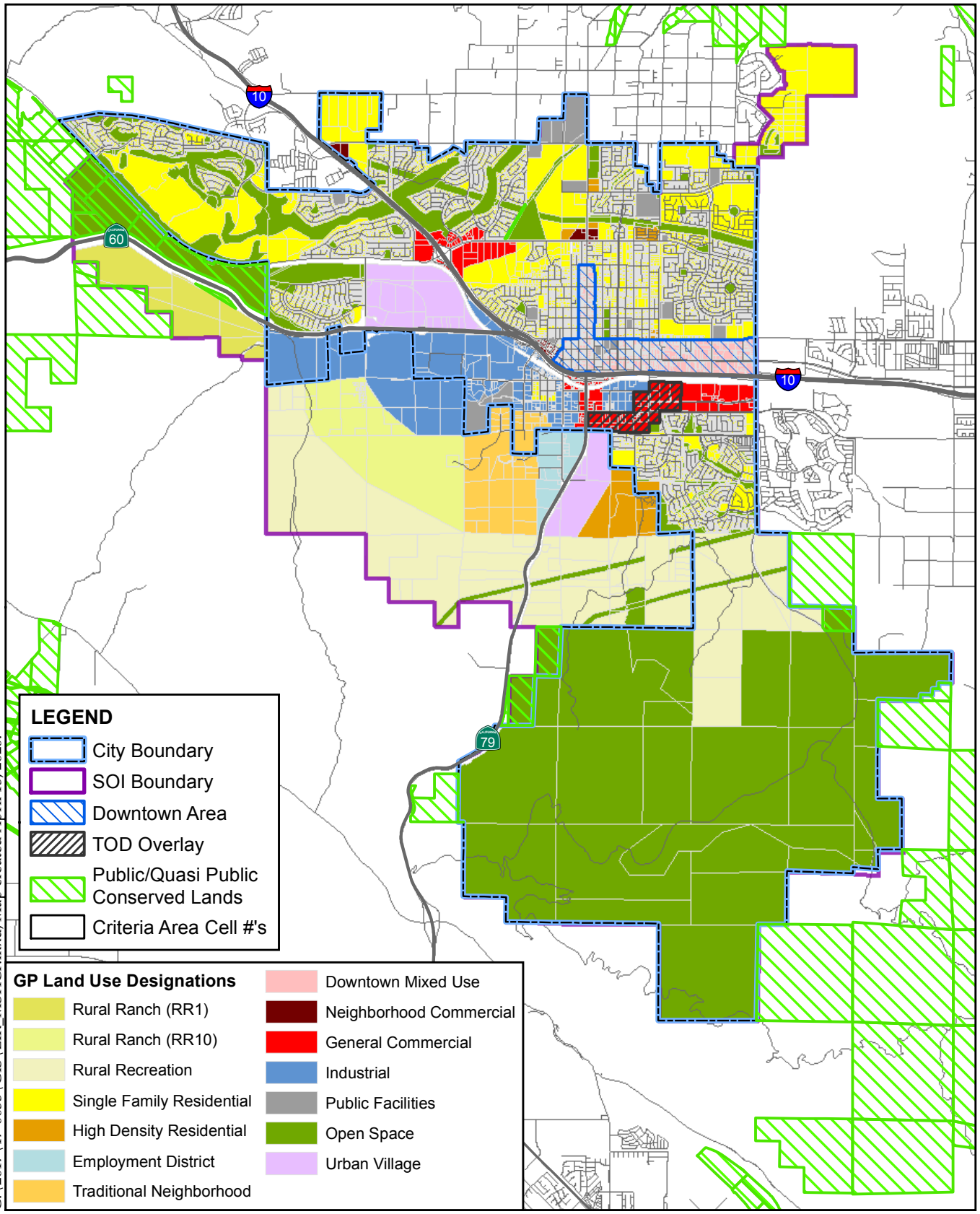
5.4.1 Setting

Since incorporation of the City in 1912, disturbance of native vegetation and wildlife has historically been associated with cultivation/agricultural activities. In more recent times, development activities have resulted in transformation of vacant and rural areas to urban land uses. Thus, within the City, there remain few undisturbed natural areas proximate to the central urban core. Substantial areas of natural habitat do exist in the City's southern sphere of influence (SOI) in the Badlands area.

The City of Beaumont and the City's SOI (herein collectively referred to as "Planning Area") lie within the Pass Area Plan as described by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (see **Figure 5.4-1 – MSHCP Criteria Cells**). One of the primary objectives in development and adoption of the MSHCP is to provide a cohesive and comprehensive view of inter-related habitat and species within urbanizing areas in order to accurately and appropriately identify potential impacts to biological resources, and provide a plan and means for mitigation of those impacts. To these ends, the City has approved the MSHCP, and will employ MSHCP methodologies, plans and programs in the identification of biological resources, as well as potential impacts and mitigation required based on implementation of the Beaumont 2040 Plan.

The MSHCP provides an overview of significant habitat and species within the Planning Area and identifies a range of total target conservation acreages as well as key or unique biological resources and habitat features. Key and descriptive elements of the MSHCP are summarized within the following discussions, and the MSHCP in its entirety is incorporated by reference. Please refer also to the detailed descriptions of vegetation and wildlife resources presented in the MSHCP. The MSHCP is available through Riverside County, or can be reviewed at http://rctlma.org/Portals/0/mshcp/volume1/index.html.

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Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

0 1 2 3 Miles

Figure 5.4-1 MSHCP Criteria Cells

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Environmental Setting

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

Habitat/Vegetation Communities

The majority of land cover within the Planning Area is developed. Historically, disturbance of the Planning Area's native vegetation and wildlife has been primarily due to activities associated with cultivation/agriculture. The few undisturbed natural areas that remain in the Planning Area are dominated by chamise chaparral, Riversidean sage scrub, and annual non-native grassland. Small areas of other native plant communities within the Planning Area include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland. (ECR, p. 122.)

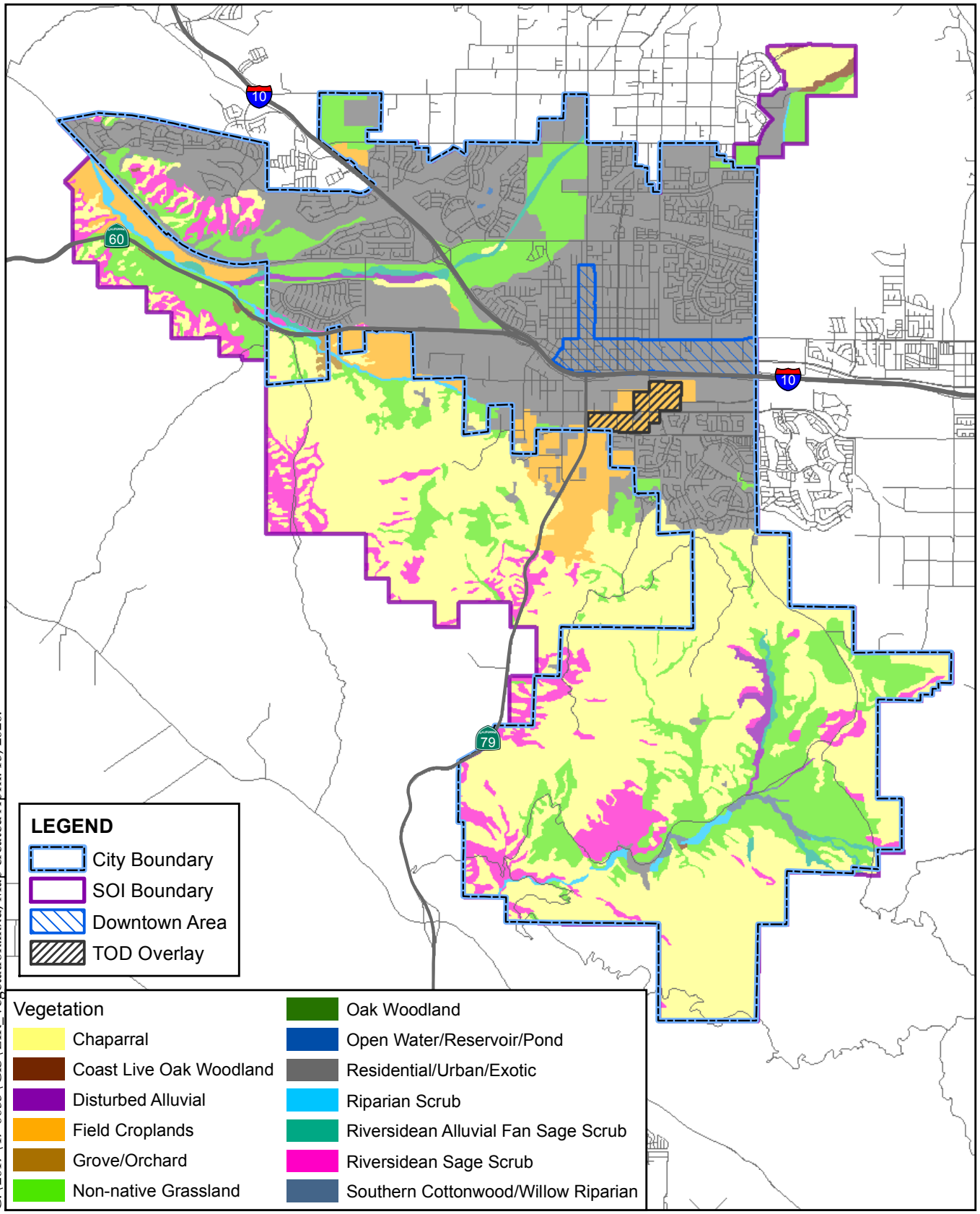
The following paragraphs taken from the *Existing Conditions Report* provide descriptions of the major habitats in the Planning Area. **Figure 5.4-2 – Vegetation and Land Cover** shows the primary vegetation cover types occurring within the Planning Area. **Figure 5.4-3 – Biological Resources within Five Miles of the Planning Area** shows the locations of important habitats and potential sensitive species within five miles of the Planning Area. The major sensitive ecological areas within the Planning Area are located in the southern portion of the Planning Area.

Shrubland and Grassland Communities

Chaparral

Chaparral is a vegetation community that is composed of hardy, woody evergreen shrubs that can form a dense, nearly impenetrable scrub. This community is generally found at higher elevations than coastal scrub, and usually on deeper, heavier soils with a moderate moisture content. (ECR, p. 127.) However, chaparral vegetation at lower elevations can be found on dry ridges with gravelly, shallow soils. Chaparral is a fire-adapted community, which means the plant species that form the community have evolved mechanisms for coping with fire and heat. Chaparral takes a variety of forms, depending on the dominant species present. With the exception of mixed chaparral, each plant association is characterized by a dominant species with a fairly consistent composition of the scrub component. The predominant type of chaparral within the Planning Area is chamise (*Adenostoma fasciculata*) chaparral. Associated species contribute little to cover and mature stands are densely interwoven with very little herbaceous understory or litter. Chamise chaparral is often found on xeric slopes and ridges at low elevations.

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G:\2017\17-0033\GIS\EIR_Vegetation.mxd; Map created April. 15, 2020.

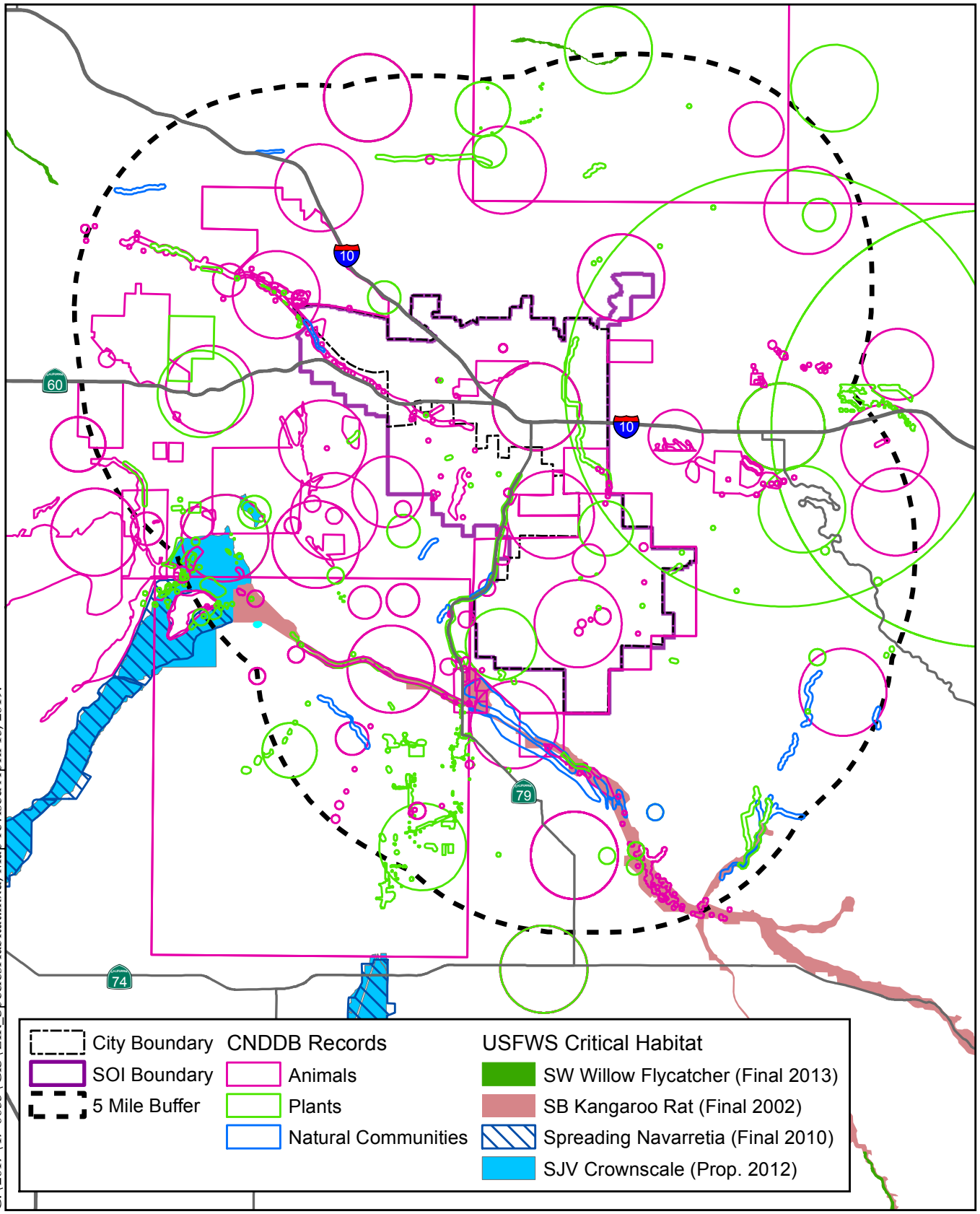
Sources: Riverside Co. GIS 2020; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

Figure 5.4-2 Vegetation/Land Cover

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G:\2017\17-0033\GIS\EIR_SpeciesHabitat.mxd; Map revised April 15, 2019.

Sources: California Natural Diversity Database, April 2020; US Fish and Wildlife Service, 2018.

Figure 5.4-3 Biological Resources within Five Miles of the Planning Area

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Alluvial Fan Sage Scrub
Alluvial fan sage scrub is a vegetation community that occupies coarse alluvial soils of washes and gently sloping alluvial fans, where it is usually indicated by the presence of scalebroom (*Lepidospartum squamatum*) or by a mixture of species typical of Riversidean sage scrub, such as California buckwheat or white sage (*Salvia apiana*), together with evergreen species that are more typical of chaparral, such as lemonade berry (*Rhus integrifolia*), sugar bush (*Rhus ovata*), hollyleaf cherry (*Prunus ilicifolia*), redberry buckthorn (*Rhamnus crocea*), birchleaf mountain mahogany (*Cercocarpus betuloides*), chaparral yucca (*Hesperoyucca whipplei*), and California juniper (*Juniperus californica*). (ECR, p. 127.)

Non-Native Grasslands
Non-native grassland is a vegetation community that is composed primarily of non-native annual herbs and forbs, and typically lacking a shrub or tree cover. Common grass species include wild oats (*Avena spp.*), soft chess brome (*Bromus hordeaceous*), cheat grass (*B. tectorum*), ripgut brome (*B. diandrus*), and red brome (*B. madritensis*). Common forb species include non-native species such as filarees (*Erodium spp.*), bur clover (*Medicago polymorpha*), and short-podded mustard (*Hirschfeldia incana*). (ECR, p. 127.)

Wetlands and Riparian Vegetation

Riparian Scrub
Riparian scrub is a vegetation community that takes a variety of forms, depending on the dominant species, and can include any combination of willow (*Salix lasiandra*, *S. lasiolepis*, *S. laevigata*, *S. gooddingii, S. exigua*), blue elderberry (*Sambucus nigra* ssp. *caerulea*), wild grape (*Vitis girdiana*), poison-oak (*Toxicodendron diversilobum*), mulefat (*Baccharis salicifolia*), salt cedar (*Tamarix* sp.), salt bushes (*Atriplex* spp.), catclaw acacia (*Acacia greggii*), salt grass (*Distichlis spicata*), sedges (*Carex* spp.) and stinging nettle (*Urtica dioica*). This habitat type has the same potential species composition as a riparian forest, but at a younger successional stage, usually a result of either a more recent disturbance or frequent flooding. Riparian scrub is typically found along major drainages, but also occurs in smaller water courses. (ECR, p. 130.)

Southern Cottonwood-Willow Riparian Forest
Southern cottonwood-willow riparian forest is a tall, open broad-leafed, winter-deciduous forest dominated by Fremont cottonwood (*Populus fremontii* ssp. *fremontii*), willows (*Salix spp.*), and western sycamore (*Platanus racemosa*), with an understory usually composed of shrubby willows. The tall riparian trees and dense understory result in an almost full canopy cover. This community occurs at low elevations along the valley floor, typically where the water table is high and/or there is year-round water flow. Frequent winter flows provide areas of scour and sedimentation within the channel. (ECR, p. 130.)

Woodlands and Forest

Coast Live Oak Woodlands
Coast live oak woodland is a plant community dominated by a single oak species, coast live oak (*Quercus agrifolia*); however, it may be interspersed with other broadleaf and coniferous trees, including California bay (*Umbellularia californica*), California walnut (*Juglans californica*), and to a lesser extent, other oaks. Typical understory consists of grasses, herbs, and geophytes. Coast live oak woodland is found throughout the California chaparral and woodlands ecoregion of California in the United States and northwestern Baja California in Mexico and is widespread at lower elevations in coastal California, occurring in interior valleys of the Coast Ranges, Transverse Ranges and Peninsular Ranges. (ECR, p. 130.)

Developed Lands

Developed lands are characterized by areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Typically, Developed Lands consist of permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. For the purpose of this discussion and analysis, agricultural areas and disturbed lands are also considered developed lands. Agriculture refers to lands subject to routine and ongoing commercial operations associated with orchards and vineyards, intensively developed agriculture, such as dairies, nurseries, and ranches, and extensive agriculture such as fields, pastures, and row crops. Disturbed land includes areas in which there is sparse vegetative cover and where there is evidence of soil surface disturbance and compaction from previous human activity and/or the presence of building foundations and debris. Vegetation on disturbed land (if present) has a high predominance of non-native and/or weedy species that are indicators of surface disturbance and soil compaction, such as Russian thistle (*Salsola tragus*), telegraph weed (*Heterotheca grandiflora*), horehound (*Marrubium vulgare*), and sow-thistle (*Sonchus oleraceus*). (ECR, p. 130.)

Wildlife

Shrubland and Grassland Communities

Shrubland habitats, including Riversidean sage scrub, alluvial fan sage scrub, and chamise chaparral, host a variety of animals, most of which are permanent residents. Amphibians such as the California slender salamander (*Batrachoseps attenuatus*), western toad (*Anaxyrus boreas*), and pacific treefrog (*Pseudacris regilla*) are found in moist canyon areas. Reptiles such as the western fence lizard (*Sceloporus occidentalis)*, side-blotched lizard (*Uta stansburiana)*, western whiptail (*Aspidoscelis tigris)*, gopher snake (*Pituophis catenifer*), common kingsnake (*Lampropeltis getula*) and southern Pacific rattlesnake (*Crotalus oreganus helleri)* among others also occupy this habitat. Resident bird species include the Costa's hummingbird (*Calypte costae)*, California towhee (*Melozone crissalis*), wrentit (*Chamaea fasciata*), Bewick's wren (*Thryomanes bewickii*), mourning dove (*Zenaida macroura*), California thrasher (*Toxostoma redivivum)*, greater roadrunner (*Geococcyx californianus*), and California quail (*Callipepla californica*). Shrublands also provide the shelter and refuge required by many wildlife species. Typical mammals found in this habitat include California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), and pocket mice (*Chaetodipus* sp.).

Annual grasslands, including non-native grasslands, provide foraging and nesting habitat for a wide variety of wildlife species including raptors, seed eating birds, small mammals, amphibians, and reptiles. Wildlife species typically associated with grasslands include black-tailed jackrabbit (*Lepus californicus*), California ground squirrel, Botta's pocket gopher, American badger (*Taxidea taxus*), coyote, common garter snake (*Thamnophis sirtalis*), deer mouse (*Peromyscus maniculatus*), western harvest mouse (*Reithrodontomys megalotis*), California vole (*Microtus californicus*), mule deer (*Odocoileus hemionus*), western meadowlark (*Sturnella neglecta*), and savannah sparrow (*Passerculus sandwichensis*). Grasslands also provide important foraging habitat for raptors such as the American kestrel (*Falco sparverius*), turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus hudsonius*), and western burrowing owl (*Athene cunicularia hypugea*).

Wetlands and Riparian Vegetation

Wetlands and riparian vegetation are rich in wildlife species, providing foraging, migration, roosting, and nesting/breeding habitat. Many migratory birds and raptors nest in riparian woodlands, including Swainson's hawk (*Buteo swainsoni*), least Bell's vireo (*Vireo bellii pusillus*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*). Small carnivores that inhabit riparian vegetation include

spotted skunk (*Spilogale gracilis*) and striped skunk (*Mephitis mephitis*), raccoon (*Bassariscus astutus*), and bobcat (*Lynx rufus*). Furthermore, riparian vegetation and associated stream courses are critical for a variety of amphibians, including the Pacific tree frog, western toad, and legless lizard (*Anniella* spp.).

Woodlands and Forest

Of the 632 terrestrial vertebrates (amphibians, reptiles, birds, and mammals) native to California, over 300 species use oak woodlands for food, cover, and reproduction, including at least 120 species of mammals, 147 species of birds, and approximately 60 species of amphibians and reptiles. Oak woodlands are also extremely important for a wide range of insect life. Each species of wildlife has different habitat requirements. For instance, within the Planning Area, cavity trees provide shelter and breeding sites for western gray squirrels (*Sciurus griseus*), raccoons, and certain owls, bats, amphibians and reptiles. The largest group of animals that depends on tree cavities for reproduction are cavity-nesting birds, including western bluebird (*Sialia mexicana*), acorn woodpecker (*Melanerpes formicivorus*), Nuttall's woodpecker (*Picoides nuttallii*), Bewick's wren, oak titmouse (*Baeolophus inornatus*), violet-green swallow (*Tachycineta thalassina*), blue-gray gnatcatcher (*Polioptila caerulea*), wrentit, and ash-throated flycatcher (*Myiarchus cinerascens*). Small mammals such as woodrats (*Neotoma* spp.) and California mouse (*Peromyscus californicus*) nest in and against downed wood, as do many snakes and lizards. Very large pieces of downed wood also can serve as rest and den sites for fox and coyote. Some species of ground-nesting birds, like dark-eyed juncos (*Junco hyemalis*), spotted towhee (*Pipilo maculatus*), and California quail, will place their nest against a piece of downed wood to offer more camouflage and greater protection from nest predators. House wrens (*Troglodytes aedon*), Bewick's wrens, acorn woodpeckers, ash-throated flycatchers, and mourning doves (*Zenaida macroura*) also nest in areas with high cover of downed wood.

Developed Lands

Most urban types of development provide little habitat for native species, but do support several urban-adapted species, such as mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), mice, and rats. Native species that have adapted to urban development include the northern mockingbird (*Mimus polyglottos*), mourning dove, house finch (*Haemorhous mexicanus*), black phoebe (*Sayornis nigricans)*, opossum (*Didelphis sp.*), and striped skunk. The American crow (*Corvus brachyrhynchos*) has also expanded into urban areas where tall structures such as telecommunication towers and power poles provide suitable nesting habitat. Furthermore, migrating songbirds use large stands of ornamental plants during spring or fall, and some species such as white-crowned sparrow (*Zonotrichia leucophrys*) spend the winter in residential neighborhoods. Well-managed, modern agricultural areas used for commercial row crops, orchards, and vineyards can be devoid of wildlife. However, fields and pastures can provide habitat for native small mammals and foraging habitat for raptors, especially northern harriers, red-tailed hawk, and western burrowing owl (*Athene cunicularia hypugea*). White-faced ibis (*Plegadis chihi*), egrets, crows and killdeer (*Charadrius vociferus*) often use fallow or active fields.

Special-Status Biological Resources

The following is a summary of special-status biological resources with potential to occur within the Planning Area. The term special-status biological resources includes those plants, animals, vegetation communities, jurisdictional drainages and other sensitive biological resources that are governed under Federal, State, and/or local laws and regulations. For the purpose of this analysis, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or

Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA) or Native Plant Protection Act; those recognized as Species of Special Concern (SSC) by the CDFW; and plants occurring on lists 1 and 2 of the California Native Plant Society (CNPS) California Rare Plant Rank (CRPR) system. (ECR, pp. 130–131.) Some special status species that occur in Western Riverside County are Covered Species pursuant to the MSHCP. Currently, there are 146 species covered, and 118 species are considered to be adequately conserved. 40 of the 146 require additional surveys, and 28 of the 146 are not considered to be adequately covered under the MSHCP until additional reserve lands are conserved. For 16 of the 28 species, particular species-specific conservation objectives identified in Table 9-3 of the MSHCP must be satisfied to shift them to the list of Covered Species Adequately Conserved. For the remaining 12 species, an agreement must be executed with the U.S. Forest Service before they can also be Covered Species Adequately Conserved.

Plant communities are also considered special-status biological resources if they have limited distributions, have high value for sensitive wildlife, contain special-status species, or are particularly susceptible to disturbance. The CDFW ranks special-status communities as “threatened” or “very threatened” and keeps records of their occurrences in the California Natural Diversity Database (CNDDB). (ECR, p. 131.) **Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area** and **Table 5.4-B – Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area** below lists special-status species known to occur within a 5-mile radius of the Planning Area. **Figure 5.4-3** shows the locations of important habitats and potential sensitive species in the Planning Area and within a 5-mile radius of the Planning Area. It should be noted that only species meeting special-status as defined above are included in **Table 5.4-A**; whereas **Figure 5.4-3** may include additional species with CNPS ranking of 3 and 4, as well as Watch List and Candidate Species.

Special-Status Plant Species

A total of 22 special-status plant species that are known to occur within the 5-mile radius[1] of the Planning Area, five of which have a State and/or Federal listing status, are presented in **Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area** (on the following page).

The general locations of special-status species documented within the Planning Area by the CNDDB (May 2019) are shown on **Figure 5.4-3**. Five special-status plants have been mapped in the CNDDB within Planning Area limits, including Jaeger's milk-vetch (*Astragalus pachypus* var. *jaegeri*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), spiny-hair blazing star (*Mentzelia tricuspis*), and Parry's spineflower (*Chorizanthe parryi* var. *parryi*).

Some plants in Table 5.4-A are identified as within the Narrow Endemic Species Survey Area or the Criteria Area Species Survey Area. Narrow endemic species are plants which are highly restricted by their habitat affinities, edaphic requirements or other ecological factors, and which specific conservation

[1] The CNDDB maps species occurrences using a spatial feature Accuracy Level index of 1 through 10 in which 1 = a specific bounded area with a radius of 80 meters, and 10 = a non-specific, circular feature with an 8,000 meter (5 miles) radius. A search of special-status species within 5 miles of the Plan Area ensures that all CNDDB mapped spatial features adjacent to the Plan Area are included.

measures and survey areas have been identified in Section 6.1.3 of the MSHCP. Criteria Area species are those special status plants for which a habitat assessment is required by Section 6.3.2 of the MSHCP except where developed lands exist as determined by Figure 6-2 of the MSHCP.

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Abronia villosa var. *aurita* chaparral sand-verbena	1B.1	Not covered	Chaparral, coastal scrub, desert dunes. Sandy areas. 60-1570 m.
Allium marvinii Yucaipa onion	1B.2	Covered Narrow Endemic Plant List	Chaparral. In openings on clay soils. 850-1070 m.
Astragalus lentiginosus var. *coachellae* Coachella Valley milk-vetch	FE 1B.2	Not covered	Sonoran desert scrub, desert dunes. Sandy flats, washes, outwash fans, sometimes on dunes. 35-695 m.
Astragalus pachypus var. *jaegeri* Jaeger's milk-vetch	1B.1	Covered	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland. Dry ridges and valleys and open sandy slopes; often in grassland and oak-chaparral. 365-915 m.
Atriplex coronata var. *notatior* San Jacinto Valley crownscale	FE/SE 1B.1	Covered Criteria Area Species Survey Area	Playas, valley and foothill grassland, vernal pools. Alkaline areas in the San Jacinto River Valley. 380-460 m.
Atriplex serenana var. *davidsonii* Davidson's saltscale	1B.2	Covered Criteria Area Species Survey Area	Annual herb. Blooms Apr-Oct. Coastal bluff scrub, coastal scrub. Alkaline soil. 3-250m (10-820ft).
Berberis nevinii Nevin's barberry	FE/SE 1B.1	Covered Criteria Area Species Survey Area	Perennial evergreen shrub. Sandy or gravelly, chaparral, cismontane woodland, coastal scrub, riparian scrub. 70 – 825 m.
California macrophylla round-leaved filaree	1B.1	Covered Criteria Area Species Survey Area	Annual herb. Grasslands and scrub. 6 – 1360 m.
Calochortus palmeri var. *palmeri*	1B.2	Not Covered	Chaparral, lower montane coniferous forest, meadows and

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Palmer's mariposa-lily			seeps. Mesic areas. 710-2390 m.
Calochortus plummerae Plummer's mariposa-lily	4.2	Covered	Chaparral, coastal scrub, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Granitic, rocky areas. 100-1700 m.
Caulanthus simulans Payson's jewelflower	4.2	Covered	Chaparral, coastal scrub. Sandy, granitic areas. 90-2200 m.
Centromadia pungens ssp. *laevis* smooth tarplant	1B.1	Covered Criteria Area Species Survey Area	Valley and foothill grassland, chenopod scrub, meadows and seeps, playas, riparian woodland. Alkali meadow, alkali scrub; also in disturbed places. 5-1170 m.
Chorizanthe parryi var. *parryi* Parry's spineflower	1B.1	Covered	Coastal scrub, chaparral, cismontane woodland, valley and foothill grassland. Dry slopes and flats; sometimes at interface of 2 vegetation types, such as chaparral and oak woodland; dry, sandy soils. 225-1220 m.
Chorizanthe xanti var. *leucotheca* white-bracted spineflower	1B.2	Not covered	Alluvial fan coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Sandy or gravelly areas. 300-1200 m.
Deinandra mohavensis Mojave tarplant	SE 1B.3	Covered	Riparian scrub, coastal scrub, chaparral. Low sand bars in river bed; mostly in riparian areas or in ephemeral grassy areas. 640-1600 m.
Dodecahema leptoceras slender-horned spineflower	FE/SE 1B.1	Covered Narrow Endemic Plant List	Chaparral, cismontane woodland, coastal scrub (alluvial fan sage scrub). Flood deposited terraces and washes; associates include Encelia, Dalea, Lepidospartum, etc. Sandy soils. 200-765 m.

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Gilia leptantha ssp. *leptantha* San Bernardino gilia	1B.3	Not covered	Lower montane coniferous forest. Sandy or gravelly sites. 1500-2560 m.
Horkelia cuneata var. *puberula* mesa horkelia	1B.1	Not covered	Chaparral, cismontane woodland, coastal scrub. Sandy or gravelly sites. 15-1645 m.
Imperata brevifolia California satintail	2B.1	Not covered	Coastal scrub, chaparral, riparian scrub, Mojavean desert scrub, meadows and seeps (alkali), riparian scrub. Mesic sites, alkali seeps, riparian areas. 3-1495 m.
Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	1B.1	Covered Criteria Area Species Survey Area	Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 1-1375 m.
Lepidium virginicum var. *robinsonii* Robinson's pepper-grass	4.3	Not covered	Chaparral, coastal scrub. 1-885 m.
Mentzelia tricuspis spiny-hair blazing star	2B.1	Not covered	Mojavean desert scrub. Sandy or gravelly slopes and washes.150-1280 m.
Nama stenocarpa mud nama	2B.2	Covered Criteria Area Species Survey Area	Marshes and swamps. Lake shores, river banks, intermittently wet areas. 5-500 m.
Petalonyx linearis narrow-leaf sandpaper-plant	2B.3	Not covered	Mojavean desert scrub, Sonoran desert scrub. Sandy, rocky canyons. -25-1115 m.
Pseudognaphalium leucocephalum white rabbit-tobacco	2B.2	Not covered	Riparian woodland, cismontane woodland, coastal scrub, chaparral. Sandy, gravelly sites. 35-515 m.
Sidalcea neomexicana salt spring checkerbloom	2B.2	Not covered	Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub. Alkali springs and marshes. 0-1530 m.

Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Symphyotrichum defoliatum San Bernardino aster	1B.2	Not covered	Meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, valley and foothill grassland. Vernally mesic grassland or near ditches, streams and springs; disturbed areas. 2-2040 m.
Tortula californica California screw moss	1B.2	Not covered	Chenopod scrub, valley and foothill grassland. Moss growing on sandy soil. 10-1460 m.
Trichocoronis wrightii var. *wrightii* Wright's trichocoronis	2B.1	Covered Narrow Endemic Plant List	Marshes and swamps, riparian forest, meadows and seeps, vernal pools. Mud flats of vernal lakes, drying river beds, alkali meadows. 5-435 m.

Source: CNDDB and CNPS Online Inventory of Rare and Endangered Plants and MSHCP (May 2019).
Notes:
Regional vicinity refers to within a 5-mile radius of the Planning Area.
MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan
M = meters
FE = Federally Endangered; SE = State Endangered
California Native Plant Society (CNPS) California Rare Plant Rank (CRPR):
1A = Presumed Extirpated in California and either rare or extinct elsewhere
1B = Rare, Threatened, or Endangered in California and elsewhere
2A = Presumed Extirpated in California but common elsewhere
2B = Rare, Threatened, or Endangered in California, but more common elsewhere
3 = Review List: more information is needed
4 = Watch List: limited distribution
CRPR Threat Code Extension:
.1 = Seriously threatened in California (>80% of occurrences threatened/high degree and immediacy of threat)
.2 = Moderately threatened in California (20 to 80% of occurrences threatened/moderate degree and immediacy of threat)
.3 = Not very threatened in California (<20% of occurrences threatened/low degree and immediacy of threat or no current threats known)

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Special-Status Wildlife Species

Several special-status invertebrate, amphibian, fish, reptile, bird, and mammal species that are known or possibly found in the Planning Area, based on the CNDDB, are listed in **Table 5.4-B** below. The general locations of documented species of concern are illustrated on **Figure 5.4-3**. Numerous habitats occur within the Planning Area that can support special-status wildlife species including, but not limited to, Stephen's kangaroo rat (*Dipodomys stephensi*), San Bernardino Merriam's kangaroo rat (*D. merriami parvus*), least Bell's vireo (*Vireo bellii pusillus*), and western burrowing owl (*Athene cunicularia hypogea*).

Some of the wildlife listed in Table 5.4-B are identified as within the Amphibian, Burrowing Owl, or Mammal Survey Areas pursuant to MSHCP Section 6.3.2, which has identified areas, that require additional surveys in order to achieve coverage for these species.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Invertebrates			
Bombus crotchii Crotch bumble bee	SSA	Not covered	Coastal California east to the Sierra-Cascade Crest and south into Mexico. Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.
Amphibians			
Rana mucosa Southern mountain yellow-legged frog[1]	FE/SE	Covered Amphibian Species Survey Area	Federal listing refers to populations in the San Gabriel, San Jacinto and San Bernardino Mountains. Found at elevations of 1,370-3,650 m (4,500–12,000 ft). Always encountered within a few feet of water. Tadpoles may require 2–4 yrs to complete their aquatic development.
Spea hammondii western spadefoot	SSC	Covered	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
Reptiles			
Anniella stebbinsi southern California legless lizard	SSC	Not covered	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in moist sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
			Variety of habitats. Prefers soils with a high moisture content.
Arizona elegans occidentalis California glossy snake	SSC	Not covered	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular Ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose soils.
Aspidoscelis hyperythra orange-throated whiptail	WL	Covered	Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats. Prefers washes and other sandy areas with patches of brush and rocks. Perennial plants necessary for its major food: termites.
Aspidoscelis tigris stejnegeri coastal whiptail	SSC	Covered	Found in deserts & semiarid areas with sparse vegetation and open areas. Also found in woodland & riparian areas. Ground may be firm soil, sandy, or rocky.
Crotalus ruber red-diamond rattlesnake	SSC	Covered	Chaparral, woodland, grassland, & desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas & dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.
Emys marmorata western pond turtle	SSC	Covered	A thoroughly aquatic turtle of ponds, marshes, rivers, streams & irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable upland habitat (sandy banks or grassy open fields) up to 0.5 km from water for estivating.
Phrynosoma blainvillii coast horned lizard	SSC	Covered	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, & abundant supply of ants & other insects.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Salvadora hexalepis virgultea coast patch-nosed snake	SSC	Not covered	Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.
Birds			
Accipiter cooperii Cooper's hawk	WL	Covered	Chiefly of open, interrupted or marginal type woodland. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains, also live oaks.
Agelaius tricolor tricolored blackbird	FC SSC	Covered	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, & foraging area with insect prey within a few km of the colony.
Aimophila ruficeps canescens southern California rufous-crowned sparrow	WL	Covered	Resident in southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.
Aquila chrysaetos golden eagle	FP, WL	Covered	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
Artemisiospiza bellii Bell's sage sparrow	WL	Covered	Nests in chaparral dominated by dense stands of chamise. Found in coastal sage scrub in south of range.
Athene cunicularia burrowing owl	SSC	Covered Burrowing Owl Survey Areas	Open, dry annual or perennial grasslands, deserts & scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Buteo regalis ferruginous hawk	WL	Covered	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly Lagomorphs, ground squirrels, and mice. Population trends may follow Lagomorph population cycles.
Buteo swainsoni Swainson's hawk	ST	Covered	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodents.
Campylorhynchus brunneicapillus sandiegensis coastal cactus wren	SSC	Covered	Southern California coastal sage scrub. Wrens require tall opuntia cactus for nesting and roosting.
Coccyzus americanus occidentalis western yellow-billed cuckoo	FT/SE	Covered	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower understory of blackberry, nettles, or wild grape.
Elanus leucurus white-tailed kite	FP	Covered	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.
Empidonax traillii extimus southwestern willow flycatcher	FE/SE	Covered	Breeds in relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands including lakes and reservoirs. Habitat patches must be at least 0.25 acre in size and at least 30 feet wide.
Eremophila alpestris actia California horned lark	WL	Covered	Short-grass prairie, “bald” hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Icteria virens yellow-breasted chat	SCC	Covered	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.
Lanius ludovicianus loggerhead shrike	SSC	Covered	Broken woodlands, savannah, pinyon-juniper, Joshua tree, & riparian woodlands, desert oases, scrub & washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.
Plegadus chihi white-faced ibis	WL	Covered	Shallow freshwater marsh. Dense tule thickets for nesting, interspersed with areas of shallow water for foraging.
Polioptila californica coastal California gnatcatcher	FT SSC	Covered	Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas & slopes. Not all areas classified as coastal sage scrub are occupied.
Progne subis purple martin	SSC	Covered	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, & Monterey pine. Nests in old woodpecker cavities mostly, also in human-made structures. Nest often located in tall, isolated tree/snag.
Setophaga petechia yellow warbler	SSC	Covered	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Vireo bellii pusillus least Bell's vireo	FE/SE	Covered	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.
Xanthocephalus yellow-headed blackbird	SSC	Not covered	Nests in freshwater emergent wetlands with dense vegetation & deep water. Often along borders of lakes or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects.
Mammals			
Antrozous pallidus pallid bat	SSC	Not covered	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.
Chaetodipus californicus femoralis Dulzura pocket mouse	SSC	Not covered	Variety of habitats including coastal scrub, chaparral & grassland. Attracted to grass-chaparral edges.
Chaetodipus fallax northwestern San Diego pocket mouse	SSC	Covered	Coastal scrub, chaparral, grasslands, sagebrush, etc. Sandy, herbaceous areas, usually in association with rocks or coarse gravel.
Chaetodipus fallax pallidus pallid San Diego pocket mouse	SSC	Not covered	Desert border areas in desert wash, desert scrub, desert succulent scrub, pinyon-juniper, etc. Sandy herbaceous areas, usually in association with rocks or coarse gravel.
Corynorhinus townsendii Townsend's big-eared bat	SSC	Not covered	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls & ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name **Common Name**	**Special Status**	**MSHCP Status**	**Habitat Requirements**
Dipodomys merriami parvus San Bernardino kangaroo rat	FE SSC	Covered Mammal Species Survey Area	Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains. Needs early to intermediate seral stages.
Dipodomys stephensi Stephens' kangaroo rat	FE/ST	Covered	Primarily annual & perennial grasslands, but also occurs in coastal scrub & sagebrush with sparse canopy cover. Prefers buckwheat, chamise, brome grass & filaree. Will burrow into firm soil.
Lasiurus xanthinus western yellow bat	SSC	Not covered	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.
Leptonycteris yerbabuenae lesser long-nosed bat	FE	Not covered	Arid regions such as desert grasslands and shrub land. Suitable day roosts (caves & mines) and suitable concentrations of food plants (columnar cacti & agaves) are critical resources. No maternity roosts known from California; may only be vagrant.
Lepus californicus bennettii San Diego black-tailed jackrabbit	SSC	Covered	Intermediate canopy stages of shrub habitats & open shrub / herbaceous & tree / herbaceous edges. Coastal sage scrub habitats in Southern California.
Neotoma lepida intermedia San Diego desert woodrat	SSC	Covered	Coastal scrub of Southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops & rocky cliffs & slopes.
Onychomys torridus ramona southern grasshopper mouse	SSC	Not covered	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover. Feeds almost exclusively on arthropods, especially scorpions & orthopteran insects.

Table 5.4-B –Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area

Scientific Name Common Name	Special Status	MSHCP Status	Habitat Requirements
Perognathus longimembris brevinasus Los Angeles pocket mouse	SSC	Covered Mammal Species Survey Area	Lower elevation grasslands & coastal sage communities in and around the Los Angeles Basin. Open ground with fine sandy soils. May not dig extensive burrows, hiding under weeds & dead leaves instead.
Taxidea taxus American badger	SSC	Not covered	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils & open, uncultivated ground. Preys on burrowing rodents. Digs burrows.

Source: CNDDB Rarefind 5 and BIOS (May 2019), MSHCP (2003)
Notes:
[1]- There are no CNDDB records for Southern mountain yellow-legged frog in the Plan Area. However, the MSHCP requires surveys for this species within the Planning Area and it is therefore included as a species which has a potential to occur within the regional vicinity of the Planning Area.
Regional vicinity refers to within a 5-mile radius of the Planning Area.
MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan
FT = Federally Threatened; FC = Federal Candidate Species; FE = Federally Endangered; SE = State Endangered; ST = State Threatened; SSC = Species of Special Concern; FP = California Department of Fish and Wildlife Fully Protected; WL = California Department of Fish and Wildlife Watch List; SSA = State Special Animal

Nesting Birds

Under the provisions of the Migratory Bird Treaty Act (MBTA), it is unlawful “by any means or manner to pursue, hunt, take, capture (or) kill” any migratory birds except as permitted by regulations issued by the U.S. Fish and Wildlife Service (USFWS). The term “take” is defined by the USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture or collect” any migratory bird or any part, nest, or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the California Fish and Game Code (CFGC; State of California 2017) extends protection to non-migratory birds identified as resident game birds (CFGC Section 3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC Section 3503). Typical nesting bird sites depend on the species, but may include natural areas such as trees, shrubs, bushes, grasses, and rocky outcrops; and also, the built environment such as utility towers, eaves, tunnels, and vacant structures. Therefore, habitat is present within the Planning Area that has the potential to support protected nesting birds.

Jurisdictional Resources

The major water courses associated with the Planning Area are Noble Creek, Little San Gorgonio Creek, and Potrero Creek. Noble Creek and Little San Gorgonio Creek are tributaries of San Timoteo Creek, which drains to the Santa Ana River and eventually to the Pacific Ocean. Potrero Creek is a tributary to the San Jacinto River, which drains into Lake Elsinore. Lake Elsinore has very little outflow, but in years

of heavy rainfall it has overflowed into Temescal Creek, a tributary of the Santa Ana River. Any drainages occurring within the Planning Area that have a nexus to Noble Creek, Little San Gorgonio Creek, or Potrero Creek may be considered jurisdictional waters by Federal and State regulations. (ECR, p. 131.)

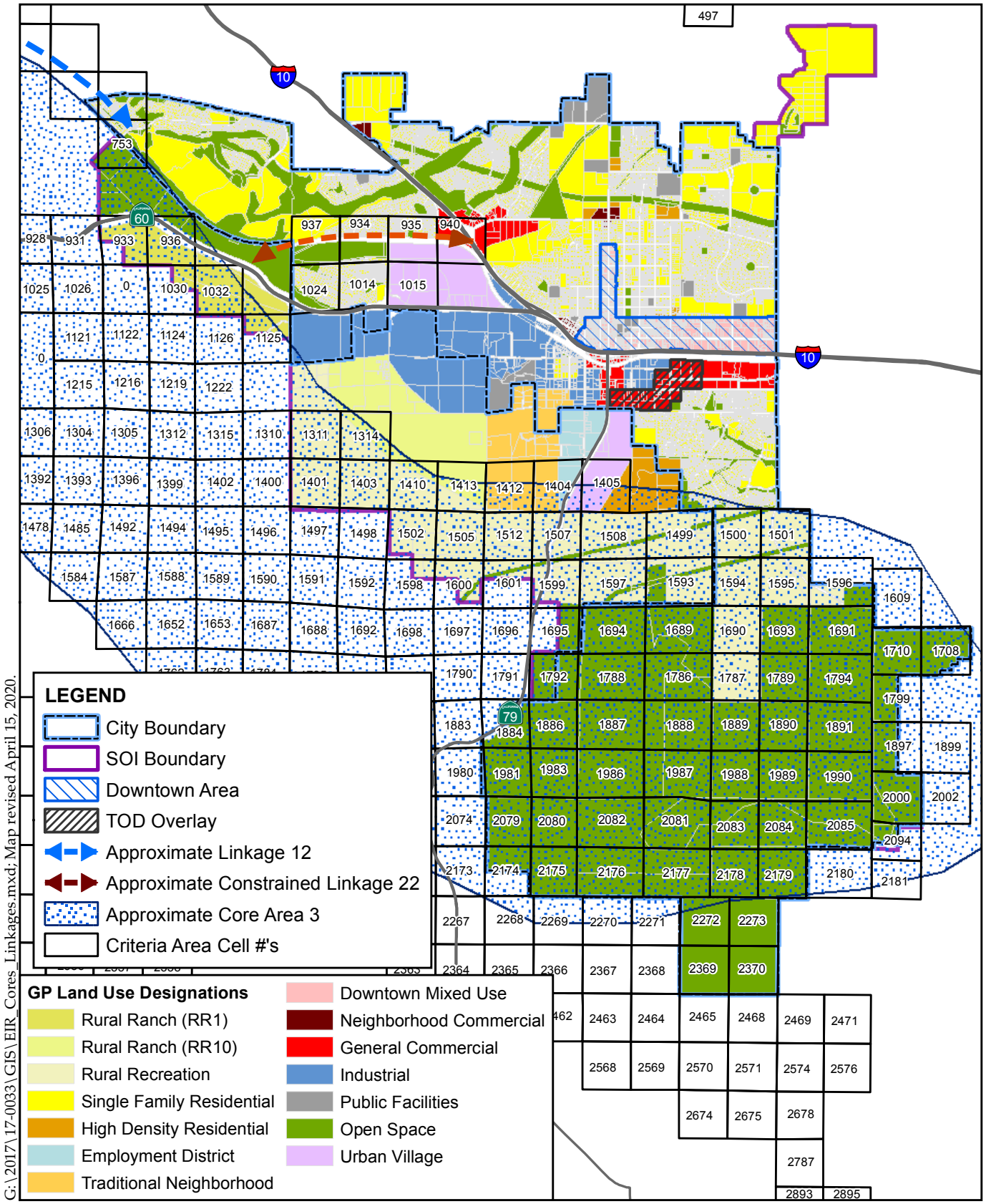
Wildlife Corridors and Preserves

As previously noted, the Planning Area occurs within the regional setting of the Western Riverside County MSHCP. The MSHCP is comprised of a variety of existing and proposed Cores, Linkages, and Habitat Blocks. Within the Planning Area, the MSHCP has identified several Cores and Linkages and a Habitat Block, including a portion of Proposed Core 3, Proposed Linkage 12, and Proposed Constrained Linkage 22 (**Figure 5.4-4 – MSHCP Cores and Linkages**).

Proposed Core 3

Proposed Core 3 (Badlands/Potrero) consists mainly of publicly owned lands (CDFW) and is considered Public/Quasi-Public areas in the MSHCP; it is located in the northwest to southern portions of the City's sphere of influence. Proposed Core 3 is connected to Proposed Linkage 12 (north San Timoteo Creek), Proposed Linkage 4 (Reche Canyon), Proposed Constrained Linkage 22 (east San Timoteo Creek), Existing Core H (Lake Perris), Existing Core K (San Jacinto Mountains), Proposed Linkage 11 (Soboba/Gilman Springs), and Proposed Constrained Linkage 21. Proposed Core 3 also functions as a Linkage, connecting the San Bernardino National Forest to the southwest with San Bernardino County and other conserved areas to the north of the Core. With a total acreage of approximately 24,920 acres, Proposed Core 3 is one of the largest MSHCP Core Areas. In addition, the Core is contiguous with Existing Core H (Lake Perris/Mystic Lake) and Existing Core K (San Jacinto Mountains), thus greatly enlarging the functional area of the Core. Proposed Core 3 has both a large proportion of its area unaffected by edge (approximately 23,420 acres of the total 24,940 acres) and is only partially constrained by existing agricultural use. Within Proposed Core 3, important live-in and movement habitat is provided for Bell's sage sparrow (*Artemisiospiza belli*), loggerhead shrike (*Lanius ludovicianus*), cactus wren (*Campylorhynchus brunneicapillus*), Stephen's kangaroo rat (*Dipodomys stephensi*), southern California rufous-crowned sparrow (*Aimophila ruficeps*), and mountain lion (*Puma concolor*), which have key populations in the Badlands. Management of edge conditions will be necessary in the Badlands to maintain high quality habitat for these species in areas which may be affected by covered facilities including Lambs Canyon Road, San Timoteo Canyon Road, and Gilman Springs Road. (ECR, pp. 131–132.)

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Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

Figure 5.4-4 MSHCP Cores and Linkages

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Proposed Linkage 12
Proposed Linkage 12 is comprised of riparian habitats associated with San Timoteo Creek; it is located at the northwestern-most tip of the City boundary. Planning Species which use Proposed Linkage 12 include yellow warbler (*Setophaga petechia*), white-tailed kite (*Elanus leucurus*), yellow-breasted chat (*Icteria virens*), least Bell's vireo (*Vireo bellii pusillus*), and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*). Proposed Linkage 12 likely provides for movement of common mammals such as bobcat (*Lynx rufus*) connecting to San Bernardino County and Core Areas in the Badlands. Maintenance of habitat quality and wetland functions and values of San Timoteo Creek are important for these species.

Proposed Linkage 12 is relatively unconstrained by adjacent land uses, which include planned rural mountainous land uses and rural portions of the City of Calimesa. Widening of San Timoteo Creek may affect resources within Proposed Linkage 12 by contributing to edge effects such as runoff and trash. Improvements to this Covered Activity should be conducted away from the creek to conserve wetland functions and values.

Proposed Constrained Linkage 22
Proposed Constrained Linkage 22 is comprised of the portion of San Timoteo Creek extending west from Interstate 10 (I-10) freeway to De Anza Cycle Park within the City's sphere of influence. Proposed Constrained Linkage 22 provides habitat for certain species and a connection to Core 3 in the Badlands. Proposed Constrained Linkage 22 is constrained by I-10 to the east, San Timoteo Canyon Road and railroad tracks to the north, State Route 60 (SR-60) freeway to the south, and by existing agricultural land uses within the City. Planning Species for which habitat is provided for within this Proposed Constrained Linkage 22 include least Bell's vireo (*Vireo bellii pusillus*) and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*). In addition to maintenance of habitat quality, maintenance of floodplain processes along the San Timoteo Creek is important for this species. Proposed Constrained Linkage 22 likely provides for movement of common mammals such as bobcat (*Lynx rufus*). Upon Reserve Assembly of Proposed Constrained Linkage 22, management of edge conditions will be necessary to ensure maintenance of floodplain processes and movement of mammals through this Linkage. Flood control or alteration of hydrology associated with land use activities in the City and with widening of major existing roadways may affect habitat supporting least Bell's vireo (*Vireo bellii pusillus*) and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*).

5.4.2 Related Regulations

Federal Regulations

Federal Endangered Species Act (FESA)

The USFWS, under the auspices of the Federal Endangered Species Act (FESA) of 1973 (as amended), manage and protect species listed as endangered or threatened with extinction. The USFWS can issue a permit for incidental "take" of listed species as a result of otherwise lawful activities if that take is found not likely to jeopardize the continued existence of the species or modify the species' critical habitat. Take as defined under FESA means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct. The permitting process is used to determine if a project would jeopardize the continued existence of listed species and what mitigation measures would be required to avoid or minimize impacts to listed species. Procedures for obtaining a permit for incidental take are identified under Section 7 of the Act for Federal properties or where Federal actions are involved and are identified under Section 10 of the Act for non-Federal actions. Candidate species do not have the full

protection of the FESA; however, the USFWS advises applicants that candidate species could be elevated to listed species at any time.

The MSHCP was prepared to provide for the take and mitigation of the 146 species covered under the MSHCP pursuant to the FESA. The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis.

Clean Water Act (CWA), Section 401

Section 401 of the CWA requires an applicant to obtain certification for any activity that may result in a discharge of a pollutant into Waters of the United States (Waters of the U.S.). As a result, proposed fill in waters and wetlands requires coordination with the appropriate State Regional Water Quality Control Board (RWQCB) that administers Section 401 and provides certification. The RWQCB also plays a role in review of water quality and wetland issues, including avoidance and minimization of impacts. Section 401 certification is required prior to the issuance of a Section 404 permit.

Clean Water Act (CWA), Section 404

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (ACOE) regulates the discharge of dredged and/or fill material into the waters of the United States, which includes federally-defined wetlands. Wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. The term, “waters of the United States”, is defined in the Navigable Waters Protection Rule. When a 404 Permit is required, then the applicant shall obtain a 401 Permit.

Navigable Waters Protection Rule

The U.S Environmental Protection Agency (EPA) and ACOE published the Navigable Waters Protection Rule (Final Rule) on April 21, 2020, in order to define the scope of waters subject to federal regulation under the CWA. The Final Rule went into effect nationwide on June 22, 2020. Paragraph (a) of the Final Rule identifies four categories of waters that are “waters of the United States”, these waters are referred to as “jurisdictional”; paragraph (b) of the Final Rule identifies those waters and features that are excluded from the definition of “waters of the United States”; and paragraph (c) of the Final Rule defines applicable terms.

The term “Waters of the U.S.” means:

(1) The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide;

(2) Tributaries;

(3) Lakes and ponds, and impoundments of jurisdictional waters; and

(4) Adjacent wetlands.

The ACOE typically regulates as Waters of the U.S. any body of water displaying an ordinary high-water mark (OHWM). ACOE jurisdiction over non-tidal waters of the U.S. extends laterally to the OHWM or beyond the OHWM to the limit of any adjacent wetlands, if present. The OHWM is defined as “that line on

the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area." Jurisdiction typically extends upstream to the point where the OHWM is no longer perceptible.

Permits authorized by ACOE under the Act typically contain mitigation to offset unavoidable impacts on wetlands and other Waters of the U.S. in a manner that achieves no net loss of wetland acres or values.

Executive Order 11990, Protection of Wetlands

This Executive Order from May 1977 establishes a national policy to avoid adverse impacts on wetlands whenever there is a practicable alternative. On projects with federal actions or approvals, impacts on wetlands must be identified in the environmental document. Alternatives that avoid wetlands must be considered. If wetland impacts cannot be avoided, then all practicable measures to minimize harm to those wetlands must be included. This must be documented in a specific 'Wetlands Only Practicable Alternative Finding' in the final environmental document for the proposed project.

Migratory Bird Treaty Act

Disturbing or destroying active nests of any native bird is a violation of the Migratory Bird Treaty Act (MBTA) of 1918. Nests and eggs are also protected under Section 3503 of the California Fish and Game Code. As a result, special precautions must be taken to avoid disturbances to birds during their breeding seasons (most commonly between February and August). The MBTA, implemented by the USFWS, is an international treaty that makes it unlawful to take, possess, buy, sell, purchase, or barter, any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs or products, except as allowed by implementing regulations (under 50 CFR 21). The Western Riverside County MSHCP take permits constitute 'special purpose permits' pursuant to the MBTA. Specifically, the Biological Opinion for the Western Riverside County MSHCP stipulates that covered activities must comply with the MBTA and that clearing of habitat would be avoided during the active breeding season within the MSHCP's Criteria Areas and on public/ quasi-public lands. For other birds protected by the MBTA and not listed under FESA, no take is authorized (including killing and wounding of any such birds, or take of eggs and active nests). Thus, standard MBTA compliance measures would still be required.

Federal Bald and Golden Eagle Protection

This act was originally passed in 1940 and provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, sale, purchase, barter, offer to sell, purchase or barter, transport, export or import, of any bald or golden eagle, alive or dead, including any part, nest or egg, unless allowed by permit. 'Take' includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb. The 1972 amendments increased civil penalties for violating provisions of the Act to a maximum fine of $5,000 or one year imprisonment with $10,000 or not more than two years in prison for a second conviction. Felony convictions carry a maximum fine of $250,000 or two years of imprisonment. The fine doubles for an organization.

State Regulations

California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) is similar to FESA in that its intent is to protect species of fish, wildlife and plants that are in danger of, or threatened with, extinction because their habitats are threatened with destruction, adverse modification or severe curtailment, or because of overexploitation, disease, predation or other factors. CESA establishes California State policy to conserve, protect, restore

and enhance threatened or endangered species and their habitats. CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy.

'Take' as defined under CESA means hunt, pursue, capture or kill, or attempt to do so. Under certain conditions, CESA has provisions to authorize take pursuant to a California Fish and Game Code (CFGC) Section 2081 permit or Memorandum of Understanding (MOU). Impacts of authorized take must be minimized and fully mitigated. No permit may be issued if it would jeopardize the continued existence of the species. The CDFW is the primary regulatory agency for enforcement of California State species protection laws in the state, including CESA. CDFW may designate a species as a 'species of special concern' (SSC) prior to considering the species for protected status under CESA if the CDFW has information indicating that the species is declining. This status applies to animals that, while not listed under FESA or CESA, are declining at a rate that could result in listing or historically occur in low numbers and known threats to their persistence currently exist. While SSC species do not receive the same protections as listed species, their identification is intended to focus attention on the species to help avert the need for costly listing under FESA or CESA. SSC species are often considered during the environmental review process and are a component of the Western Riverside County MSHCP.

The MSHCP was prepared to provide for the take and mitigation of species covered under the MSHCP pursuant to the California Natural Community Conservation Planning Act (NCCP). The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis.

Natural Community Conservation Planning Act (NCCP)

The purpose of the NCCP is to sustain and restore those species and their habitat identified by CDFW that are necessary to maintain the continued viability of those biological communities impacted by human changes to the landscape while accommodating compatible land use. It is also the policy of the State to conserve, protect, restore, and enhance natural communities. The State may acquire a fee or less than fee interest in lands consistent with approved NCCPs and may provide assistance with the implementation of those plans. The MSHCP satisfies the requirements of the NCCP Act by allowing for the issuance of take at the local level by Permittees such as the City, thereby streamlining the take authorization process on a project-by-project basis.

Native Plant Protection Act (NPPA) of 1977

The NPPA (e.g., CFGC Sections 1900-1913) directs CDFW to carry out the legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA gives the California Fish and Game Commission the power to designate native plants as endangered or rare, since CESA does not explicitly cover rare plants**.** Accordingly, the CDFW's Wildlife and Habitat Data Analysis Branch maintains a 'special plants' list of approximately 2,000 native plant species, subspecies or varieties that are tracked by the CNDDB. The NPPA prohibits the taking of listed plants from the wild and requires notification of the CDFW at least 10 days in advance of any change in land use which would adversely impact listed plants. This requirement allows CDFW to salvage plants that would otherwise be destroyed.

The CNPS publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California. The inventory assigns a ranking status. Plants on the 1A, 1B and 2 lists of the CNPS Inventory consist of plants that may qualify for listing and CDFW requires that they be addressed under CEQA.

Oak Woodlands Conservation Act 1360

The Oak Woodlands Conservation Act is intended to work in concert with local planning and zoning strategies to conserve oak woodlands. Jurisdictions may prepare an Oak Woodlands Management Plan and thereby qualify for State of California financial incentives to protect the oak resources described therein. Through this Act, it is the State of California's intent to support and encourage voluntary, long-term private stewardship and conservation of California's oak woodlands by offering landowners financial incentives to protect and promote biologically functional oak woodlands over time and encourage local land use planning that is consistent with the preservation of oak woodlands, particularly special oak woodlands habitat elements. The Oak Woodlands Conservation Act also establishes a fund for oak woodlands conservation to which future appropriations for oak woodlands protection may be made.

Fish and Game Code Section 1600 et seq.

The CDFW, through provisions of the Fish and Game Code Sections 1600–1603, is empowered to issue agreements (Streambed Alteration Agreements) for projects that would "divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake" (Fish and Game Code Section 1602[a]). Streams and rivers are defined by the presence of a channel bed and banks, and intermittent flow. The limits of CDFW jurisdiction are also based on riparian habitat and may include wetland areas that do not meet ACOE criteria for soils and/or hydrology (e.g., where riparian woodland canopy extends beyond the banks of a stream away from frequently saturated soils).

California Wetlands Conservation Policy

California wetlands policy is more restrictive than Federal wetlands policy. The goal of California Wetlands Conservation Policy (1993) is to ensure no net loss of wetlands within the State. This policy, incorporated in an executive order by then Governor Pete Wilson, also encourages a long-term net gain in the State's quantity, quality, and permanence of wetlands acreage and values. Interpretation of this order indicates that any developer wishing to fill in wetlands for construction for new development must perform mitigation in the form of constructed wetlands elsewhere at ratios ranging from 2:1 to 10:1. In addition to the ACOE, State regulatory agencies claiming jurisdiction over wetlands include the CDFW and the State Water Resources Control Board (SWRCB).

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act charges the SWRCB and nine RWQCB statewide with protecting water quality throughout California. Typically, the SWRCB and RWQCB act in concert with the ACOE under Section 401 of the CWA in relation to permitting fill of Federal jurisdiction of the ACOE under Section 404 pf the CWA. This action did not limit the State's regulatory jurisdiction over Waters of the State. Waters of the State are defined in Section 13050(c) of the Porter-Cologne Water Quality Control Act "… any surface water or groundwater, including saline waters, within the boundaries of the State." Currently, an applicant would delineate the wetlands on their property utilizing methodology presented in the 1987 Corps of Engineers Wetland Delineation Manual and the delineation would be verified by the ACOE. In cases where an area meets the criteria to be considered a wetland, but the ACOE does not have jurisdiction, the applicant is referred to the appropriate RWQCB. In these cases, the project must receive a permit for Waste Discharge Requirements or Waiver of Waste Discharge Requirements from the RWQCB. Projects that affect Waters of the State are required by the RWQCB to incorporate mitigation. Mitigation ratios are determined on a project specific basis during the permitting process and are based on the quality of the wetlands impacts by the project.

Unlawful Take or Destruction of Nests or Eggs (Fish and Game Code Sections 3505.5-3513)

Section 3503.5 of the California Fish and Game Code specifically protects birds of prey, stating:

> *It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.*

Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating:

> *It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act.*

Regional Regulations

Western Riverside County Multiple Species Habitat Conservation Plan

The Planning Area is located within an area subject to the Western Riverside County MSHCP. The MSHCP is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP Plan Area encompasses approximately 1.26 million acres (1,966 square miles); it includes all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The MSHCP covers multiple species and multiple habitats within a diverse landscape, from urban centers to undeveloped foothills and montane forests, all under multiple jurisdictions. It extends across many bioregions as well, including the Santa Ana Mountains, Riverside Lowlands, San Jacinto Foothills, San Jacinto Mountains, Agua Tibia Mountains, Desert Transition, and San Bernardino Mountains.

The MSHCP will serve as an HCP pursuant to Section 10(a)(1)(B) of the FESA of 1973 (FESA), as well as a NCCP under the NCCP Act of 2001. The Endangered Species Act prohibits the “taking” of Endangered species. The MSHCP will be used to allow the participating jurisdictions to authorize “take” of Covered plant and wildlife species identified within the Plan Area. The MSHCP currently does not grant “take” of species not adequately conserved in the Plan Area. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The USFWS issued a Biological Opinion and FESA Section 10 permit for the MSHCP on June 22, 2004, and CDFW issued an NCCP Approval and take Authorization on the same date. The USFWS and CDFW (hereafter “Wildlife Agencies”) have authority to regulate the take of Threatened, Endangered, and rare Species. Under the MSHCP, the Wildlife Agencies will grant “Take Authorization” for otherwise lawful actions such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP Conservation Area in exchange for the assembly and management of a coordinated MSHCP Conservation Area.

The MSHCP identifies 20 Core Areas, 10 Non-contiguous Habitat Blocks, 28 Linkages, between areas of habitat as the system of conserved lands that would meet the MSHCP goals for habitat preservation and species protection. A definition of each of these areas is provided in Volume 1 of the MSHCP. The MSHCP also establishes conservation targets within each of the member cities and each of the 16 Area Plans in Western Riverside County covered by the Riverside County General Plan.

As a local Permittee, the City has adopted and is signatory to the Implementing Agreement of the MSHCP. Properties within the Criteria Area which is represented by "Criteria Cells" (consisting of 160-acre areas) are subject to the MSHCP "criteria" which lays out the conservation objectives for that particular Cell. Criteria Areas are areas in which land can be acquired as Additional Reserve Lands to meet MSHCP conservation goals. The Criteria Cells affecting the Planning Area are shown on **Figure 5.4-1 – MSHCP Criteria Cells**.

The MSHCP allows the City, as a Permittee, to "take" (i.e. impact) adequately conserved plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the City, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed which is required for any project occurring within the Criteria Area (as depicted on Figure 5.4-1). The Criteria Area is used to identify where the Reserve will be built from in order to protect lands in perpetuity for conservation of habitats and species. . This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP requirements. Future specific development projects will be required to pay an impact fee that will be used in part to acquire appropriate lands for conservation. The MSHCP is available through Riverside County, or can be reviewed at http://rctlma.org/Portals/0/mshcp/volume1/index.html.

MSHCP Target Conservation Acreages

The Planning Area is within The Pass Area Plan of the MSHCP. The MSHCP broadly identifies total target conservation acreages for The Pass Area Plan, as discussed below:

> The target conservation acreage range for The Pass Area Plan is 22,510 to 27,895 acres; it is composed of approximately 13,970 acres of existing Public/Quasi-Public Lands and 8,540 to 13,925 acres of Additional Reserve Lands. The City of Banning, City of Beaumont, and City of Calimesa sit entirely within The Pass Area Plan. The target acreage range within the City of Banning is 50 to 90 acres. The target acreage range within the City of Beaumont is 5,440 to 9,060 acres. The target acreage range within the City of Calimesa is 1,240 to 2,240 acres. The target acreages of the three cities are included within the 8,540 to 13,925 acres target conservation range on Additional Reserve Lands for the entire The Pass Area Plan.

Core Areas and Linkages

Within The Pass Area Plan, the MSHCP also identifies certain Core Areas and Linkages. A "Core Area" is considered to be a block of Habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more MSHCP Covered Species. "Habitat" is generally defined as the combination of environmental conditions of a specific place providing for the needs of a species or a population of such species. "Linkages" provide connection between Core Areas with adequate size, configuration and vegetation characteristics to generally provide for "live-in" habitat and/or provide for genetic flow for identified Planning Species. Cores and Linkages within The Pass Area Plan which are located within the Planning Area include (See Figure 5.4-4):

- Proposed Constrained Linkage 22,
- A portion of Proposed Core 3, and
- Proposed Linkage 12.

The Criteria identified by each Criteria Cell identifies the areas needed for conservation in order to build out the above listed Reserve Features which will then contribute to the overall MSHCP Conservation Area.

The Pass Area Plan Subunits

The Pass Area Plan is divided into three Subunits – Subunit 1: Potrero/Badlands, Subunit 2: Badlands/San Bernardino National Forest, and Subunit 3: San Timoteo Creek. The Planning Area lies predominantly within Subunit 1: Potrero/Badlands. The Planning Area also encompasses portions of Subunit 2: Badlands/San Bernardino National Forest and Subunit 3: San Timoteo Creek. Each Subunit in turn is divided into Cells, and Cell Groups. **Figure 5.4-1** depicts all the Cells and Cell Groups affecting the Planning Area. Section 3 of the MSHCP provides more details on the Criteria Cells for the Pass Area Plan.

Outside the Criteria Area

Projects (private development projects as well as public projects) outside of the Criteria Cells are subject to a consistency analysis based on an examination of "Other Plan Requirements" in accordance with the following sections from the MSHCP:

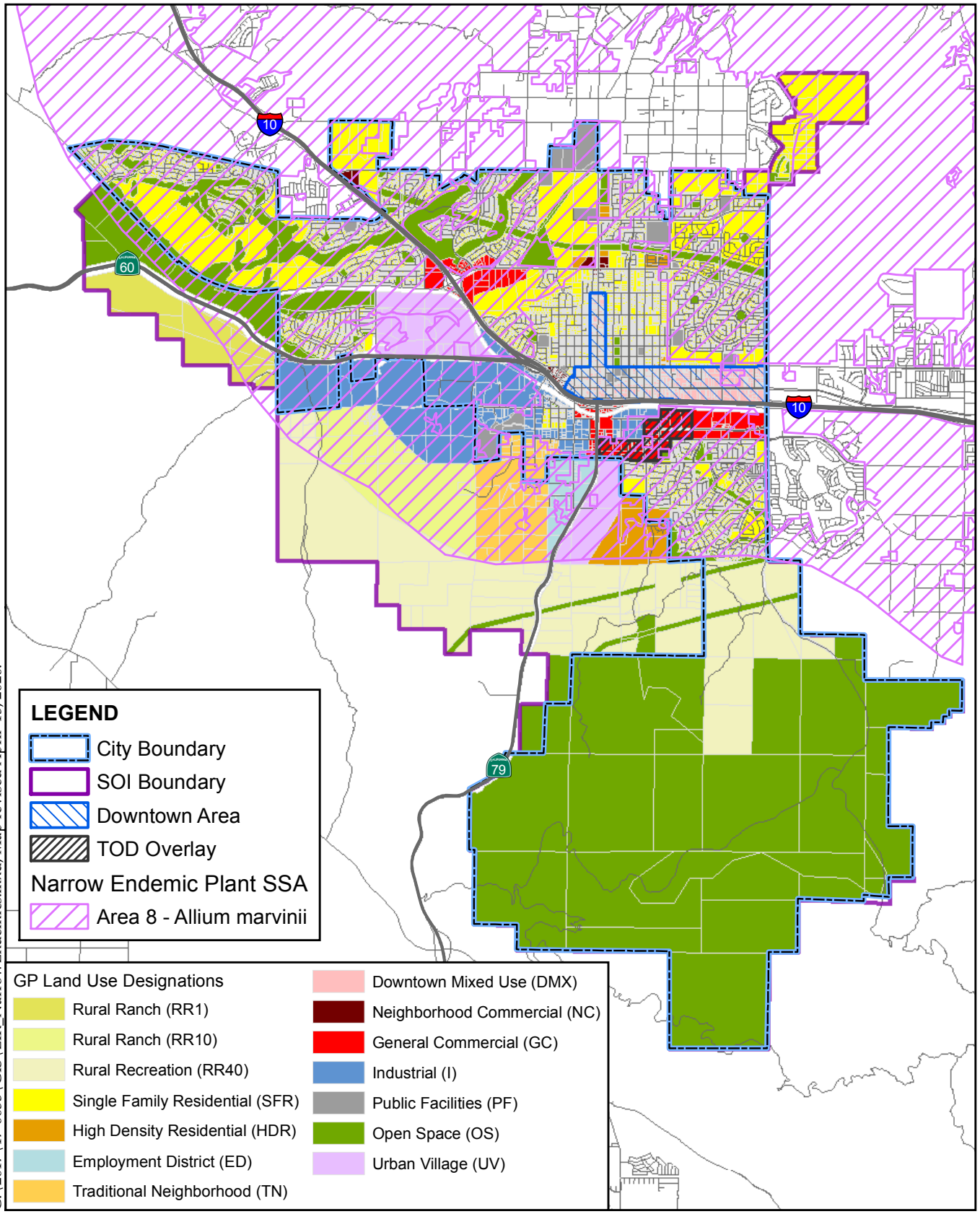
Section 6.1.2 - Riparian/Riverine and Vernal Pool/Fairy Shrimp: This section sets forth the biological survey and report requirements regarding riparian/riverine habitat and associated species, focusing on riparian/ riverine areas, vernal pools and fairy shrimp habitat. Listed fairy shrimp that are known to occur in Western Riverside County include Riverside fairy shrimp (*Streptocephalus woottoni),* vernal pool fairy shrimp (*Branchinecta lynchi),* Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*).

Section 6.1.3 - Narrow Endemic Plant Species Survey Area (NEPSSA): This section sets forth the biological survey and report requirements regarding narrow endemic plant species, and requires focused surveys (generally during the bloom period) for all public and private projects proposed within the NEPSSA and when suitable habitat is determined to be present. **Figure 5.4-5 – MSHCP Narrow Endemic Species Survey Areas** illustrates where the NEPSSA overlaps with the Planning Area. As identified in **Table 5.4-A**, suitable habitat for three plants on the Narrow Endemic Plant Species list is located in the Planning Area: Yucaipa onion, slender-horned spineflower, and Wright's Trichocoronis.

Section 6.3.2 - Additional Survey Needs and Procedures: This section sets forth the biological survey and report requirements regarding the Criteria Area Species Survey Area (CASSA) plant species, amphibian species, burrowing owl and small mammal species. The Planning Area is within the amphibian species, CASSA, burrowing owl, and small mammal survey areas of Section 6.3.2 of the MSHCP.

Section 6.1.4 - Urban/Wildland Interface Guidelines: This section sets forth a range of measures to eliminate, reduce or minimize edge effects associated with the interface between development and the natural environment.

Section 6.9 - Application of Certain FESA Requirements: This section addresses USFWS proposed or adopted critical habitat designations and future recovery plans. It stipulates that FESA recovery plans do not require any additional land or financial compensation by the Permitees. Additionally, Section 6.9 provides that "to the maximum extent allowable" the USFWS shall ensure that any future FESA Biological Opinions issued for future projects are consistent with the no jeopardy ruling granted by the MSHCP, as long as the project is "consistent with the terms and conditions of the MSHCP and its Implementing Agreement." Through implementation of the MSHCP requirements found in Sections 6.1.2, 6.1.3, 6.3.2, 6.1.4 and 6.9, development projects outside of the Criteria Areas can be found consistent with the MSHCP, thereby ensuring impacts to Covered Species would be less than significant.



G:\2017\17-0033\GIS\EIR_NarrowEndemics.mxd; Map revised April 15, 2020.

Sources: Riverside Co. GIS 2020/RCA; Raimi+; Assoc., 2019; Rincon Consultants, Aug. 2018.

Figure 5.4-5 MSHCP Narrow Endemic Species Survey Areas

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

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Inside the Criteria Area
The following provides an additional explanation of what the consistency analysis will need to include for any project in the Planning Area to document MSHCP consistency:

Other Plan Requirements: The requirements are the same as outlined for "Outside Criteria Areas." Specifically, the MSHCP relevant sections that require documentation to determine consistency are Sections 6.12, 6.1.3, 6.1.4, and 6.3.2.

Joint Project Review Process: Once a development project has been reviewed and a determination of consistency/inconsistency with the MSHCP is made by the City, the project is reviewed by the Western Riverside County Regional Conservation Authority (RCA) through the Joint Project/Acquisition Review (JPR) process (as described in Section 6.6.2E of the MSHCP). To ensure that the requirements of the MSHCP are properly adhered to by all applicable parties, all projects within Criteria Cells are reviewed by the RCA through this process. Additionally, the JPR process includes a 10-day comment period for the USFWS and CDFW should they wish to comment on a decision made by the RCA.

The JPR Process includes a review of the project's relationship on three geographic levels. All projects within the Criteria Area must be reviewed for consistency with the following three reserve units: (1) Cores and Linkages, (2) Area Plans and Subunits, and (3) Criteria Cells.

The Habitat Acquisition and Negotiation Strategy (HANS) process (Section 6.1.1 of the MSHCP) outlines a methodology for Permittees to negotiate for the setting aside or purchase of areas needed for conservation (i.e., Reserve Assembly). Permittees may utilize incentives such as density bonuses or waivers of other local impact fees in return for conservation of a portion of a project site deemed important for MSHCP reserve assembly. The HANS process (Section 6.1.1 of the MSHCP)

Permittee MSHCP Findings: Once the JPR process is complete, the Permittee prepares MSHCP findings for inclusion in final project entitlement or approval documents and staff reports. Findings of MSHCP consistency/ inconsistency cannot be made until the JPR process is complete. Through implementation of these requirements, development projects inside Criteria Areas can be found consistent with the MSHCP. Impacts to covered species (candidate, sensitive or special status species) and their habitats resulting from development projects that are consistent with the MSHCP would be deemed less than significant because of their MSHCP compliance.

Riverside County Oak Tree Management Guidelines

In March 1993, the County of Riverside issued Oak Tree Management Guidelines to address the treatment of oak woodlands in areas where zoning and/or General Plan density restrictions allow the effective use of clustering. The guidelines are generally considered to be the most effective where minimum lot sizes are 2.5 acres or larger, or where oak woodlands are concentrated in a relatively small portion of a project site. The guidelines include recommendations for oak inventories, land use designs to cluster home sites in order to reduce impacts to oaks and mitigation measures for oak conservation.

Ordinance No. 559 – Regulating the Removal of Trees

Ordinance No. 559 regulates the removal of living native trees on parcels of property greater than one-half acre, located above 5,000 feet within the unincorporated area of Riverside County without first obtaining a permit to do so. The purpose of the ordinance is to ensure that the timberlands of Riverside County are protected, and the ecological balance of such timberlands is preserved.

Local Regulations

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a biological resource report is required for an implementing development project if: native soils and habitats such as wetlands are within, or in proximity to the project area, and/or construction activities will result in trenching, excavation of undisturbed soils.

5.4.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to biological resources include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

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

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

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

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

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

Implementation LUCD23 Tree Planting Program. Partner with local non-profit organization to implement a tree planting program (Planting of trees on City-owned and private property).

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

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

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

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

Policy 7.5.3 Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Policy 7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments are redevelopment projects will not cause hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.5: A City that preserves and enhances its natural resources.

Policy 8.5.1 Minimize the loss of sensitive species and critical habitat areas in areas planned for future development.

Policy 8.5.2 Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

Policy 8.5.3 Encourage new development to support a diversity of native species and manage invasive species.

Policy 8.5.4 Support the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's City of Beaumont and its Sphere of Influence.

Policy 8.5.5 Protect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation.

Policy 8.5.6 Continue to support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.

Policy 8.5.7 Discourage the use of plant species on the California Invasive Plant Inventory.

Policy 8.7.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.

Policy 8.7.6 Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policy 8.8.1 Promote the maintenance of open space through the implementation of the General Plan.

Policy 8.8.2 Protect and preserve open space and natural habitat wherever possible.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Policy 8.8.4 Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.

Policy 8.8.5 Encourage residential clustering as a means of preserving open space. This policy is implemented through the Land Use and Community Design Element.

Policy 8.8.6 Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

Goal 8.9: A City where the extent of urban development in the hill sides is minimized and mitigated.

Policy 8.9.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Goal 8.10: A City that promotes the protection of biological resources through MSHCP implementation.

Policy 8.10.1 Work with landowners and government agencies in promoting development concepts that are sensitive to the environment and consider the preservation of natural habitats and further the conservation goals of the MSHCP.

Policy 8.10.2 Work with landowners and government agencies in identifying areas within the City of Beaumont and its Sphere of Influence that should be preserved as open space for passive recreation, resource management, or public safety and which meet the City's preservation obligations per the MSHCP.

Policy 8.10.3 Encourage the protection of existing wildlife in the conservation areas located in the southerly portion of the City of Beaumont and its Sphere of Influence.

Policy 8.10.4 Preserve significant habitat and environmentally sensitive areas, including hillsides, rock outcroppings, and viewsheds through the application of the Hillside Ordinance Policies.

Implementation C18 On-site Wildlife Habitat. Encourage the protection of undisturbed native plants and habitat areas, instead of individual native plants sprinkled around a development.

Implementation C23 Future Development. Partner with landowners and government agencies in the sphere of influence to promote future development concepts, coordinate on open space uses, and protect existing wildlife.

Implementation C24 Habitat Management Plan. Work collaboratively with the County to develop a Habitat Management Plan for sensitive areas in the sphere of influence, in conformance with habitat management requirements.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Implementation DAP12 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

5.4.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- (Threshold B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- (Threshold C) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- (Threshold D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- (Threshold E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or,
- (Threshold F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan.

5.4.5 Environmental Impacts before Mitigation

A variety of regulatory measures, including compliance with and implementation of Federal, State, regional, and local regulations as well as City's applicable Beaumont 2040 Plan goals, policies, and implementation would serve to ensure potential impacts to biological resources are reduced to the point where impacts are less than significant. See full discussion on environmental impacts and applicable mitigation measures below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Project.

For purposes of the below analyses, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The following assumptions were used when analyzing impacts to species and their habitat:

- Any area with a proposed designation of Residential except Rural Residential (1 DU per 40 acres), Urban Village South, Retail, Office, Commercial, Industrial, Downtown Mixed Use, or Neighborhood Center were considered to be impacted throughout the land use area, with a potential for the future complete loss of all biological resources not protected under existing regulations. Areas proposed for Hillside Residential or Rural Residential designations are expected to leave a portion of the area in a natural state due to steep slope development restrictions, as described in the Beaumont 2040 Plan.
- Areas adjacent to any Residential, Urban Village, Retail, Office, Commercial, Industrial, Downtown mixed use, or Neighborhood Center designation were assumed to experience

potential development-associated impacts due to increased noise, lighting, traffic, increased percentage of non-permeable surface area, and, in the case of potential residential development, the introduction of domestic animals.

Adoption and implementation of the Beaumont 2040 Plan itself would not result in significant direct impacts to existing biological resources; however, the adoption of the Beaumont 2040 Plan could lead to potential impacts as a result of future development. These potential impacts could be both direct and indirect. This discussion identifies potential impacts that could result from future development at a programmatic level. Specific potential direct and indirect impacts resulting from individual future development projects will be analyzed on a case-by-case basis as they are submitted to the City.

Impacts that may occur as a result of project implementation vary according to future proposed projects and include potential habitat loss and diminished habitat quality. Wherever future projects are implemented, the following impacts have the potential to occur:

- Direct loss of sensitive plants and/or communities from construction activities;
- Direct loss or disturbance of sensitive wildlife species from construction activities;
- Direct mortality resulting from removal of trees with active nests;
- Direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants;
- Direct mortality resulting from fill of wetlands features;
- Loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands;
- Loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation;
- Abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special status migratory birds resulting from human-generated noises;
- Loss or disturbance of rookeries and other colonial nests;
- Loss of suitable foraging habitat for special-status raptor species;
- Wildlife disturbance caused by the presence and activities of humans, domestic animals, and vehicles adjacent to directly impacted areas;
- Artificial lighting that alters nocturnal wildlife activity;
- Alterations in the natural landscape with the placement of impermeable surfaces and an associated increase in urban runoff, potentially containing herbicides, fungicides, pesticides, and fertilizers, which can enter and negatively impact waterways or aquatic habitat;
- Increased habitat fragmentation with a potential corresponding decrease in species diversity and abundance; and
- Increased invasive plant species and adverse impacts to native habitats.

Species at risk for the aforementioned adverse effects are identified in **Table 5.4-A – Special-Status Plant Species Known to Occur within Regional Vicinity of the Planning Area** and **Table 5.4-B – Special-Status Wildlife Species Known to Occur within Regional Vicinity of the Planning Area**.

Pursuant to these tables, 22 special-status plant species and 34 special-status wildlife species are considered candidate, sensitive, or special status under FESA, CESA and/or CNPS/CRPR designation. These include species that are listed as endangered or threatened under FESA, species proposed, or candidates for such listing and species similarly listed under CESA. This list also includes species covered and not covered by the Western Riverside County MSHCP. Proposed planning actions could result in the permanent loss of habitat by allowing future development to occur.

In addition, proposed planning actions have the potential to produce indirect impacts that could adversely modify the composition and value of wildlife habitat adjacent to development areas. Indirect harm includes direct secondary impacts due to construction activities, such as: disturbed breeding, feeding, nesting or foraging behaviors; loss of foraging habitat; loss of food sources; loss of burrows; and, loss of nesting or roosting habitat. Indirect harm also includes ongoing secondary impacts due to human occupation, such as: disturbance by human intrusion, increased invasive plants and impacts to native habitat, increased night-time lighting, introduction of new species (particularly dogs and house cats) and increased urban-associated predators (such as raccoons, opossums or coyotes) due to greater availability of scavenged food sources, i.e., refuse and pet foods. These impacts from future projects will need to be analyzed on a case-by-case basis when projects are submitted to the City.

The implementation of the MSHCP (further discussed under Threshold F below) for future implementing projects consistent with the Beaumont 2040 Plan at a project-specific level would minimize direct, indirect, and cumulative biological impacts. The MSHCP was prepared to provide for the take and mitigation of the 146 species covered under the MSHCP pursuant to the FESA, which includes most of the species listed above in **Table 5.4-A** and Table 5.4-B The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis.

Any open space set aside on a site or conserved elsewhere (for example, as part of MSHCP requirements) would provide protected habitat for the benefit of the common species as well as sensitive and protected species. As required by the MSHCP Implementing Agreement (Section 8.5), payment of the LDMF and compliance with all applicable requirements of the MSHCP provides full mitigation under CEQA, NEPA, FESA, and CESA for all direct, indirect and cumulative impacts to MSHCP covered species and habitats. The MSHCP also addresses indirect impacts through Cores and Linkages, Criteria Cells and MSHCP fees. Furthermore, for MSHCP covered species, the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (State Clearinghouse No. 2001101108, CEQ Number 020463, ERP Number SFW-K99032-CA) prepared for the MSHCP was a project-specific EIR/EIS and found that with a combination of impact reduction features incorporated into the MSHCP, including reserve configuration, adaptive management and monitoring, and species survey and avoidance/minimization policies, development consistent with the MSHCP would have less than significant impacts to covered species.

Impacts to certain species not covered by the MSHCP as identified in **Table 5.4-A** and **Table 5.4-B**, if present on a site and going to be impacted, may require additional mitigation measures. For species Not Covered by the MSHCP, mitigation measure **MM BIO-1 will be incorporated to ensure potential impacts remain less than significant related to these uncovered species**. For MSHCP Covered Species, through compliance with the MSHCP and mitigation measure **MM BIO-2**, which addresses impacts to nesting birds, impacts from adoption and implementation of the Beaumont 2040 Plan are considered **less than significant with mitigation incorporated**.

Threshold B: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Beaumont 2040 General Plan and Revised Zoning Map

The Planning Area includes riparian habitats as well as other sensitive habitats such as Riversidean Alluvial Fan Sage Scrub habitats. Impacts to these areas could result from future implementing projects and would need to be assessed on a project-specific basis once those projects are proposed. For the Beaumont 2040 Plan and Zoning Map revisions, the sensitive habitats within the Planning Area are shown on **Figure 5.4-2 – Vegetation and Land Cover** and include: Riparian Scrub, Riversidean Alluvial Fan Sage Scrub, Southern Cottonwood/Willow Riparian, Open Water/Reservoir/Pond, and land immediately adjacent to open water. Adoption and implementation of the Beaumont 2040 Plan itself would not result in significant direct impacts to existing biological resources including riparian and other sensitive natural community; however, the adoption of the Beaumont 2040 Plan could lead to potential impacts from future development implemented consistent with the Beaumont 2040 Plan. These potential impacts could be both direct and indirect. This discussion identifies potential impacts that could result from future development at a programmatic level. Impacts that may occur as a result of development may occur according to future proposed projects and include potential habitat loss and diminished habitat quality. Wherever future projects are implemented, the following impacts have the potential to occur:

- Fill of waters of the U.S. or of the State subject to existing regulatory requirements per Section 404, 401 of the Clean Water Act, Porter Cologne Act and California Department of Fish and Game (CDFW) Streambed Alteration Agreements;
- Direct loss of sensitive plants and/or communities from construction activities;
- Alterations in the natural landscape with the placement of impermeable surfaces;
- Increased urban runoff, potentially containing herbicides, fungicides, pesticides, and fertilizer required to maintain turf and landscaping; and
- Increased habitat fragmentation with a potential corresponding decrease in species diversity and abundance.

Habitat may be lost or significantly altered due to direct impacts as well as indirect impacts resulting from development. Direct impacts are generally those in which habitat is lost to grading and filling. Indirect impacts to riparian or other sensitive habitats generally occur through edge effects, habitat alterations, disturbances, fragmentation or degradation. Edge effects occur where urban development meets open space. In these areas, the potential for indirect impacts to wildlife within the open space are the greatest. Types of urban disturbances potentially affecting natural open space areas include: change in runoff quality and pattern; introduction of toxic chemicals (particularly fertilizers and other gardening chemicals) and manure; spill-over of nighttime lighting; increased ambient noise levels and spill-over noise; introduction of non-native plants (including potentially invasive species); increased risk of trash and refuse; and increased potential for human disturbances of open spaces.

Under the MSHCP, Section 6.1.2, any proposed project will require an assessment for impacts to riparian habitat, including riverine, fairy shrimp and vernal pool habitat, therefore, determining the presence/absence, quantity, and quality of such habitat and the measures necessary to mitigate potential direct and indirect impacts of the given proposal. Section 6.1.2 of the MSHCP outlines the requirements and protection of riparian/riverine areas, fairy shrimp and vernal pools within the MSHCP area. A mitigation plan or Determination of Biologically Equivalent of Superior Preservation (DBESP) must be in

place prior to project approval in order to meet the requirements of Section 6.1.2 MSHCP related to riparian/riverine habitats.

In addition to the MSHCP riparian/riverine habitats that are required to be assessed and mitigated through the MSHCP, future projects also have the potential to impact sensitive habitats regulated areas through Section 401, 404 of the Clean Water Act (CWA) and Streambed Alteration Agreements from CDFW. Regulatory permits (i.e. 404, 401 and 1600 permits) would be required per these existing federal and state regulations for any future implementing projects. The City would need to see that future projects have mitigated for impacts to sensitive habitats and waters of the state or U.S. at a ratio deemed acceptable to the various resource agencies. The following measures can be incorporated by the City to ensure impacts associated with riparian and/or sensitive habitats are analyzed:

- Preparation of a Jurisdictional Delineation of Waters of the U.S. and wetlands pursuant to the CWA and ACOE protocol. If avoidance is infeasible, then applicants must obtain a CWA Section 404 permit from the ACOE prior to project grading. These permits must include measures or other equivalent requirements necessary to reduce impacts to riparian and wetlands resources and ensure no net loss of wetlands.
- Preparation of a Jurisdictional Delineation of Waters of the State including wetlands pursuant to the Porter-Cologne Water Quality Act. If avoidance is infeasible, and no federal 404 Permit is required, then applicants must obtain a Waste Discharge Requirement (WDR) Permit from the RWQCB prior to project grading. If a federal 404 Permit will be required, then applicants will instead obtain a 401 Permit from the RWQCB prior to project impacts.
- Preparation of a Jurisdictional Delineation of streams and vegetation within drainages and native vegetation of use to wildlife pursuant to CDFW and California Fish and Game Code Sect 1600 *et seq*. Where necessary, applicants are required to obtain a Section 1601 or 1603 permit and a Streambed Alteration Agreement from CDFW. These permits must include measures or other equivalent requirements that reduce impacts to riparian and wetlands resources to ensure no net loss of wetlands.
- Riparian/Riverine evaluation pursuant to Section 6.1.2 of the MSHCP. Applicants must avoid impacts to riparian areas to preserve the function and value of such habitats. Where avoidance is infeasible, a DBESP will be required.

These measures above shall be incorporated into mitigation measure **MM BIO-3** to ensure impacts to riparian/riverine or sensitive habitat resources are less than significant. Compliance with Section 6.1.2 of the MSHCP, applicable Federal, State, regional, and local requirements, and implementation of mitigation measure **MM BIO-3** will reduce impacts to a **less than significant level with mitigation incorporated**.

Threshold C: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Section 404 of the CWA requires that a permit be obtained from the ACOE prior to the discharge of dredged or fill materials into any Waters of the U.S., as defined by the Navigable Water Protection Rule, effective June 22, 2020, which includes (1) territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide; (2) Tributaries; (3) Lakes and ponds, and impoundments of jurisdictional waters; and (4) Adjacent wetlands.

In addition to any potential wetlands, the limits of ACOE jurisdiction extends to the OHWM of streams and lakes, which is defined at 33 CFR 328.3(e) as:

> *…that line on the shore established by the fluctuation of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.*

Section 404 Permits usually require mitigation to offset losses of these habitat types and a Section 404 Permit triggers the need for a 401 Permit from the RWQCB. Mitigation preference by the regulatory agencies is typically in the order of mitigation banks first, then in-lieu fee programs, and finally applicant-sponsored mitigation. The ACOE is required to consult with the USFWS, EPA, and RWQCB, when appropriate in carrying out its discretionary authority under Section 404.

Stream channels that do not meet the Federal definition of a wetland may still be regulated by the State of California under the Porter-Cologne Water Quality Act as a Water of the State. In addition, they are generally regulated within California by Section 1600 of the California Fish and Game Code and will most likely also be considered riparian/riverine per Section 6.1.2 of the MSHCP.

Direct impacts to federally protected wetlands would occur if future development resulted in direct removal, fill, hydrological interruption or other disturbance to these resources. Such effects are often associated with clearing and grubbing, grading, paving and building for new development, redevelopment and construction of roads, flood control projects and other infrastructure located in and/or adjacent to the following identified habitats/resources: Riparian Scrub, Riversidean Alluvial Fan Sage Scrub, Southern Cottonwood/Willow Riparian, Open Water/Reservoir/Pond, and land immediately adjacent to open water.

Should certain proposed development be located within wetland areas, Federal and State laws and regulations would be implemented to protect resources from development through the ACOE Section 404 permitting process, the California Wetlands Conservation Policy (CWCP), and compliance with applicable MSHCP policies. The CWCP is intended to ensure that no net loss of wetlands would occur within the State. This is a related policy to a Federal Executive Order that also mandates no net loss of wetlands. With respect to the State's policy, it also encourages a long-term net gain in the quantity, quality, and permanence of wetland acreage and values. Interpretation of this order indicates that any developer wishing to fill in wetlands for construction of new development must provide mitigation of in-kind habitat at ratios likely from 2:1 up to 10:1. Section 6.1.2 of the MSHCP outlines the requirements and protection of riparian/riverine areas and vernal pools within the MSHCP area which typically match the areas considered wetlands/riparian per the CWCP. Implementation of mitigation measure **MM BIO-3** would ensure impacts to wetlands are less than significant. Accordingly, strict adherence to the identified Federal and State laws and regulations, the MSHCP, the "no net wetland loss" policy currently in place, and implementation of mitigation measure **MM BIO-3** would ensure impacts to jurisdictional waters and wetlands would be **less than significant with mitigation incorporated**.

Threshold D: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Future development with implementation of the Beaumont 2040 Plan Update could result in creation of new barriers to animal movement in the urbanizing portions of the City; however, impacts to wildlife

movement would be mitigated through the establishment of corridors and linkages established by compliance with the Western Riverside MSHCP, as described below.

As part of the Western Riverside MSHCP, a system of corridors and linkages has been established within the Planning Area to accommodate wildlife movement within the open areas. Specifically, MSHCP Proposed Constrained Linkage 22, Proposed Constrained Linkage 23, a portion of Proposed Core 3, a portion of Proposed Linkage 6, Proposed Linkage 12, a portion of Existing Core I, a portion of Existing Core K, and a portion of Existing Noncontiguous Habitat Block B are within the Planning Area and generally provides a connection to Core Area in the Badlands, connection to San Timoteo Creek and Core Areas in the Badlands to San Bernardino County, connection from the San Bernardino National Forest to the southwest with San Bernardino County, connection to a portion of the San Bernardino Mountains, and connection to Bogart County Park. The Cores, Linkages, and Habitat Blocks mentioned above and described in detail in MSHCP Section 3.2.3: Cores and Linkages within the MSHCP Conservation Area.

Future intensified development within these Cores, Linkages, and Habitat Blocks would have the potential to result in direct or indirect impacts. Direct impacts to wildlife movement corridors generally occur from blockage or interference with the connectivity between blocks of habitat, a decrease in the width of a corridor or linkage that constrains movement, or the loss of visual continuity within a linkage or corridor. Even when not directly constrained by development, corridors are also vulnerable to edge effects and human encroachment as well. Future projects within MSHCP Criteria Cells would be required to comply with the necessary conservation requirements and objectives identified in the species-specific conservation objectives for those species (refer to Section 9.0 of the MSHCP). that would prevent substantial interference with wildlife movement and corridors. This includes Section 7.5.2 – Guidelines for Construction of Wildlife Crossings.

Wildlife nursery sites include areas that provide the resources necessary for reproduction of a species, including foraging habitat, breeding habitat and water sources. Direct impacts to nursery sites from implementation of the Beaumont 2040 Plan would include removal of habitat for development and infrastructure. Indirect impacts to nursery sites would have the potential to result from noise, lighting and changes in drainage patterns, introduction of pests or domestic animals and other edge effects. These impacts can substantially interfere with native wildlife nursery sites. Determining whether or not a specific area is a nursery site requires field surveys, which are often only valid for a given breeding season depending on the wildlife species present. In their role as NCCPs, the Western Riverside County MSHCP is required by Federal and State permitting authorities to provide for the movement of species, protect wildlife corridors and facilitate genetic flow. The MSHCP protects native wildlife nursery sites by conserving large blocks of representative native habitats suitable for supporting species' lifecycle requirements and the essential ecological processes of species which depend on such habitats. The EIR for the MSHCP concluded that the Plan provides for the movement of species through established wildlife corridors and protects the use of native wildlife nursery sites; therefore, compliance with the conservation requirements for the Cores, Linkages, and Habitat Blocks in the Planning Area mentioned above would ensure wildlife nursery sites are not adversely impacted. Additionally, future project will need to comply with the MBTA (**MM BIO-2**). Thus, through the protections afforded by the MSHCP and implementation of mitigation measure **MM BIO-2**, future development with implementation of the Beaumont 2040 Plan would have a **less than significant impact with mitigation incorporated.**

Threshold E: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Implementation of the proposed Beaumont 2040 Plan would be subject to all applicable Federal, State, regional, and local policies and regulations related to the protection of biological resources as outlined above in this section. The City does not have a tree preservation policy or ordinance. However, an application and approval from the City is required for any removal of front yard/street tree or trees. Those areas in the SOI within the jurisdiction of the County would still be subject to Riverside County goals, policies (compliance with Riverside County's Oak Tree Management Guidelines, Riverside County Ordinance No. 559), and project review process as long as annexation into the City did not occur. The Beaumont 2040 Plan goals, policies, and implementation outlined above would be incorporated into future development projects, and therefore the Beaumont 2040 Plan and Revised Zoning Ordinance and Zoning Map would not result in conflicts. Based on the required compliance with the Beaumont 2040 Plan, along with the requirement to get a permit from the City for the removal of trees, impacts are considered to be **less than significant and no mitigation is required.**

Threshold F: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?

There are two adopted Habitat Conservation Plans/Natural Community Conservation Plan within the Planning Area. Namely, the Stephens Kangaroo Rat Habitat Conservation Plan (SKR HCP) and the Multiple Species Habitat Conservation Plan/Natural Communities Conservation Plan (MSHCP).

Implementation of the Beaumont 2040 Plan within the southern portion of the City limits would be subject to the SKR HCP. The Beaumont 2040 Plan is in conformance with the SKR HCP as evidenced by the area remaining as Open Space Reserve in the Potrero Reserve area, which is designated as a SKR Study Area in the SKR HCP.

Implementation of the proposed Beaumont 2040 Plan would be subject to the Western Riverside MSHCP. Goals and policies listed in Section 5.4.2 above require compliance with the MSHCP to ensure that that there are no conflicts with local biological resource protections. Properties within MSHCP Criteria Cells (see **Figure 5.4-1 – MSHCP Criteria Cells**) would be subject to the Criteria Cell's conservation objectives and requirements, outlined in Section 3.3 of the MSHCP, which could require the need for land to be set aside for Conservation, and not developed. The process of evaluating a project's location in terms of the areas that are described for Conservation by the Cell Criteria is referred to as Reserve Assembly. A Beaumont 2040 Plan land use designation and zoning designation do not supersede the requirements of the Criteria Cells to have land set aside for Conservation. The primary area of Criteria Cells in the City limits are in the southern portion of the City and Sphere of Influence, and a targeted area north of SR-60 and west of I-10. (See **Figure 5.4-1**).

MSHCP Criteria Area
The Planning Area is located within The Pass Area Plan of the MSHCP. The target conservation acreage range for The Pass Area Plan is 22,510 to 27,895 acres; it is composed of approximately 13,970 acres of existing Public/Quasi-Public Lands and 8,540 to 13,925 acres of Additional Reserve Lands. The target acreage range within the City is 5,440 to 9,060 acres. The Pass Area Plan is further divided into Subunits, Cell Groups, and Cells with specific conservation objectives, as shown on **Figure 5.4-1**.

Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the MSHCP through the JPR Process, which includes project consistency with the Reserve Assembly (i.e. Section 6.1.1 of the MSHCP – the Habitat Acquisition and Negotiation Strategy - HANS process or equivalent process). The HANS process ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated if required. Once properties are deemed consistent with the Reserve Assembly requirements of the MSHCP (See Section 3.3), then , projects within the City of Beaumont shall receive take authorization of covered species adequately conserved through the permits issued to the City pursuant to the MSHCP. Proposed development projects and public projects located within Criteria Area will also undergo a review process to ensure consistency with the MSHCP Reserve Assembly (MSHCP Section 6.1.1) and special survey requirements (Sections 6.1.2, 6.1.3, 6.1.4 and 6.3.2 of the MSHCP outlined below) referred to as the Joint Project Review (JPR) process which is conducted by the Regional Conservation Authority (RCA). The City is responsible for ensuring all projects within the Criteria Area go through the JPR process prior to project approvals.

MSHCP Conservation Area Cores and Linkages/Wildlife Corridors

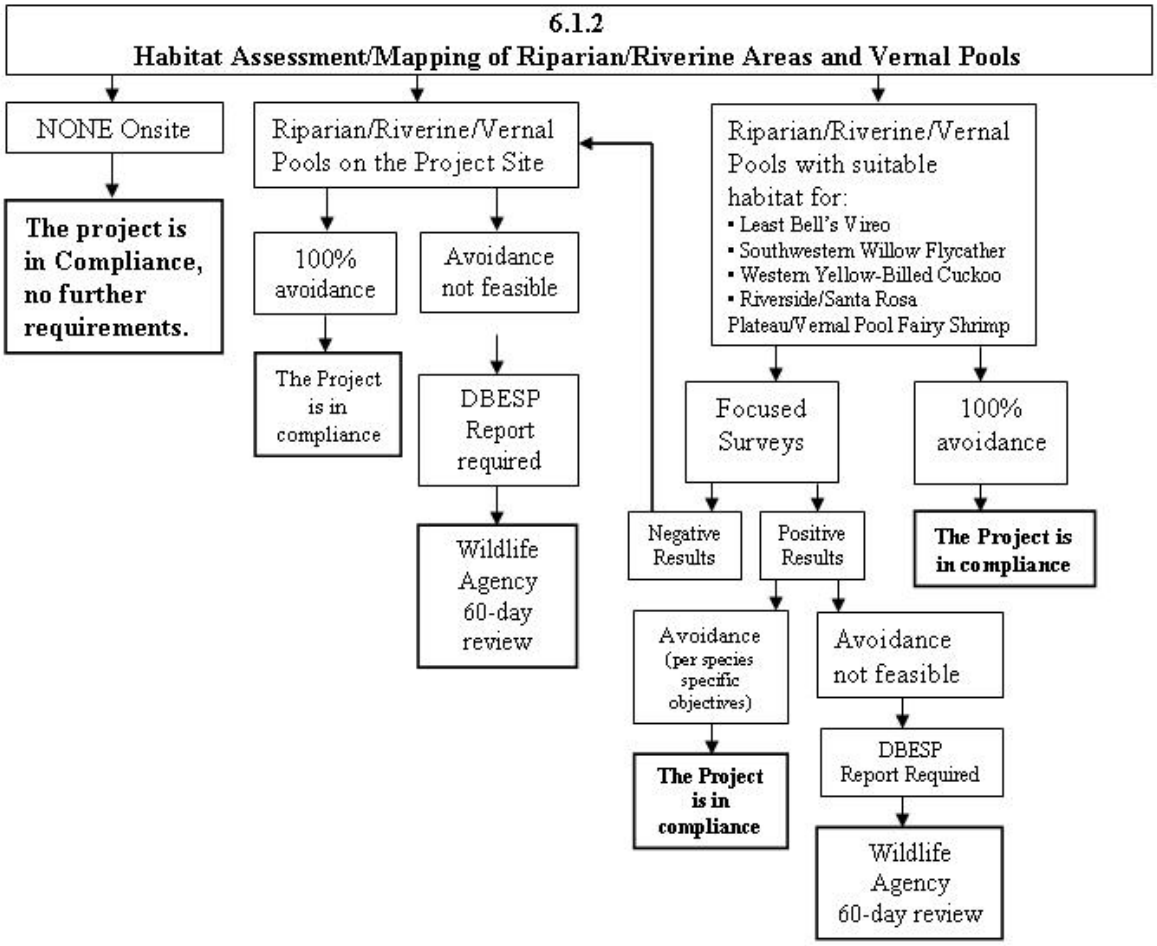
The MSHCP Conservation Area within the Planning Area is made up of lands which are already conserved (i.e. the portion of the Potrero Subunit owned by CDFW is considered Conserved per the MSHCP and designated as Open Space per the Beaumont 2040 Plan (**Figure 5.4-1 – MSHCP Criteria Cells**). As depicted on Figure 5.4-1, the areas designated as Open Space are located variously in the southern and northwestern portions of the Potrero Subunit. The Planning Area is comprised of a variety of existing and proposed Cores, Linkages, and Habitat Blocks some of which already have lands Conserved, and some of which still need to be conserved through the Reserve Assembly/HANS process. The MSHCP identifies cores for habitat conservation and linkages for wildlife movement. **Figure 5.4-4 – MSHCP Cores and Linkages** illustrates how the cores and linkages in the MSHCP overlap with the Planning Area. Proposed Constrained Linkage 22, a portion of Proposed Core 3, and Proposed Linkage 12, are within the Planning Area and generally provide a connection to Core Area in the Badlands, connection to San Timoteo Creek and Core Areas in the Badlands to San Bernardino County, connection from the San Bernardino National Forest to the southwest with San Bernardino County, connection to a portion of the San Bernardino Mountains, and connection to Bogart County Park. The Cores, Linkages, and Habitat Blocks are described in detail in Section 3.2.3: Cores and Linkages within the MSHCP Conservation Area. As projects are proposed within the Planning Area, an evaluation of how the project might contribute to, or conflict with, assembly of the MSHCP Conservation Area consistent with reserve configuration requirements shall be performed through the HANS and JPR processes.

Riparian/Riverine Areas, Vernal Pools and Fairy Shrimp

As outlined in Section 6.1.2 of the MSHCP, riparian/Riverine areas as defined in the MSHCP are lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or portion of the year. Riparian habitats are shown on **Figure 5.4-2** and include: Riparian Scrub, Riversidean Alluvial Fan Sage Scrub, Southern Cottonwood/Willow Riparian, Open Water/Reservoir/Pond, and land immediately adjacent to open water. Vernal pools are seasonal wetlands that occur in depression areas that have wetland indicators of all three parameters (soil, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portions of the growing season. Listed fairy shrimp are typically associated with certain soil types and ponded areas. Listed and common fairy shrimp can be found in man-made features such as road ruts, tire ruts and stock ponds.

As projects are proposed within the Planning Area, an assessment of the potentially significant effects of those projects on riparian/riverine areas, vernal pools and fairy shrimp shall be performed as currently required pursuant to Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools*. If riparian/riverine areas, vernal pools and/or fairy shrimp occur on site and project implementation does not completely avoid these areas, a DBESP must be prepared (see Flow Chart on next page).

Section 6.1.2 of the MSHCP lists various species that are associated with riparian, riverine, vernal pools or fairy shrimp habitat. As shown in **Table 5.4-B**, least Bell's vireo, southwestern willow flycatcher and western yellow billed cuckoo are listed in Section 6.1.2 of the MSHCP and are known to occur within the Pass Area Plan and the Planning Area. A habitat assessment survey for this species would be needed. If a habitat assessment identifies suitable habitat for any of these Section 6.1.2 species in this section of the MSHCP and the project design does not incorporate avoidance, focused surveys shall be conducted, and avoidance and minimization measures shall be implemented in accordance with the species-specific objectives for the species occurring on site. The flow chart below defines the process as to how future implementing projects would be assessed for consistency with Section 6.1.2 of the MSHCP:



Narrow Endemic Plant Species Survey Area (NEPSSA)

Under Section 6.1.3, *Protection of Narrow Endemic Plant Species*, of the MSHCP, site-specific focused surveys for NEPSSA species shall be required where appropriate or suitable habitat is present within the identified survey areas (as depicted on **Figure 5.4-5** NEPSSA Areas). As shown on **Figure 5.4-5**, the Planning Area overlaps with the NEPSSA in the northern half of the Planning Area. Additionally, as identified in Table 5.4-A, three plants on the Narrow Endemic Plant Species list of the MSCHP have potential to occur in the Planning Area: slender-horned spine flower, Wright's trichocoronis, and Yucaipa onion. Projects with the potential to affect NEPSSA species shall be subject to avoidance, minimization, and mitigation strategies as outlined in Section 6.1.3 of the MSHCP. The flow chart below outlines how future implementing projects would be required to assess consistency with Section 6.1.3 of the MSHCP.

Additional Survey Needs and Procedures
As outlined in Section 6.3.2, *Additional Survey Needs and Procedures,* of the MSHCP, habitat assessments are required for proposed projects located within the survey areas. If any proposed project is located within the Amphibian Survey Area, Burrowing Owl Survey Area, Mammal Survey Area, or the plants in the CASSA as illustrated on **Figures 5.4-6 – MSHCP Criteria Area Species Survey Areas** and **5.4-7 – MSHCP Burrowing Owl, Mammal and Amphibian Survey Areas**, habitat assessments are required, which need to address potential habitat for these species. If potential habitat for these species is determined to be located within a future implementing project's site, focused surveys are required during the appropriate season for said species.

As shown in **Table 5.4-A** and **Table 5.4-B**, there is suitable habitat within the Planning Area for the following species listed in Section 6.3.2 of the MSHCP:

- Burrowing owl
- Coulter's goldfields
- Davidson's saltscale
- Los Angeles pocket mouse
- Mountain yellow-legged frog
- Mud nama
- Nevin's barberry
- Round-leaved filaree
- an Bernardino kangaroo rat
- San Jacinto Valley crownscale
- Smooth tarplant

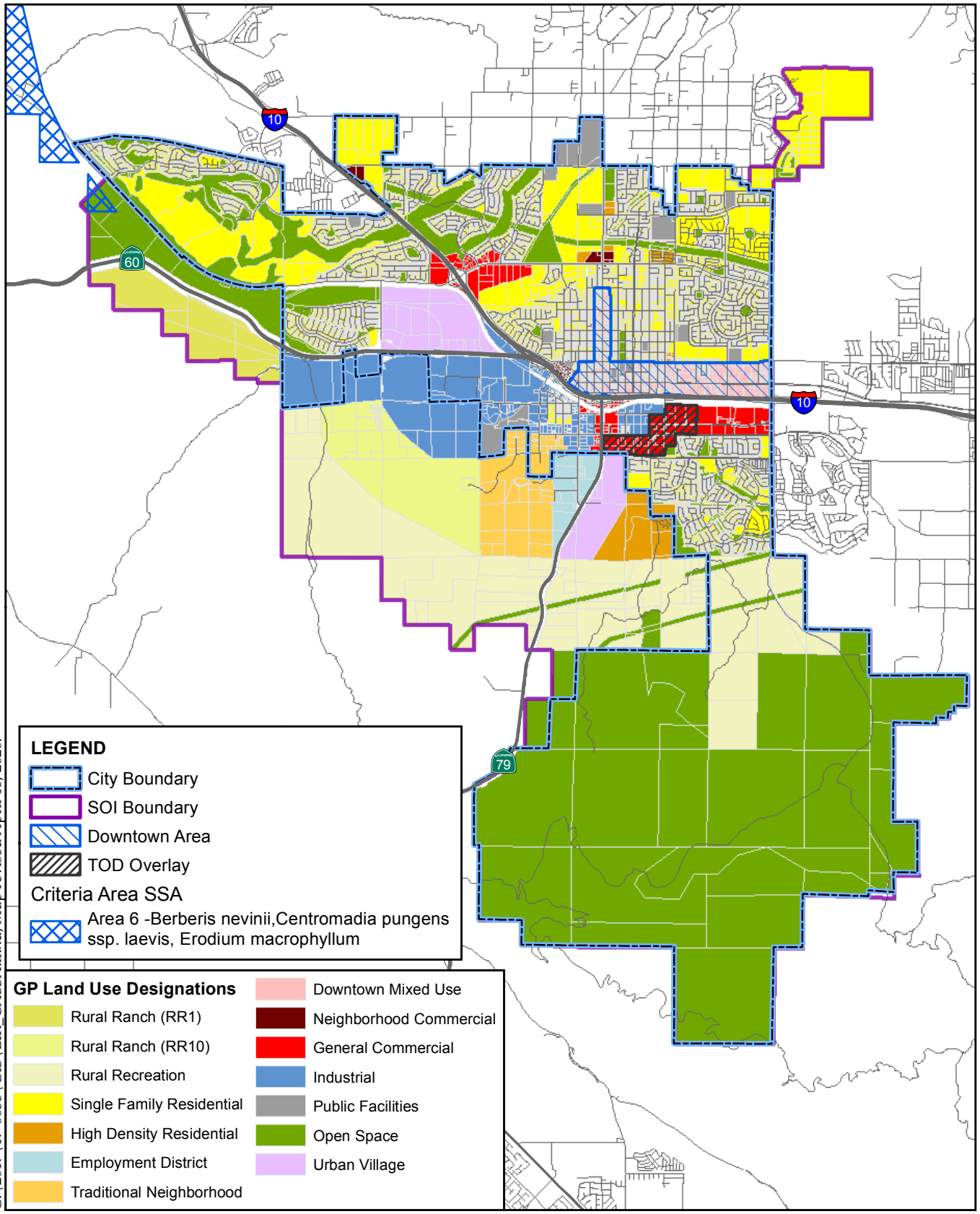
If any proposed project within the Planning Area fall within survey areas shown on **Figure 5.4-6** and **Figure 5.4-7,** the project applicant must follow the procedures shown below on flow charts for Sections 6.1.3 and 6.3.2 for the City to determine compliance with the MSHCP.

Projects that are proposed within a CASSA area as shown in **Figure 5.4-6** must comply with the survey requirements in MSHCP Section 6.3.2. The CASSA affects a small section of land within the SOI that is designated as Open Space; it is located north of Interstate 60, west of Oak Valley Parkway/San Timoteo Canyon Road in the northern most corner of the SOI.

Within the Planning Area, there are four species with survey areas shown in **Figure 5.4-7**: Burrowing Owl, Los Angeles Pocket Mouse (LAPM), San Bernardino Kangaroo Rat, and Mountain Yellow-legged Frog. These survey areas for small mammals and an amphibian encompass areas throughout the Planning Area. For amphibians, the survey area is only in the southern portion of the SOI in areas that are already designated for open space and conservation. The LAPM survey area is located in pockets throughout the Planning Area; the largest area is again in the southern portion of the City in an area designated as Open

Space; other LAPM areas are located between Interstate 10 and the City's northern boundary and south of Interstate 60 and east of Jack Rabbit Trail. The LAPM survey area to the east of Interstate 10 goes through portions of drainage features, including San Timoteo creek. The survey areas for the San Bernardino Kangaroo Rat and LAPM are located in the southern and northern portions of the Planning Area; to the north, the survey area straddles Interstate 10 to the east and west of Brookside Avenue, continuing along the City boundary to the west. In the southern portion of the Planning Area the survey area is located in an area designated as Open Space. Projects that are proposed within these areas for MSHCP small mammal and amphibian surveys must comply with the survey requirements set forth in Section 6.3.2.

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Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc., 2019; Rincon Consultants, Aug. 2018.

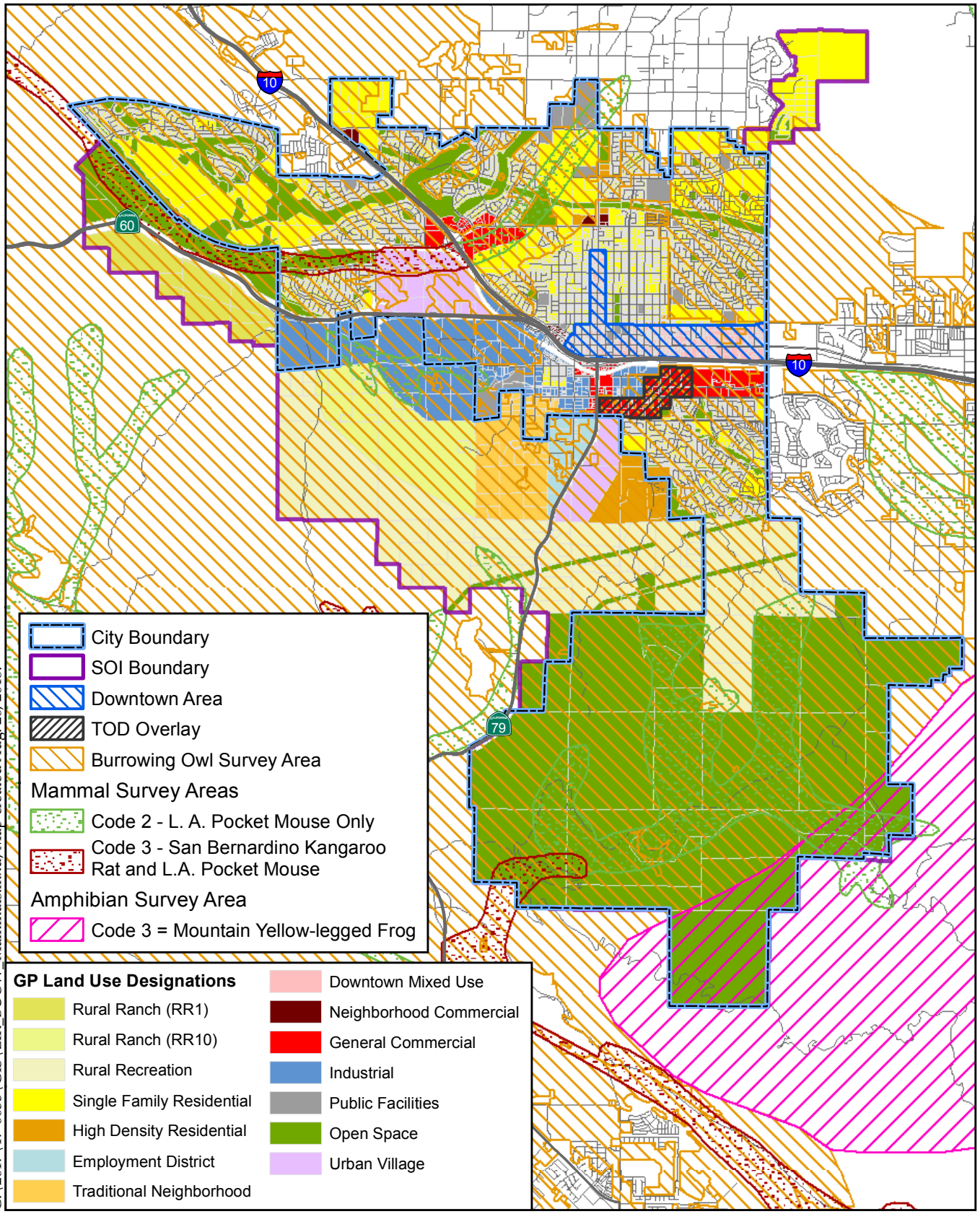
0 1 2 3 Miles

Figure 5.4-6 MSHCP Criteria Area Species Survey Areas

City of Beaumont General Plan Update

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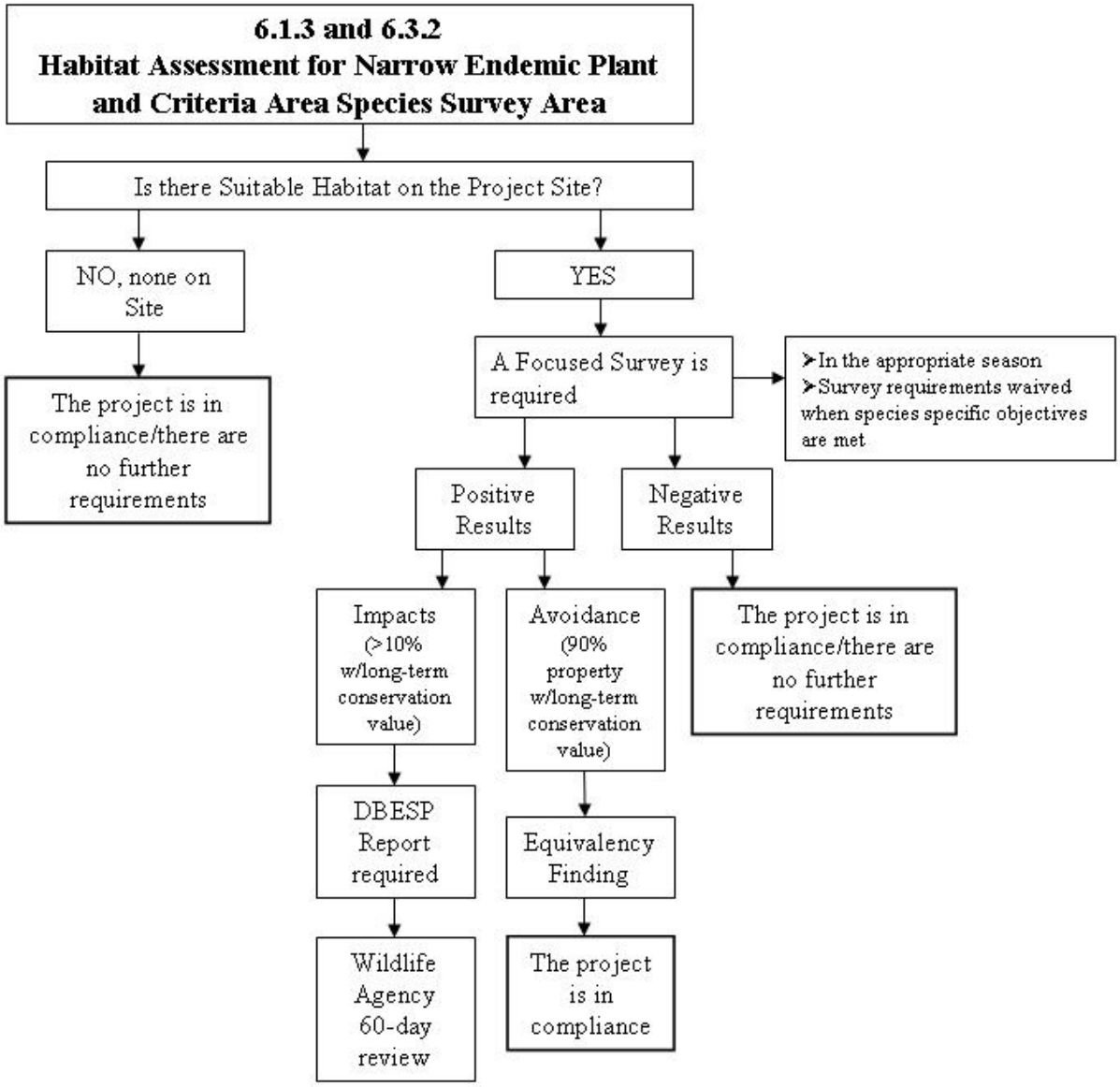
Sources: Riverside Co. GIS 2020/RCA; Raimi+ Assoc. 2019; Rincon Consultants, Aug. 2018.

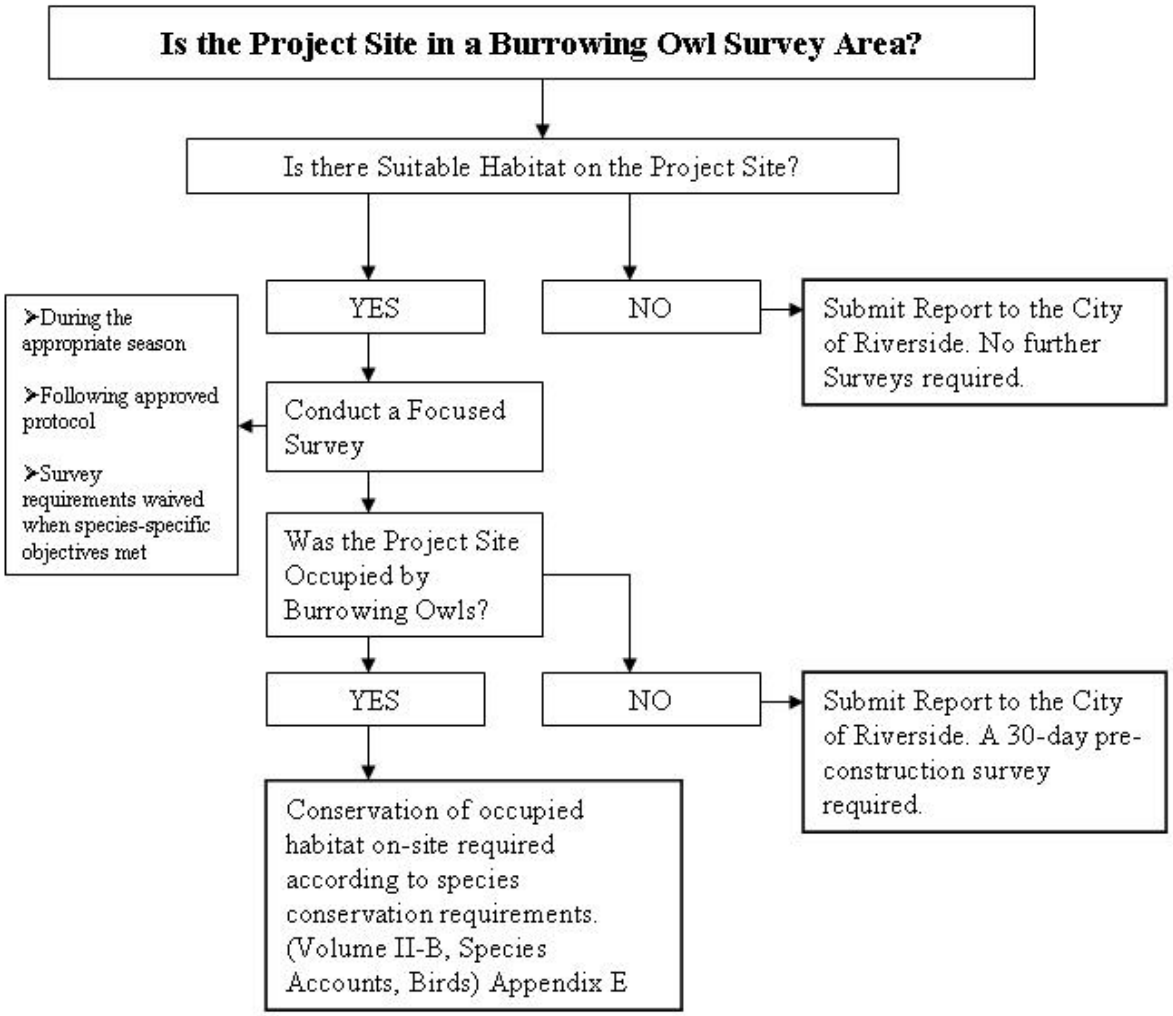
Figure 5.4-7 MSHCP Burrowing Owl, Mammal and Amphibian Survey Areas
City of Beaumont General Plan Update

0 1 2 3 Miles

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6.1.3 and 6.3.2
Habitat Assessment for Narrow Endemic Plant and Criteria Area Species Survey Area
Is there Suitable Habitat on the Project Site?
NO, none on Site
YES
The project is in compliance/there are no further requirements
A Focused Survey is required
➢In the appropriate season
➢Survey requirements waived when species specific objectives are met
Positive Results
Negative Results
Impacts (>10% w/long-term conservation value)
Avoidance (90% property w/long-term conservation value)
The project is in compliance/there are no further requirements
DBESP Report required
Equivalency Finding
Wildlife Agency 60-day review
The project is in compliance



Urban Wildlands Interface Guidelines

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface*, of the MSHCP, outlines the minimization of indirect effects associated with locating development in proximity to the MSHCP Conservation Area (i.e. lands already Conserved or future lands to be Conserved). To minimize these effects, guidelines in Section 6.1.4 of the MSHCP shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following: drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development.

There are no project-specific impacts as a result of adoption of the Beaumont 2040 Plan; therefore, no impacts exist at a programmatic level. The City is a Permittee of the MSHCP and must thereby comply with provisions set forth through the MSHCP for projects proposed within the City. The County of Riverside is also a Permittee of the MSHCP and must thereby comply with provisions set forth through the MSHCP for projects under its jurisdiction in the City's SOI. Any individual development projects constructed pursuant to the Beaumont 2040 Plan and public projects constructed to implement the Beaumont 2040 Plan will follow the measures of the MSHCP, as stated above, and will be in compliance with the MSHCP.

Thus, the implementation of all goals, policies, and implementation listed in Section 5.4-3, implementation of mitigation measure **MM BIO-3**, and compliance with the MSHCP and SKR HCP will ensure that the proposed project does not conflict with any HCPs. Therefore, impacts associated with potential inconsistencies with the MSHCP and SKR HCP for the Planning Area would be **less than significant with mitigation incorporated**.

5.4.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Based on the above analysis, there is a potential for impacts to occur to some sensitive species not covered by the MSHCP and for nesting birds, for potential future impacts to jurisdictional waters and/or wetlands. The following mitigation measures will be required to reduce potential impacts to less than significant levels.

MM BIO-1: **For impacts identified to Species Not Covered by the MSHCP,** potential direct and indirect impacts to Federal Species of Concern, California Species of Special Concern, California Species Animals or plants on lists one through four of the California Native Plant Society (CNPS) Inventory will require habitat assessments prepared by a qualified biologist for future implementing projects. The habitat assessment report identifying potential impacts to the Not Covered MSHCP species shall be provided in a report and submitted to the City Planning Department prior to issuance of grading permits. The following determinations shall be made by the City based on the habitat assessment:

- If the findings of the habitat assessment show no suitable habitat or sensitive species Not Covered by the MSHCP occur on site, then no additional surveys or mitigation measures are required.
- If the potential for sensitive species exists or suitable habitat for sensitive species exists on site, focused surveys shall be completed within one year of the submittal to the City for review unless a separate process has been established for that species that is consistent with the MSHCP. Focused surveys conducted in the appropriate season for each species, as identified in the habitat assessment report, shall be conducted to determine presence/absence status, unless the protocol for a species requires just a pre-construction survey.
- If no sensitive species are identified through focused surveys, then no additional surveys or mitigation measures are required.
- If sensitive species Not Covered by the MSHCP are found on site and are not avoided by project design, coordination with the appropriate regulatory agencies (i.e. USFWS and/or CDFW) would be required to obtain necessary take permits and implement project-specific mitigation prior to any ground disturbing activities.

MM BIO-2: If future implementing project activities are planned during the bird nesting (February 15 to August 31) season and there are trees or vegetation on site, nesting bird survey(s) within 7 days prior to ground disturbance, clearing and/or demolition activities shall be conducted to ensure birds protected under the Migratory Bird Treaty Act (MBTA) are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional measures are required.

If active nests are found, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g.,

incubation of eggs, feeding of young, near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the City. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the City and construction supervisor that activities may resume.

MM BIO-3: The City shall require the following for all future implementing projects in order to mitigate for impacts to riparian/riverine or sensitive habitats associated with waters of the US and State:

- Preparation of a Jurisdictional Delineation of Waters of the U.S. and wetlands pursuant to the RCA as well as CWA and ACOE protocol where drainages are located on site. If avoidance of the drainages is infeasible, then applicants must obtain a CWA Section 404 permit from the ACOE prior to project grading. These permits must include measures or other equivalent requirements necessary to reduce impacts to riparian and wetlands resources and ensure no net loss of wetlands.
- Preparation of Jurisdictional Delineation of Waters of the State and wetlands pursuant to the State Porter-Cologne Act and RWQCB requirements where drainages are located onsite. If a 404 Permit from ACOE is required, then a 401 Permit from RWQCB shall be obtained. If a 404 Permit is not required, but the project impacts Waters of the State that cannot be avoided, then a WDR Permit from the RWQCB shall be obtained. The 401 and WDR Permits must outline how the project avoided, minimized, and/or mitigated impacts to jurisdictional features. A Draft Restoration Plan and Draft Compensatory Mitigation Plan will be submitted to the satisfaction of the RWQCB should temporary impacts require restoration or if compensatory mitigation is necessary.
- Preparation of a Jurisdictional Delineation of streams and vegetation within drainages and native vegetation of use to wildlife pursuant to CDFW and California Fish and Game Code Sect 1600 *et seq*. Where necessary, applicants are required to obtain a Section 1601 or 1603 permit and a Streambed Alteration Agreement from CDFW. These permits must include measures or other equivalent requirements that reduce impacts to riparian and wetlands resources ensure no net loss of wetlands.
- Riparian/Riverine evaluation pursuant to Section 6.1.2 of the MSHCP. Applicants must avoid impacts to riparian areas to preserve the function and value of such habitats. Avoided areas shall be protected in perpetuity through a legal instrument such as a conservation easement or deed restriction. Where avoidance is infeasible, a DBESP will be required to be reviewed and approved by the RCA and/or US Fish and Wildlife Services and California Department of Fish and Game.

5.4.7 Level of Significance After Mitigation

With adherence to and implementation of the above-listed Beaumont 2040 Plan goals, policies, and implementation from Section 5.4.3 above, the above listed mitigation measures, as well as adherence to standard Federal, State, regional, and local regulations, including the Western Riverside County MSHCP, impacts to biological resources are considered **less than significant with mitigation incorporated**. The significance of impacts to biological resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan goals. Policies, and implementation, as

well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.4.1 References

The following references were used in the preparation of this section of the Draft PEIR:

County of Riverside	*Western Riverside County Multiple Species Habitat Conservation Plan.* (Available at http://rctlma.org/Portals/0/mshcp/volume1/index.html, accessed February 7, 2018.)
Development Related Fee Schedule	City of Beaumont, Development Related Fee Schedule July 2020. (Accessed at https://www.beaumontca.gov/DocumentCenter/View/2313/Development-Fee-Schedule-Planning-Public-Works-Building--Fire?bidId=Accessed August 30, 2020)
ECR	City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

5.5 CULTURAL RESOURCES

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to direct or indirect potential impacts from a substantial adverse change in the significance of historical resources or archaeological resources, or disturbing any human remains. In response to the Notice of Preparation, the City received comment letters from the Native America Heritage Commission, Agua Caliente Band of Cahuilla Indians, and Morongo Band of Mission Indians regarding cultural resources. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding Cultural Resources at the Project's public scoping meeting.

5.5.1 Setting

The following discussion describes the environmental, prehistoric, ethnographic, and historical cultural setting of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area") to provide a context for understanding the nature and significance of cultural resources identified within the Planning Area. Tribal cultural resources are discussed in Section 5.17 – Tribal Cultural Resources and paleontological resources are discussed in Section 5.7 – Geology and Soils.

Environmental Setting

The City is within the San Gorgonio Pass region of Southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California. The region surrounding the City is a geologically complex area, in part due to movement along faults such as the San Andreas Fault, Banning Fault, and San Gorgonio Fault. Annual precipitation in the area ranges from 18 to 20 inches. The City encompasses a portion of the South Coast Bioregion that is sparsely vegetated with scrub brush and grasses and populated by a variety of reptiles, small mammals, birds, and insects. (*Æ*(a), p. 6.)

The Peninsular Ranges extend approximately 125 miles from the Los Angeles Basin to the tip of Baja California and are bounded by the Elsinore Fault Zone and the Colorado Desert on the east and the Pacific Coast on the west. The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the Southern California batholith; and Cenozoic marine and terrestrial deposits. The highest point in the range is San Jacinto Peak at 10,805 feet above mean sea level. (*Æ*(a), p. 6.)

Prehistoric Setting

For purposes of this discussion, the prehistoric setting will begin at 9500 before present (B.P.), because no evidence of the earlier Paleo-Indian Period (ca. 12,000–9500 B.P.) has been found within the vicinity of the City. The Prehistoric setting for the Planning Area is drawn from the cultural sequence developed for the Eastside Reservoir Project study area. (*Æ*(a), p. 7.)

Early Archaic Period (ca. 9500-7000 B.P.)

The Early Archaic period saw a continuation of weather patterns resulting in the desert interior apparently much more favorable for human occupation than the cismontane valleys of southern California. It has been postulated that small, highly mobile groups still traveled over a wide home range utilizing highly portable tool kits to procure and process critical resources, with brief and anticipated intervals of seasonal sedentism. However, because of the arid conditions within the interior valley areas, prehistoric use of the general study area would still have been negligible; populations would still have favored the coastal or interior desert regions. Nonetheless, those populations exploiting the interior valleys would still have been tethered to the few reliable, drought-resistant water sources such as Lake Elsinore, Mystic Lake, and possibly the Cajalco Basin. (*Æ*(a), p. 7.)

Middle Archaic Period (ca. 7000-4000 B.P.)

The Middle Archaic saw a reversal of the weather patterns which had prevailed throughout much of cismontane southern California for several millennia. By about 6000 B.P., local environmental conditions ameliorated while conditions in the deserts deteriorated, reaching maximum aridity of the postglacial period, which postulated that the inland areas would see an increase in prehistoric use and occupation after about 6000 B.P. as compared to the earlier periods. The Middle Archaic components include several intensively used residential bases and/or temporary camps containing abundant cultural debris including temporally diagnostic artifacts (Pinto and Silver Lake projectile points, crescents), at least nine complex lithic scatters which appear to have functioned as resource extraction and processing sites, and one human burial covered with large rocks and ground stone artifacts. In addition, evidence of ephemeral Middle Archaic use is present at several sites in the form of isolated radiocarbon-dated features and/or sparse scatters of obsidian debitage dated by obsidian hydration methods. The more intensively used residential locations occur along alluvial fan margins, while less intensively used areas tend to be situated on arroyo bottoms or upland benches. (*Æ*(a) 2017, p. 7.)

Late Archaic Period (ca. 4000-1500 B.P.)

The beginning of the Late Archaic coincides with the Little Pluvial, a period of increased moisture in the region, which allowed for more extensive occupation of the region. In general, sites showing evidence of the most intensive use tend to be on range-front benches adjacent to permanent water sources such as perennial springs or larger streams which led to increased sedentism with a change to a semi-sedentary land-use and collection strategy. Less intensively used locales occurred either on upland benches or on the margins of active alluvial fans. The profusion of features, and especially refuse deposits in Late Archaic components, suggests that seasonal encampments saw longer use and more frequent reuse than during the latter part of the Middle Archaic, with increasing moisture improving the conditions of southern California after ca. 3100 B.P. (*Æ*(a), pp. 7-8.)

Saratoga Springs Period (ca. 1500-750 B.P.)

Cultural trends in the early portion of the Saratoga Springs Period were, in large part, a continuation of the developments that begun during the end of the Late Archaic Period. However, the Medieval Warm, a period of even more persistent drought, began by 1060 B.P., and conditions became significantly warmer and drier. These climatic changes were experienced throughout the western United States although the inland areas of cismontane southern California may have been less affected than the desert interior. The area was used on at least a semi-permanent basis during the Medieval Warm Interval and that residential bases show evidence (e.g., refuse deposits, midden development) that activities intensified at those settlements. People were also intentionally caching toolstone and ground stone tools, suggesting that they anticipated returning to the same locations. Characteristics of the ground stone assemblages from the Medieval Warm demonstrate that plant foods were more important than in any other period; plant

processing intensified and acorns apparently became an important staple. The faunal assemblages also show that resource stress was accommodated with similar strategies by intensifying the use of lagomorphs and by further expanding diet breadth, adding animals (i.e., medium-sized carnivores) to the diet that were rarely consumed during other periods. The most abundant evidence of trade also occurs in the Medieval Warm components, suggesting that this was another mechanism for dealing with resource stress. (*Æ*(a), p. 16.)

Late Prehistoric Period (ca. 750-410 B.P.)

The Medieval Warm extended into the Late Prehistoric Period, ending about 550 B.P. At the end of the Medieval Warm, however, and lasting throughout the ensuing Protohistoric Period (410-150 B.P.), a period of cooler temperatures and greater precipitation ushered in the Little Ice Age during which time ecosystem productivity greatly increased along with the availability and predictability of water. With the return of more mesic conditions after approximately 550 B.P., resulting in less resource stress, people returned to a less intensive, semi-sedentary land-use strategy similar to that identified for the Late Archaic Period. Evidence of intensive occupation dating to the Late Prehistoric Period occurs at five residential sites comprising 16 separate components; all of these coincide with sites that were occupied during earlier periods, and all are situated on elevated bedrock benches near active springs and overlook the valley floor. (*Æ*(a), p. 18.)

Protohistoric Period (ca. 410-180 B.P.)

The ameliorated, productive conditions of the Little Ice Age continued throughout the Protohistoric Period. Generally speaking, sedentism intensified during the Protohistoric Period, with small, but apparently fully sedentary villages forming. Increased hunting efficiency (through the use of the bow and arrow) and widespread exploitation of acorns and other hard nuts and berries (indicated by the abundance of mortars and pestles) provided reliable and storable food resources. This in turn, promoted greater sedentism. Related to this increase in resource utilization and sedentism are sites with deeper middens, suggesting central-based wandering or permanent habitation. These would have been the villages, or *rancherias*, noted by the early non-native explorers. (*Æ*(a), p. 19.)

Ethnographic Setting

The City lies within the traditional territory of the Pass (or Wanakik) Cahuilla. A wealth of information exists regarding traditional and historic Cahuilla society and culture. The Cahuilla language, divided into Desert, Pass, and Mountain dialects, has been assigned to the Cupan subfamily of the Takic branch of the Uto-Aztecan linguistic family. Territory traditionally claimed by the Cahuilla was topographically complex, including mountain ranges, passes, canyons, valleys, and desert. (*Æ*(a), p. 21.)

The Cahuilla in pre-contact times had nonpolitical, nonterritorial patrimoieties that governed marriage patterns, as well as patrilineal clans and lineages. The Cahuilla words for these moieties mean “coyote” and “wildcat.” The Cahuilla had “political-ritual corporate units (clans) composed of 3 to 10 lineages, dialectically different, named, claiming a common genitor, with one lineage recognized as the founding one.” Clans owned a large territory in which each lineage owned a village site with specific resource areas. Clan lineages cooperated in defense, in large communal subsistence activities, and in performing rituals. Settlements, occupied by one or more lineages, could be politically autonomous or allied with several villages under one chief. The hereditary chiefs had religious, economic, and military power and were role models for their people. They were aided in their duties by one or more assistants. The chiefs and their families, along with the very wealthy, were the elites of the society. (*Æ*(a), p. 22.)

The Cahuilla were, for the most part, hunting, collecting, harvesting, and protoagricultural peoples. Clans were apt to own land in the valley, foothill, and mountain areas, providing them with the resources of

many different ecological niches. As in most of California, acorns were a major staple, but the roots, leaves, seeds, and fruit of many other plants also were used. Fish, birds, insects, and large and small mammals were available. Mountain sheep, deer, and antelope were some of the large mammals hunted. When filled, Lake Cahuilla was on the Pacific Flyway for migratory birds; hence, ducks, geese, and other migratory birds would have been caught. Mountain lion, black bear, grizzly bear, deer, and wild boar also were hunted in historic times. (*Æ*(a), p. 22.)

To gather and prepare various food resources, the Cahuilla had an extensive inventory of equipment. Bows and arrows were the most important hunting tools, but traps, nets, disguises, blinds, throwing sticks, and slings were also part of the hunting technology. For fishing; nets, traps, spears, hooks and lines, and fish poisons were used. Gathering required few tools: poles for shaking down pine nuts and acorns, cactus pickers, chia hooks, seed beaters, digging sticks, weights for digging sticks, and pry bars. Materials associated with transportation mainly were used to move food and include burden baskets, carrying nets, game bags, and saddle pads. Some food was stored in large baskets. Pottery ollas and baskets treated with asphaltum were used to store and carry water and seeds. Wood, clay, and steatite were used to make jars, bowls, and trays. Skin and woven grass were used to make bags. Food processing required hammers and anvils for cracking nuts; mortars and pestles for grinding acorns; manos and metates for grinding seeds and berries; winnowing shells and baskets; strainers; leaching baskets and bowls; knives of stone, bone, wood, and Carrizo cane; bone saws; and drying racks made of wooden poles to dry fish. Basket mortars, with asphaltum or pine pitch used to attach an open-bottomed basket to a mortar, were important for food processing. The food was served in wooden and gourd dishes and cups and in basket bowls that were sometimes tarred. Wood, shell, and horn were used for spoons. (*Æ*(a), p. 22.)

Cahuilla shelters were often made of brush, fan palm fronds, or arrowweed. In prehistoric times, they were dome-shaped; later they tended to be rectangular. Near such dwellings usually stood brush-covered ramadas under which domestic chores were done. Earth-covered sweathouses for purification and curing rituals and ceremonial houses with fenced areas for ceremonial use were found in most villages. The chief's house was the largest and was usually next to the ceremonial house. Each village also had several granaries. (*Æ*(a), p. 22.)

European contact with the Cahuilla was by the Juan Bautista de Anza expedition, which passed through the region in 1774. Initially, the Indians were hostile to the Europeans. Subsequently, the Europeans used sea routes to populate California because the land route had been closed by the Quechan Indians in 1781. The Cahuilla, therefore, had little direct contact with Europeans except for those baptized at missions in San Gabriel, San Luis Rey, and San Diego and, thus, integrated into the mission system. In 1819, several asistencias were established near the Cahuilla area; Cahuillas became partially involved with the Spanish and adopted some Spanish economic practices such as cattle raising, agriculture, trade, and wage labor, as well as cultural traits such as clothing styles, language, and religion. Some Cahuilla worked seasonally for the Spaniards and lived for the remainder of the year in their villages. At the time of the American invasion of California, the Cahuilla still maintained their political and economic autonomy. (*Æ*(a), p. 22.)

Historical Setting

The historic context focuses on the exploration, settlement, and development of the region since the Spanish period of occupation in Southern California beginning in 1769 and continuing through the American Period which began in 1848. From there, the discussion turns to a more localized historical background focused specifically on the Beaumont area. (*Æ*(a), p. 23)

The Spanish Period (1769-1822)

The Historical Period in California formally began in 1769 with the Spanish occupation of Alta California and the founding of the San Diego de Alcala mission in San Diego when written records began to be compiled. The years 1769 to 1822 represent the Spanish Period in California. (*Æ*(a), p. 23.)

In 1774, Captain Juan Bautista de Anza crossed the San Jacinto plains with a small party of soldiers and servants. Anza's expeditionary force crossed the Cahuilla Valley, skirted the Santa Rosa Mountains, made their way up through Coyote Canyon, descended into the San Jacinto Valley via Batista Creek, and trekked northwest across the San Jacinto Valley into Moreno Valley. From there, the expedition passed through the Riverside area and crossed the Santa Ana River near present-day Jurupa, then continued northwest to reach the mission at San Gabriel. (*Æ*(a), p. 23.)

Riverside County lacked a mission proper but remained connected to the California presidio and mission system through Franciscan outposts known as ranchos and *asistencias.* The Riverside area was considered to be a part of the San Diego District, a military designation associated with the San Diego presidio; most of the territory fell under the authority of Mission San Luis Rey. Founded in 1798, Mission San Luis Rey was the eighteenth of California's 21 missions. During much of the Spanish Period, European settlement in Riverside County was slow and sporadic. By the end of the Spanish Period, few Europeans had settled permanently within the region. (*Æ*(a), p. 23.)

Mexican Rancho Period (1822-1848)

In 1821, after 10 years of intermittent rebellion and warfare, Mexico and the territory of California won independence from Spain. On December 15, 1821, the Mexican *Cortes* (the legislative body of the Mexican government) ended the older regime's strict isolationist policies that were designed to protect the traditional Spanish monopoly on trade and decreed that California ports (namely San Diego and Monterey) be open to foreign merchants. (*Æ*(a), pp. 23-24.)

Following the Secularization Act of 1833, which called for the immediate privatization of Franciscan lands, the Mexican government secularized all of the California missions. During the two-year period of 1834 to 1836, this radical process quickly and effectively reduced the missions to parish churches. Although the original secularization schemes called for redistribution of mission lands to those Native Americans who were responsible for the physical construction of the mission empire, the vast mission land and livestock holdings were redistributed by the Mexican government into several hundred land grants privately owned by Mexican citizens. These landowners subsequently released their neophyte Native American "workers" to fend for themselves. During the resultant Mexican Rancho Period (1834-1848), livestock and horticulture dominated the economics of Southern California. Ranches were predominantly devoted to the cattle industry and large tracts of land were used for grazing. (*Æ*(a), p. 24.)

American Period (1848-Present)

With the signing of the Treaty of Guadalupe Hidalgo in 1848, which ended the Mexican-American War, California entered into the American Period and, in 1850, became a recognized state in the United States. During the late 1840s, there began the decline of old California's cattle ranching industry, which for over half a century represented the currency and staple of the rancho system. By the 1850s to 1860s, cattle ranching in the general region had greatly declined, and ranchos changed ownership regularly. Through the years, settlement continued to develop across the inland valley of what would eventually become western Riverside County. With the influx of new settlers and decline of the cattle industry, some of the larger ranchos were subsequently subdivided into smaller parcels. In 1852, San Diego organized into a

county; in 1853, San Bernardino followed suit. Riverside County would be formed in 1893, carved out of portions of San Bernardino and San Diego counties. (Æ(a), p. 24.)

The completion of the Southern Pacific Railway's transcontinental railroad in 1869 opened California to agricultural settlement and brought the previous era of large-scale ranching to a close. The arrival of the Southern Pacific across the San Gorgonio Pass and into the San Bernardino Valley resulted in a dramatic influx of new settlers into what is now western Riverside County. The Riverside Colony was founded in 1870, and agricultural lands in the region quickly began to be settled by homesteaders. During the 1880s and 1890s, similar to the phenomena occurring in the area surrounding the Riverside Colony, irrigation canals were built, and the regional citrus industry took root in the fertile valleys of the surrounding region. The arrival of reliable water sources coincided with the arrival of a second transcontinental railroad; in 1882, construction of a competing rail line into Southern California was underway, financed by the Atchison, Topeka, and Santa Fe Railway Company. The line of a Santa Fe subsidiary, the California Southern, was built from San Diego to Perris and on to Riverside and San Bernardino in 1882. (Æ(a), p. 24.)

During the years from about 1908 through American entry into World War I in 1917, there was renewed interest in farm settlement and farming in California and elsewhere in the western United States. This was reflected in a sharp surge in Homestead filings on remaining public lands in rural California at that time. The decade of the 1920s offered regional urban growth in southern California that was helpful to many farmers in the region. However, it also brought sustained national declines in the prices of many agricultural commodities due to major increases in agricultural production in the United State and elsewhere. Turnover in land ownership during the 1930s and the eventual recovery of agricultural prices by the eve of World War II (WWII) was followed by the disruptions of the exodus of younger people into military service or leaving to work in urban areas. Water from the Colorado River Aqueduct was piped to the region beginning in the early 1940s. Alfalfa, potatoes, watermelons, and sugar beets soon after became the mainstay of farming in many parts of the region. (Æ(a), pp. 24-25.)

The post-WWII era ushered in a boom in commercial, industrial, and residential development in and near the region's urban centers, followed by the construction of several freeways linking urban areas to one another. As urban areas were spread outward by development, once-rural areas took on a more semi-rural character, dotted by small "mini-ranch" subdivisions. In more recent years, housing and urban development have spread outward from urban areas and swallowed up former agricultural land at an exponential rate, forever changing the character of the region. (Æ(a), p. 25.)

History of the City of Beaumont

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

between Beaumont and Cherry Valley, while farther to the north at Oak Glen an apple industry has been thriving since the 1890s. (Æ(a), p. 25; ECR, pp. 33-38.)

Although few buildings in Beaumont pre-date 1900, there is a section of the community that exemplifies the old-town character and contains several buildings of historic interest: the segment of Sixth Street between Orange Avenue and Veile Avenue, and Fifth and Eighth Streets. This area is considered by the City to be of special historic significance, and therefore it should be preserved, restored, and redeveloped in relation to its historic character. **Table 5.5-A – Historic Buildings** identifies the name of the historic building, its general location, and current use.

Table 5.5-A – Historic Buildings

Historic Building	Location	Current Use
Old Bank	500 Egan Avenue	Precision Stampings, Inc. (PSI)
Old High School	550 East 6th Street	City Hall
Beaumont Carnegie Library	125 East 8th Street	Beaumont Library District
Beaumont Woman's Club	303 East 6th Street	Beaumont Woman's Club and San Gorgonio Pass Historical Society Museum
Old Church	701 Egan Avenue	First Christian Church
St. Stephen's Episcopal Church	225 East 8th Street	St. Stephen's Episcopal Church
San Gorgonio Catholic Church	1234 Palm Avenue	St. Kateri Tekakwitha Catholic Community
Beaumont Hotel	Burned down 1909	

Source: ECR, *Existing Conditions Report*, p. 34, Table 4.1

In addition to the historic buildings identified above, there are several California Points of Historical Interest in the Planning Area. California Points of Historical Interest are buildings, sites, features, or events that are of local significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. (ECR, p. 35.) **Table 5.5-B – Local California Points of Historical Interest** lists the resource and location (when known) identified by the California Office of Historic Preservation within the Planning Area.

Table 5.5-B – Local California Points of Historical Interest

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

Source: ECR, *Existing Conditions Report,* p. 35, Table 4.2

A literature and records search of the general project location was completed by Æ at the Eastern Information Center (EIC) of the California Historical Resources Information System housed at the University of California, Riverside, on April 7, 2017 and July 19, 2017. Additional sources consulted

during the archaeological literature and records searches by Æ include the Office of Historic Preservation Archaeological Determinations of Eligibility and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

Results of the archaeological literature and records search at the EIC indicate that 293 cultural resources have been documented within the Planning Area, which are listed in **Table 5.5-C – Cultural Resources in the Planning Area**. The majority of these (201) are built-environment resources consisting in large part of single-family residences, but also included commercial properties, civic buildings, transmission lines, flood control structures, roadways, and at least one trail. The remaining resources consisted of 52 prehistoric archaeological sites, 35 historical archaeological sites, and five (5) sites containing both historical and prehistoric components. (Æ(a), p. 17.)

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-000190	CA-RIV-190	Prehistoric	Lithic scatter
33-000239	CA-RIV-239/H	Multicomponent	AH04 (Privies/dumps/trash scatters); AP02 (Lithic scatter); AP03 (Ceramic scatter); AP05 (Petroglyphs); AP06 (Pictographs); AP14 (Rock shelt; Habitation/campsite with adobe fragments, rock art, rock shelters, milling station
33-000240	CA-RIV-240	Prehistoric	Bedrock milling feature
33-000268	CA-RIV-268/H	Prehistoric	Rock Art in rock shelter; slick; abalone pendant; hammer stones; Lamb family homestead
33-001405	CA-RIV-1405	Prehistoric	Rock shelter composed of 3 large granite boulders. Site was not relocated in 1986 or 1989.
33-001631	CA-RIV-1631	Historic period	Foundations/structure pads, well, refuse scatter
33-002639	CA-RIV-2639	Prehistoric	Four mortars
33-002830	CA-RIV-2830	Prehistoric	Bedrock milling feature
33-003064	CA-RIV-3064	Prehistoric	Large boulder containing a rock shelter. One has a cuple feature and milling features. Evidence of midden is present. Rock art?
33-003065	CA-RIV-3065	Prehistoric	Ceramic scatter
33-003066	CA-RIV-3066	Prehistoric	Bedrock milling station with two slicks.
33-003073	CA-RIV-3073	Prehistoric	Artifact scatter; midden
33-003074	CA-RIV-3074	Prehistoric	Hammerstone, quartzite flake, chopper
33-003445	CA-RIV-3445H	Historic period	Former railroad station remains, including a cement foundation and a scatter of historic debris. Refuse includes glass, metal, ceramics, building material, bricks, 1 complete bottle with "SELICK PERFUMER NEW YORK"
33-003446	CA-RIV-3446H	Historic period	Very sparse historic debris scatter and a broken cement foundation. Artifacts include 5 pieces of amethyst glass, 12+ pieces of white ceramics, 1 aqua bottle base.
33-003447	CA-RIV-3447	Historic period	Sparse refuse scatter
33-003928	CA-RIV-3928H	Historic period	Refuse scatter

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-003946	CA-RIV-3946	Multicomponent	Complex lithic scatter/refuse
33-004038	CA-RIV-4038	Prehistoric	Lithic scatter
33-004322	CA-RIV-4322	Prehistoric	Rock shelter
33-004323	CA-RIV-4323	Prehistoric	Rock shelter
33-004324	CA-RIV-4324	Prehistoric	Rock shelter/hunting blind
33-004326	CA-RIV-4326	Prehistoric	Rock shelter with rock art
33-004327	CA-RIV-4327	Prehistoric	Lithic scatter
33-004328	CA-RIV-4328	Prehistoric	Lithic reduction site
33-004329	CA-RIV-4329	Prehistoric	Bedrock milling features and lithic scatter
33-004330	CA-RIV-4330	Prehistoric	Temporary food processing station
33-004331	CA-RIV-4331	Prehistoric	Milling station
33-004462	CA-RIV-4462	Prehistoric	IRI-POT-10; MWD-II Reservoirs
33-004715	CA-RIV-4715H	Built Environment	Historic stage road linking Beaumont and San Jacinto Valley. No artifacts were found in association.
33-005060	CA-RIV-5060H	Historic period	Refuse scatter, dense
33-005061	CA-RIV-5061H	Historic period	Refuse scatter
33-005062	CA-RIV-5062	Prehistoric	Bedrock milling feature, rock shelter/cave, lithic scatter, ceramic scatter
33-005063	CA-RIV-5063	Prehistoric	Bedrock milling feature
33-005064	CA-RIV-5064	Prehistoric	Bedrock milling feature, rock shelter/cave
33-005065	CA-RIV-5065/H	Multicomponent	Bedrock milling feature and refuse scatter
33-005066	CA-RIV-5066	Prehistoric	Trails/linear earthworks
33-005067	CA-RIV-5067H	Historic period	Foundations/structure pads
33-005068	CA-RIV-5068H	Historic period	Foundations/structure pads and well
33-005069	CA-RIV-5069H	Historic period	Foundations/structure pads and well
33-005070	CA-RIV-5070H	Historic period	Well
33-005071	CA-RIV-5071H	Historic period	Refuse scatter and well
33-005072	CA-RIV-5072H	Historic period	Foundations/structure pads and a refuse scatter
33-005073	CA-RIV-5073H	Historic-period	Well
33-005074	CA-RIV-5074H	Historic-period	Refuse scatter
33-005075	CA-RIV-5075H	Historic-period	Foundations/structure pads, landscaping/orchard, refuse scatter, and wall
33-005094	CA-RIV-5094	Prehistoric	Bedrock milling feature site
33-006093		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006094		Built Environment	Stucco Mediterranean/Spanish Revival style residence built in 1935
33-006095		Built Environment	Vernacular wood frame residence built in 1908
33-006096		Built Environment	Vernacular wood frame house with bungalow characteristics built in 1917

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006097		Built Environment	Vernacular wood frame residence with bungalow characteristics built in 1919
33-006098		Built Environment	Craftsman-bungalow style residence built in 1920
33-006099		Built Environment	Mediterranean/Spanish style residence built in 1934
33-006100		Built Environment	Vernacular/craftsman style residence built in 1922
33-006101		Built Environment	Tutor Revival style home built in 1937
33-006102		Built Environment	Craftsman/bungalow style residence built in 1913
33-006103		Built Environment	Craftsman/bungalow style residence built in 1909
33-006104		Built Environment	Vernacular style residence built in 1911
33-006105		Built Environment	Shotgun/vernacular style residence built in 1912
33-006106		Built Environment	Bungalow style home built in 1933
33-006107		Built Environment	Vernacular style residence built in 1912
33-006108		Built Environment	Vernacular style residence built in 1929
33-006109		Built Environment	Bungalow style residence built in 1911
33-006110		Built Environment	Small, Vernacular Ranch style house with a porch.
33-006111		Built Environment	Vernacular style residence built in 1922
33-006112		Built Environment	Vernacular/bungalow style residence built in 1932
33-006113		Built Environment	Vernacular style wood frame house built in 1925
33-006114		Built Environment	Vernacular style residence built in 1925
33-006115		Built Environment	Vernacular style residence built in 1927
33-006116		Built Environment	Late period Bungalow style residence built in 1925
33-006117		Built Environment	Colonial Revival style residence built in 1910
33-006118		Built Environment	Vernacular style residence built in 1907
33-006119		Built Environment	Bungalow style residence built in 1925
33-006120		Built Environment	Vernacular style residence built in 1915
33-006121		Built Environment	Vernacular style residence built in 1915
33-006122		Built Environment	Bungalow style residence built in 1928
33-006123		Built Environment	Vernacular style residence built in 1923
33-006124		Built Environment	Vernacular style residence built in 1922
33-006125		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006126		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006127		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006128		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006129		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006130		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006131		Built Environment	Vernacular style residence built in 1915

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006132		Built Environment	Vernacular style residence built in 1901
33-006141		Built Environment	Vernacular style residence built in 1931
33-006142		Built Environment	Vernacular style residence built in 1932
33-006143		Built Environment	Vernacular style residence built in 1912
33-006144		Built Environment	Vernacular style residence built in 1908
33-006145		Built Environment	Eastlake Victorian style residence built in 1887
33-006146		Built Environment	Vernacular style residence built in 1937
33-006147		Built Environment	Vernacular style residence built in 1907
33-006148		Built Environment	Vernacular style residence built in 1910
33-006149		Built Environment	Bungalow style residence built in 1920
33-006150		Built Environment	Bungalow style residence built in 1913
33-006151		Built Environment	Vernacular style residence built in 1913
33-006152		Built Environment	Vernacular style residence built in 1915
33-006153		Built Environment	Vernacular style residence built in 1913
33-006154		Built Environment	Bungalow style residence built in 1925
33-006155		Built Environment	Vernacular ranch style residence built in 1892
33-006156		Built Environment	California Ranch style residence built in 1918
33-006157		Built Environment	Bungalow style residence built in 1920
33-006158		Built Environment	Bungalow style residence built in 1926
33-006159		Built Environment	Vernacular style residence with colonial revival columns built in 1908
33-006160		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1908.
33-006161		Built Environment	Vernacular style wood frame house built in 1909.
33-006162		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1909.
33-006163		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006164		Built Environment	Vernacular style wood frame house built in 1908.
33-006165		Built Environment	Church built in a local, vernacular version of the Second Renaissance Revival built in 1917.
33-006166		Built Environment	Vernacular style residence built in 1912
33-006167		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006168		Built Environment	Vernacular style residence built in 1915
33-006169		Built Environment	Vernacular style residence built in 1937
33-006170		Built Environment	Bogart House
33-006171		Built Environment	Bungalow style residence built in 1927
33-006172		Built Environment	Vernacular style duplex built in 1929
33-006173		Built Environment	Vernacular style residence built in 1926
33-006174		Built Environment	Craftsman Bungalow style residence built in 1920

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006175		Built Environment	Vernacular style residence built in 1917
33-006176		Built Environment	Gothic Revival style church built in 1935
33-006177		Built Environment	Vernacular style residence built in 1907
33-006178		Built Environment	Vernacular style residence built in 1913
33-006179		Built Environment	Vernacular style residence built in 1922
33-006180		Built Environment	Vernacular style residence built in 1890
33-006181		Built Environment	Vernacular style residence built in 1915
33-006182		Built Environment	Vernacular style residence built in 1910
33-006183		Built Environment	Mediterranean/Spanish Revival style residence built in 1924
33-006184		Built Environment	Vernacular style residence built in 1935
33-006185		Built Environment	Mediterranean/Spanish Revival style structure built in 1939. It was used as Beaumont's City Hall.
33-006186		Built Environment	Vernacular style residence built in 1910
33-006187		Built Environment	Vernacular style residence built in 1919
33-006188		Built Environment	Vernacular style residence built in 1920
33-006189		Built Environment	Vernacular style residence built in 1900
33-006190		Built Environment	Bungalow style residence built in 1920
33-006191		Built Environment	Single family residence
33-006192		Built Environment	Gothic Revival style church built in 1913
33-006193		Built Environment	Vernacular style residence built in 1938
33-006194		Built Environment	Vernacular style residence built in 1907
33-006195		Built Environment	Vernacular style residence built in 1912
33-006196		Built Environment	[Resource record not obtained from the EIC; like single family residence]
33-006197		Built Environment	Small, Vernacular Ranch style house with a stone chimney built in 1937.
33-006198		Built Environment	Vernacular style residence built in 1910
33-006199		Built Environment	Bungalow style residence built in 1918
33-006200		Built Environment	Single family residence
33-006201		Built Environment	Single family residence
33-006202		Built Environment	Provincial Revival style residence built in 1930
33-006203		Built Environment	Single family residence
33-006204		Built Environment	Single family residence
33-006205		Built Environment	Bungalow style residence built in 1918.
33-006206		Built Environment	Vernacular style wood frame house built in 1915.
33-006207		Built Environment	Vernacular style wood frame house built in 1912.
33-006208		Built Environment	Vernacular/Bungalow style residence built in 1914
33-006209		Built Environment	Vernacular style residence built in 1925
33-006210		Built Environment	[Resource record not obtained from the EIC; like single family residence]

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-006211		Built Environment	3 story commercial bank building; combined modern/beaux arts classic revival style built in 1923.
33-006212		Built Environment	Vernacular wood frame building built in 1918. Site of the Beaumont Women's Club, organized in 1908.
33-006213		Built Environment	Vernacular style wood frame house with bungalow elements built in 1909.
33-006214		Built Environment	Vernacular style wood frame house with bungalow characteristics built in 1912.
33-006215		Built Environment	Spanish Eclectic/Mediterranean Revival style building built in 1928
33-006216		Built Environment	Stucco building with Pueblo Revival style characteristics built in 1932.
33-006217		Built Environment	Vernacular style residence built in 1914
33-006218		Built Environment	Vernacular style wood frame house built in 1920.
33-006219		Built Environment	Vernacular style house build in 1912.
33-006220		Built Environment	Single family residence
33-006221		Built Environment	Vernacular style residence built in 1930
33-006222		Built Environment	Victorian style residence built in 1908
33-006223		Built Environment	Vernacular style ranch house built in 1908
33-006224		Built Environment	Vernacular ranch style residence built in 1908
33-006225		Built Environment	Bungalow style residence built in 1908
33-006226		Built Environment	Vernacular style residence built in 1923
33-006227		Built Environment	Bungalow style residence built in 1923
33-006228		Built Environment	Ranch complex which dates to 1908. Originally produced olives, then became a stock farm.
33-006229		Built Environment	Jackrabbit Trail
33-006230		Built Environment	Single family residence
33-006231		Built Environment	Single family residence
33-006232		Built Environment	Single family residence
33-006233		Built Environment	Classical revival style library built in 1914.
33-006239		Built Environment	Rest area
33-006735			Vernacular style residence built in 1915
33-007295		Built Environment	Historic Haskell Ranch including 3 primary residences, 2 workers' residences, a foreman's house, bunkhouse, hay barn, blacksmith shop, milk house, milk/feed storage building, calf pens, silos, grain storage bins, concrete lined reservoir, sheds
33-007296		Built Environment	Historic Singleton Ranch including the 1927 Woodhouse residence, 2 guest houses, a collapsed barn, and metal silos. Subsurface features may be present. See also P-33- 15002, which details the irrigation and water port within the ranch site.
33-009027		Prehistoric	Isolated mano

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-009498	CA-RIV-6381H	Built Environment	Historic Southern Pacific Railroad, acquired by Union Pacific Railroad in the 1990s
33-009780	CA-RIV-6508	Prehistoric	Complex lithic scatter, ceramics, bones
33-009781	CA-RIV-6509	Prehistoric	Lithic scatter
33-009782	CA-RIV-6510	Prehistoric	Numerous lithics of unusual materials transported to the site. Site is considered sensitive due to its proximity to the Indian villages 'Yukaipa't' and 'Saahatapa'
33-009783	CA-RIV-6511	Prehistoric	Lithic and groundstone scatter. Site is considered sensitive due to its proximity to the Indian villages 'Yukaipa't' and 'Saahatapa'
33-010791	CA-RIV-6512	Prehistoric	Lithic Scatter; site is considered sensitive due to its proximity to the Indian villages 'Tukaipa't' and 'Saahatapa'
33-010792		Built Environment	Flood control structure
33-010794		Historic period	Historic era collapsed shed
33-011808		Historic period	Isolated artifact
33-012306		Prehistoric	Lithic scatter
33-012307		Prehistoric	Lithic scatter
33-012308		Prehistoric	Isolated mano
33-012309		Prehistoric	Isolated mano
33-012548		Prehistoric	Isolated metate frags
33-012549		Prehistoric	Isolated metate frags
33-012639		Historic period	Isolated glass fragment(s)
33-012640		Historic period	Isolated glass fragment(s)
33-012641		Historic period	Isolated glass fragment(s)
33-012816		Prehistoric	Isolated basin metate
33-013151		Prehistoric	Isolated hammerstone/core
33-013157		Prehistoric	Lithic scatter
33-013159		Multicomponent	Isolated refuse light; flake
33-013161		Historic period	Isolated white ware dish base
33-013162		Prehistoric	Isolated flake
33-013313		Historic period	Rocket test site
33-013427	CA-RIV-7462H	Historic period	Historic-era refuse scatter. This site has recently been pot hunted and its boundary has been extended to include additional artifacts.
33-013449	CA-RIV-7468	Prehistoric	Milling slick
33-013612		Prehistoric	Isolated sherd
33-013640	CA-RIV-007504	Historic period	Remnants of a cherry orchard with apricot and pecan trees and a water irrigation system
33-013677		Prehistoric	Isolated hammerstone
33-013827		Historic period	Refuse scatter
33-013828		Historic period	Refuse scatter

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-013829		Historic period	Historic Palm Trees, Building Foundations, Refuse
33-013829	33-013829	Historic period	Remains of two adobe buildings, including cobble foundations, adobe rubble, wooden architectural debris, and fragment artifacts associated with the foundations.
33-015033	CA-RIV-7997H	Historic period	This site was updated in 2013 to include an additional pipe feature. The rest of the site features are in the same condition as originally recorded.
33-015035		Built Environment	Devers-San Bernardino 220kV Transmission Line; constructed in 1945 by SCE. Approximately 43 miles.
33-015243		Built Environment	livestock pen
33-015438	CA-RIV-8139H	Prehistoric	Bedrock milling features
33-015439		Prehistoric	Isolated mano fragment
33-015441		Prehistoric	Isolated metate fragment
33-015672		Historic period	Water Storage tank
33-015673		Historic period	Concrete pad and wire
33-015720	CA-RIV-8189H	Built Environment	Historic Paved Ranch Road
33-016122	33-017922	Multicomponent	Potrero Water Tank Site
33-016815		Prehistoric	Rock shelter/cave, cairns/rock features
33-017122		Built Environment	Lantis Property
33-017922		Built Environment	Single family residence
33-017938	CA-RIV-9469	Prehistoric	Lithic scatter
33-019885	CA-RIV-10119H	Historic period	Ranching farmstead
33-020295		Built Environment	Single family residence; 11243 Sunnyslope Ave Beaumont (APN 404-100-014)
33-020559		Built Environment	Road segment
33-020562		Built Environment	Transmission lines
33-020721	CA-RIV-10642H	Built Environment	Two segments of a historical road, known as First Street. Road was identified on a 1953 USGS Quad. No cultural material is associated with this site. The road is still in use.
33-020722	CA-RIV-10644H	Built Environment	Road segment
33-020725	CA-RIV-10647H	Built Environment	Road segment
33-020974		Built Environment	Beaumont Avenue; Hirsch's Deodar Cedar Alignment
33-022386	CA-RIV-11438H	Built Environment	Historic-age residence, ca. 1950s
33-022389		Built Environment	Devers-Vista #1 220kV Transmission Line; extends approximately 45 miles from the Vista Substation to the Devers Substation. Constructed in 1960 by CalElectric.
33-023484		Built Environment	Portions of a telecommunications line associated with the existing Southern California Edison transmission and distribution lines. The pole range in age from 1929 to 2011

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-023485		Built Environment	Spanish Eclectic style residence. Visible on a 1967 aerial photo.
33-023486		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023487		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023488		Built Environment	Historic-era residence built before 1967. Visible on a 1967 aerial photo.
33-023489		Built Environment	Historic era residence built before 1967. Visible on a 1967 aerial photo.
33-023490		Built Environment	Commercial Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023491		Built Environment	Commercial Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023492		Built Environment	Historic-era building built before 1967. Visible on a 1967 aerial photo.
33-023493		Built Environment	Historic-era residence built before 1967. Visible on a 1967 aerial photo.
33-023494		Built Environment	Remodeled Craftsman style residence converted to a dentist office built before 1967. Visible on a 1967 aerial photo.
33-023495		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023496		Built Environment	Minimal Traditional style residence built before 1967. Visible on a 1967 aerial photo.
33-023497		Built Environment	Vernacular style building built before 1967. Visible on a 1967 aerial photo.
33-023498		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023499		Built Environment	Vernacular style residence built before 1967. Visible on a 1967 aerial photo.
33-023500		Built Environment	Ranch style residence built before 1967. Visible on a 1967 aerial photo.
33-023501		Built Environment	California Ranch style residence built before 1967. Visible on a 1967 aerial photo.
33-023502		Built Environment	California Ranch style residence built in 1947
33-023503		Built Environment	California Ranch style residence built in 1953
33-023504		Built Environment	California Ranch style residence built in 1948
33-023505		Built Environment	Vernacular style residence built in 1953
33-023506		Built Environment	Historic era residence built in 1935
33-023507		Built Environment	California Ranch style residence built in 1956
33-023508		Built Environment	Minimal Traditional style residence built in 1946
33-023509		Built Environment	California Ranch style residence built in 1956

Table 5.5-C – Cultural Resources in the Planning Area

Primary No.	Trinomial	Age	Description
33-023510		Built Environment	California Ranch style residence built in 1960
33-023511		Built Environment	Minimal Traditional style residence built in 1949
33-023512		Built Environment	Spanish Revival style residence built in 1947
33-023513		Built Environment	California Ranch style housing tract built in 1959
33-023514		Built Environment	Vernacular style residence built in 1953. Visible on a 1967 aerial photo.
33-023515		Built Environment	Historic-age apartment complex built before 1967. Visible on a 1967 aerial photo.
33-023516		Built Environment	California Ranch style residence built in 1963. Visible on a 1967 aerial photo.
33-023517		Built Environment	California Ranch style residence built in 1946. Visible on a 1967 aerial photo.
33-023518		Built Environment	Historic-age residence built in 1925. Visible on a 1967 aerial photo.
33-023519		Built Environment	Historic-age residence built in 1917.
33-023520		Built Environment	Vernacular style residence built in 1951.
33-023521		Built Environment	California Ranch style residence built in 1959
33-023522		Built Environment	Historic-age residence built in 1936. Visible on a 1967 aerial photo.
33-023523		Built Environment	Historic-age residence built in 1937. Visible on a 1967 aerial photo.
33-023525		Built Environment	California Ranch Style residence built before 1967. Visible on a 1967 aerial photo.
33-023526		Built Environment	Historic-age duplex built before 1967. Visible on a 1967 aerial.
33-023527		Built Environment	Historic-age residence built before 1967. Visible on a 1967 aerial photo.
33-023528		Built Environment	Minimal Traditional style residence built in 1944.
33-023529		Built Environment	Historic-age warehouse built before 1967. Present on a 1967 aerial photo.
33-023530		Built Environment	California Ranch style residence built in 1963.
33-023905		Prehistoric	Isolated flake
33-024668	CA-RIV-12203H	Historic period	Isolated Metropolitan Water District survey marker date stamped 1931
33-026649	CA-RIV-12550	Historic period	Structural remains
SR 60		Built Environment	Defined by edge of Caltrans ROW for length of Project Area

Source: Æ(a), *Cultural Resource Assessment for the City of Beaumont General Plan Update, Riverside County, California, September 2017,* Appendix D.1.

The city of Beaumont is highly sensitivity for cultural resources. There are numerous documented residential and commercial buildings of historical age, and likely many more yet to be recorded. Roads,

the railroad, pipelines, utility lines, high tension power lines, and other resources of the built environment are all of historic age. Additionally, there is a potential for buried historic-period resources, including privies, refuse dumps, foundations, and abandoned utilities. However, due to the level of construction, the area is low sensitivity for prehistoric sites. (Æ(a), pp. 38-39.)

5.5.2 Related Regulations

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was passed in 1966 and is codified in Title 16, Section 470 et seq. of the U.S. Code (USC). The goal of the Act is to ensure federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Among the regulations of the NHPA, Section 106 requires federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Properties (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. See Title 36 Code of Federal Regulations (CFR) Part 800, “Protection of Historic Properties.”

Section 106 applies when two thresholds are met: 1) there is a federal or federally licensed action, including grants, licenses and permits, and 2) that action has the potential to affect properties listed in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 requires each federal agency to identify and assess the effects of its actions on historic resources. The responsible federal agency must consult with appropriate state and local officials, Indian Tribes, applicants for federal assistance and members of the public, and consider their views and concerns about historic preservation issues when making final project decisions. The agency should also plan to involve the public and identify any other potential consulting parties. If the agency determines that it has no undertaking or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

Pursuant to Section 106, impacts to a cultural site or artifact must be declared “significant,” “potentially significant” or “not significant.” Under NHPA regulations, impacts to “significant” archeological sites must be mitigated for, while “not significant” archeological remains need not. A “potentially significant” determination is utilized when there is not enough information to make a conclusive ruling. NHPA mitigation would not be necessary for archeological sites avoided during development.

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

National Historic Landmarks Program

The National Historic Landmarks Program, developed in 1982 and as authorized by the Historic Site Act, identifies and designates National Historic Landmarks (NHLs) to "encourage the long-range preservation of nationally-significant properties that illustrate or commemorate the history and prehistory of the U.S." The program is administered by the Department of the Interior pursuant to 36 CFR Section 65.5. Unlike any of the other state or federal registries, sites listed on the NHL are explicitly preserved and protected from harm under federal law.

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 USC 431–433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. NEPA (42 USC 4321) directs Federal agencies to use all practicable means to "…preserve important historic, cultural, and natural aspects of our national heritage…".

Actions by the U.S. Army Corps of Engineers

Appendix C of Title 33 CFR Section 325 establishes procedures to be followed by the U.S. Army Corps of Engineers (USACE) to fulfill the requirements of the NHPA, as well as other applicable historic preservation laws and Presidential directives related to historic resources potentially affected by USACE actions (including issuance of permits pursuant to the federal Clean Water Act [CWA]). It specifies that when a project's authorization requires a federal action (for example, issuance of permit pursuant to Section 404 of the CWA), the project must comply with the requirements of Section 106 of the NHPA.

American Indian Religious Freedom Act

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonials and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites "to the extent that the use is practicable and not inconsistent with an agency's essential functions." The intent is to protect Native Americans' First Amendment right to "free exercise" of religion.

Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful

control over the removal of Native American human remains, funerary objects, sacred objects and items of cultural patrimony on federal and tribal lands.

State Regulations

California Environmental Quality Act

CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. Sections 21083.2 and 21084.1 of the CEQA Statute deal with the definitions of unique and non-unique archaeological resources and historical resources respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the California Register of Historical Resources (CRHR), a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in Public Resources Code (PRC) Section 5024.1(g).

Historical Resource Criteria

Under California Code of Regulations (CCR) Section 15064.5(a) a "historical resource" is defined as including the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR.

(2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g) shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historic Places, including the following:

i. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii. Is associated with the lives of persons important in our past;

iii. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv. Has yielded, or may be likely to yield, information important in prehistory or history.

Substantial Adverse Change Criteria
CCR Section 15064.5(b) defines a "substantial adverse change" as meaning the "physical demolition, destruction, relocation or alteration of the resource or its immediate surroundings" such that the significance of the historical resource would be "material impaired." This term is further defined as being when a project, "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that" does any of the following:

(1) Conveys its historical significance and justify its inclusion in, or eligibility for, inclusion in the CRHR.

(2) Accounts for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project established by a preponderance of evidence that the resource is not historically or culturally significant.

(3) Conveys its historical significance and justifies its eligibility for inclusion in the CRHR, as determined by a lead agency for the purposes of CEQA.

Unique Archaeological Resources Criteria
CEQA requires the lead agency to consider whether a project will have a significant effect on unique archaeological resources and to avoid unique archaeological resources when feasible or mitigate any effects to less-than-significant levels per PRC Section 21083.2. The *CEQA Statutes* (PRC Section 21083.2(g)) define a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Accordingly, Section 21083.2 of the *CEQA Guidelines* specifies that if a project will cause damage to a unique archeological resource, the lead agency may "require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state." "Preservation in place" is when the relationship between artifacts and the archeological context of the site is kept intact. This can be accomplished by avoiding construction on the archeological site; incorporating a park, greenspace or other open space around or over the site; and deeding the resource site into a permanent conservation easement. Other forms of conservation are to be considered as well.

Section 15064.5(c) of the *CEQA Guidelines* also establishes that if "maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction" of the historical resource is conducted "in a manner consistent with" the [U.S.] Secretary of the Interior's Standards for the Treatment of Historic Properties, then the project's impact on the historical resource "shall generally be considered mitigated to below a level of significance."

CCR Section 15126.4(b) specifies that when "data recovery through excavation is the only feasible mitigation," a data recovery plan shall be prepared and adopted prior to any excavation being undertaken.

The data recovery plan is designed to provide for adequately recovering the scientifically consequential information from and about the historical resource using current industry standards in archeological methods. In Riverside County, the resultant study is deposited with the Eastern Information Center (EIC) at University of California, Riverside. Any human remains recovered shall be treated in accordance with the provisions of [HSC] Section 7050.5.

In terms of specific mitigation for archeological resources, PRC Section 21083.2 also specifies a variety of financial standards for funding such measures and limits the amount that can be required to be spent. In some cases, such as for significant historical resources, these limits do not apply.

California Register of Historic Resources

The State's Office of Historic Preservation (OHP) manages and oversees the CRHR, which is intended to serve as "an authoritative guide to the state's significant historical and archeological resources." As outlined in PRC Section 5020 *et seq.*, resources listed must meet one of four "significance criteria" related to events, people, construction/artistic value or information. Sites must also retain sufficient integrity to convey their significance. The CRHR includes a number of type resources, including: all properties listed in or determined formally eligible for listing in the NRHP; all California Historical Landmarks from #770 onward; specific California Historical Landmarks issued prior to #770 and certain California Points of Historical Interest, as deemed appropriate for listing by the California Historic Resources Commission; and, any properties nominated per OHP regulations. California Historical Landmarks are intended to recognize resources of statewide significance. Points of Historical Interest recognize resources of local or countywide significance. Lastly, as mentioned above, all NRHR listings within California are automatically added to the CRHR. The listing of a site on a California State register does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA review to be satisfied prior to any discretionary action occurring that might adversely affect the resource.

California Code of Regulations

CCR Title 14 Section 1427 recognizes that "California's archaeological resources are endangered by urban development and population growth and by natural forces." Accordingly, the State Legislature finds that "these resources need to be preserved in order to illuminate and increase public knowledge concerning the historic and prehistoric past of California." Lastly, it states that any person "not the owner thereof, who willfully injures, disfigures, defaces or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." The code also specifies that it is a misdemeanor to "alter any archaeological evidence found in any cave or to remove any materials from a cave."

Public Resources Code Section 5097 (Related to Cultural Resources)

California PRC Section 5097 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the *CEQA Guidelines*.

The NAHC, created in statute in 1976 (Chapter 1332, Statutes of 1976), is a nine-member body whose members are appointed by the Governor. The NAHC identifies, catalogs, and protects Native American cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native

American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act (CalNAGPRA), among many other powers and duties. (NAHC)

PRC Sections 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the state's NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and federal agencies, educational institutions and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC Sections 5097.91 and 5097.98 were amended by Assembly Bill 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Regional Regulations

Riverside County Historic Preservation Commission

The Riverside County Historic Preservation Commission was established in 2005 to advise the Board of Supervisors on historical preservation matters. It is tasked with working to discover and identify persons, events and places of historical importance within Riverside County, and to make recommendations relating to the preservation of appropriate historic sites and structures. To accomplish this, the Commission established criteria and procedures to identify and recognize historic landmarks in Riverside County. These criteria should be used when reviewing a potentially historically or culturally significant site that could be affected by the proposed development. Resources are identified in the Riverside County General Plan Cultural Resource Element, *Table 4.9-A: Cultural Resources of Riverside County*. (County of Riverside 2015, pp. 4.9-3-4.9-7.) This Commission's authority extends only to the City's Sphere of Influence; not to property within the City limits.

Local Regulations

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a cultural resources report is required for an implementing development project if: native soils are present; the project area is known to have a rich cultural history; construction activities will result in trenching, excavation of undisturbed soils, and/or the project area is within, or nearby historical buildings.

5.5.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential impacts to historic and archaeological resources.

Beaumont 2040 Plan

The Beaumont 2040 goals, policies, and implementation actions that reduce potential impacts to cultural resources include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

Policy 8.11.2 Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

Policy 8.11.3 Encourage the preservation of historic (i.e. non-archaeological) resources when practical. When it is not practical to preserve a historic resource in its entirety, require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.

Policy 8.11.4 Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section

7050.5, Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.

Policy 8.11.7 Prepare and regularly update an inventory of private community and environmental organizations that may contribute effort or resources to improving the City's cultural awareness.

Implementation C20 Cultural Resources Sensitivity Map. Develop a Cultural Resources Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence.

Revision to the Zoning Ordinance

The proposed revisions to the Zoning Ordinance includes a new process intended to provide various levels of historic protection and to preserve existing elements of historic resources in the City, a certificate of appropriateness. Set forth in proposed Section 17.02.125 – Certificates of Appropriateness. The establishment of a certificate of appropriateness is intended to protect structures of historic significance including areas of architectural, cultural, historic, economic, political, and social importance from the adverse effects of any alteration, demolition, or removal. A certificate of appropriateness is required for the exterior alteration, demolition, removal or relocation of any historic resource or potential historic resource. This section of the revised Zoning Ordinance defines a historic resource as: a resource identified in a City-approved historic or cultural resources study; a structure over 50 years old; and/or a structure potentially eligible for registration on a local, state, or national register. Minor modifications that do not involve new construction, additions to, or demolition of existing structures shall be reviewed and approved or denied by the Community Development Director. Modifications that do not meet the criterial for Community Development Director review shall be reviewed and approved or denied by the City Planning Commission after a public hearing.

5.5.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5;
- (Threshold B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5; and/or
- (Threshold C) Disturb any human remains, including those interred outside of formal cemeteries.

5.5.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation and the proposed revisions to the Zoning Ordinance, are intended to protect historic and archaeological resources and reduce potential to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which

cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

Although few buildings in Beaumont pre-date 1900, there is a section of the downtown area that exemplifies the old-town character and contains several buildings of historic interest. While the Beaumont 2040 Plan does not propose any changes to any identified resources, future development and redevelopment will occur in areas that may contain significant historical resources.

Historic properties and resources are protected under Federal, State, regional, and local regulations as described in Section 5.5.2 – Regulated Regulations above that would prevent adverse impacts to historic resources with implementation of the Beaumont 2040 Plan. As discussed in Section 5.5.3 – Beaumont 2040 Plan, Downtown Specific Plan, and Revised Zoning Ordinance, the Project includes goals, policies, implementation actions, and the proposed certificate of appropriateness process, that will protect and reduce impacts to historical resources. Additionally, as part of the City's typical entitlement review process, a project applicant may be required to provide a cultural resources assessment and, mitigate project-specific impacts. Therefore, compliance with existing regulations and processes and implementation with applicable Beaumont 2040 Plan goals, policies, and implementation measures and the proposed certificate of appropriateness process, impacts are considered to be **less than significant,** and no mitigation is necessary.

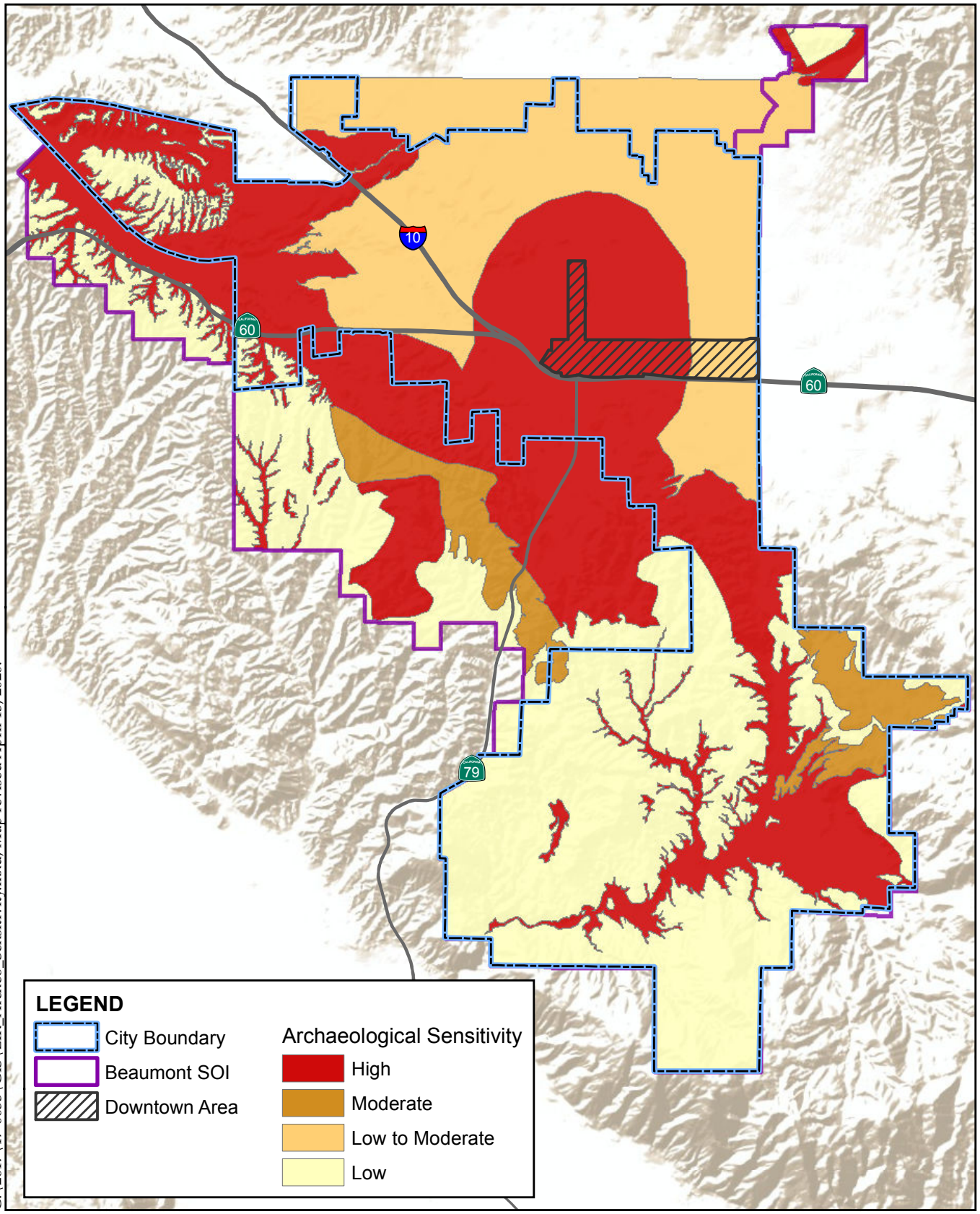
Threshold B: ***Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in § 15064.5?***

Based on what is known of the histories of local Native American groups and previously recorded archaeological sites, archaeological resources are known to exist within the Planning Area. The Planning Area consists of low, low to moderate, moderate, and high areas of archaeological sensitivity, which are shown in **Figure 5.5-1 – Archaeological Sensitivity**. Construction projects within undeveloped portions of the Planning Area would promote a substantial increase in population, residential, and non-residential structures, and associated infrastructure. Thus, implementation of the Beaumont 2040 Plan will cause ground disturbance on vacant lands that may impact known significant archaeological resources, as defined in Section 15064.5 of the *CEQA Guidelines*.

Effects on archaeological resources deemed to be significant could be considered adverse if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings such that the significance of a resource would be materially impaired. For this reason, significant prehistoric and historical archaeological resources must be considered in the City's project planning and development process.

Effects on archaeological resources deemed to be significant could be considered adverse if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings such that the significance of a resource would be materially impaired. For this reason, significant prehistoric and

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Sources: Applied Earthworks/CA Geog. Serv., 2018; Raimi+ Associates, 2019; Riverside Co. GIS 2020.

0 1 2 3 Miles

Figure 5.5-1 Archeological Sensitivity

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Archaeological resources are protected under Federal, State, regional regulation and local processes regulations as described in Section 5.5.2 – Regulated Regulations above intended to prevent adverse impacts to archaeological resources with implementation of the Beaumont 2040 Plan. As discussed in Section 5.5.3 – Beaumont 2040 Plan and Revised Zoning Ordinance, the Plan includes goals, policies, implementation actions, that will protect and reduce substantial adverse impacts to archaeological resources. Additionally, as part of the City's typical entitlement review process, a project applicant may be required to provide a cultural resources assessment and, mitigate project-specific impacts. Therefore, compliance with existing regulations and processes and implementation with applicable Beaumont 2040 Plan goals, policies, and implementation measures. Those areas in the SOI within the jurisdiction of the County would be subject to Riverside County goals, policies, and project review process. Through implementation of existing regulations and General Plan Policies, impacts are considered to be **less than significant,** and no mitigation is necessary.

Threshold C: *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

Future construction projects in the Planning Area could have the potential to disturb or destroy buried Native American human remains as well as other human remains, including those interred outside of formal cemeteries. Health and Safety Code § 7050.5, *CEQA Guidelines* § 15064.5(e), and PRC § 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the process is as follows (*Æ*(a), p. 40):

> The Riverside County Coroner must be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she must contact the NAHC by phone within 24 hours. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD will then have the opportunity to recommend to the Project proponent means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the project proponent and the MLD disagree regarding the disposition of the remains, State law will apply, and the mediation process will occur with the NAHC (see PRC Section 5097.94(k)). Either the MLD or the landowner may request mediation from the NAHC, and both parties must agree to mediate. If an MLD cannot be identified, or mediation fails, then the landowner shall be bound by the reinternment process outlined in PRC Section 5097.98(e) (see Section 5.5.2 Existing Regulations). Through compliance with existing regulations to properly handle the inadvertent discovery of human remains, impacts from the Beaumont 2040 Plan will be **less than significant** and no mitigation is necessary.

5.5.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the Beaumont 2040 Plan, Revisions to Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regard to historical and archaeological resources, no mitigation measures are necessary.

5.5.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, implementation of the certificate of appropriateness process, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to cultural resources is considered less than significant and no mitigation is necessary. The significance of impacts to cultural resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies, along with the revisions to the Zoning Ordinance, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.5.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Æ(a)	Applied Earthworks, *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*. February 2018. (Included as Appendix D.1.)
County of Riverside	County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.9, Cultural and Paleontological Resources. (Available at http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63, accessed February 4, 2018.)
ECR	City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)
Environmental Processing Application	City of Beaumont, *Application for Environmental Review and Processing*. (Available at https://www.beaumontca.gov/DocumentCenter/View/243/Environmental-Processing-Application, accessed April 13, 2020.)
NAHC	California Native American Heritage Commission Web site (Available at http://nahc.ca.gov/, accessed September 4, 2020.)

5.6 GEOLOGY AND SOILS

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan);and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to geology and soils because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land and was prepared for compatibility with the proposed Beaumont 2040 Plan. This Project component will not be analyzed further in this section.

Impacts related to the adoption and implementation of the Beaumont 2040 Plan and adoption will be addressed herein. The revised Zoning Map will reflect the land uses proposed in the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the proposed revisions to the Zoning Ordinance and Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential direct or indirect impacts due to seismic activity and seismic hazards; soil erosion; unstable and unsuitable soils; and unique paleontological resources or sites or unique geological features.

5.6.1 Setting

The following discussion describes the geologic units, soil characteristics, and paleontological sensitivity of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area") to provide a context for understanding the nature and significance of geologic resources identified within the Planning Area.

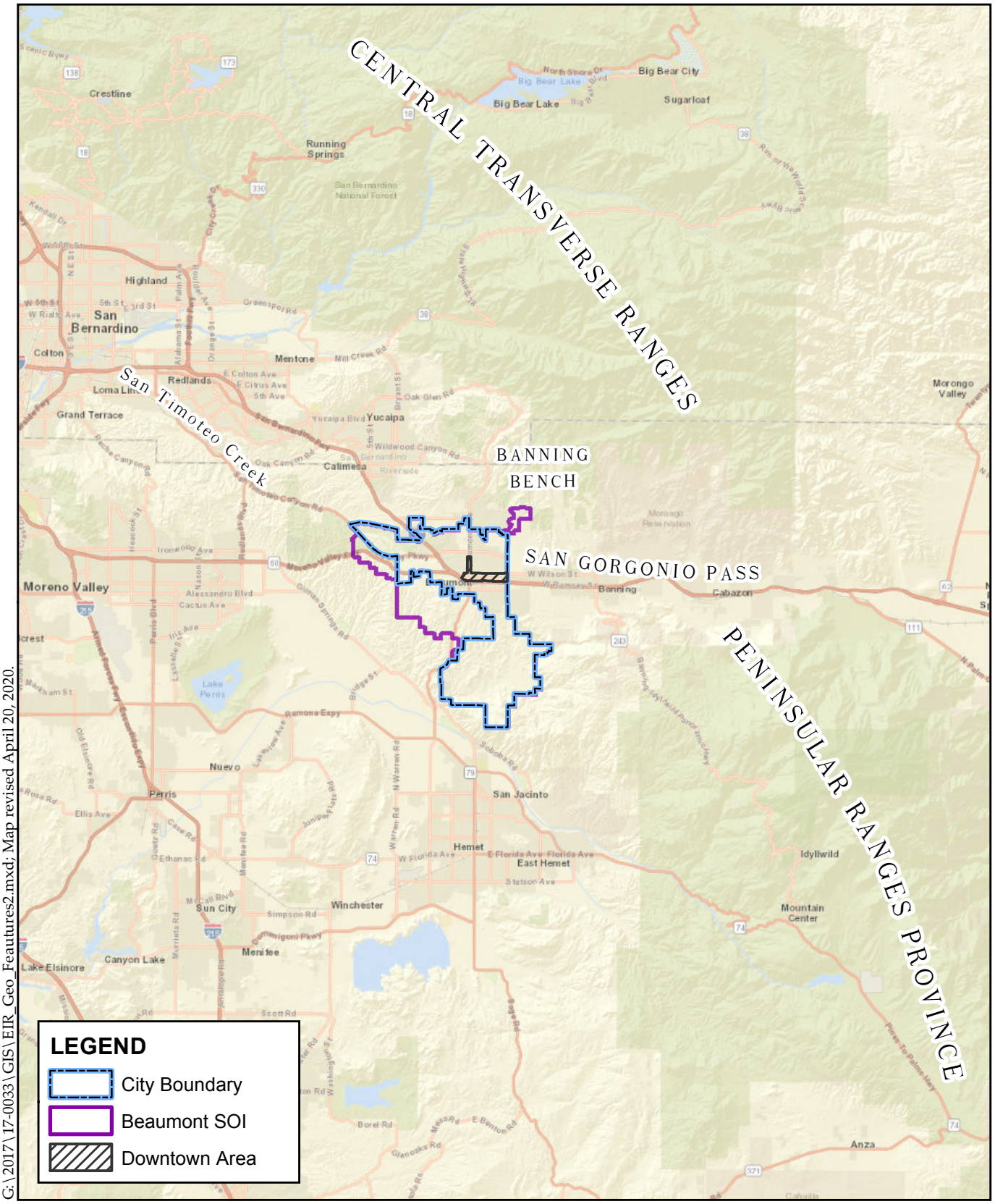
Geologic Setting

The City is within the San Gorgonio Pass region of Southern California, south of the San Bernardino Mountains, within the San Jacinto Mountains of the Peninsular Ranges geomorphic province of California. The region surrounding the City is a geologically complex area, in part due to movement along faults such as the San Andreas Fault, Banning Fault, and San Gorgonio Fault. Annual precipitation in the area ranges from 18 to 20 inches. The City encompasses a portion of the South Coast Bioregion that is sparsely vegetated with scrub brush and grasses and populated by a variety of reptiles, small mammals, birds, and insects. (Æ(a), p. 6.)

The Peninsular Ranges extend from the Los Angeles Basin to the tip of Baja California and are bounded by the Elsinore Fault Zone and the Colorado Desert on the east and the Pacific Coast on the west. The geology in the northern reaches of the range, including the San Jacinto Mountains, consists of Paleozoic gneiss, schist, and other older metamorphic rocks; Mesozoic granitic rocks of the Southern California batholith; and Cenozoic marine and terrestrial deposits. The highest point in the range is San Jacinto Peak at approximately 10,805 feet above mean sea level (Æ(a), p. 6.)

An elevated alluvial plain, known as the Beaumont Plain (or "Beaumont Bench"), extends through the City, as shown on **Figure 5.6-1 – Geologic Features.** This elevated plateau has been incised by recent erosion along local drainage courses, the most prominent of which includes Little San Gorgonio Creek/Noble Creek and San Timoteo Creek (see **Figure 5.6-2 – Drainage Courses**).

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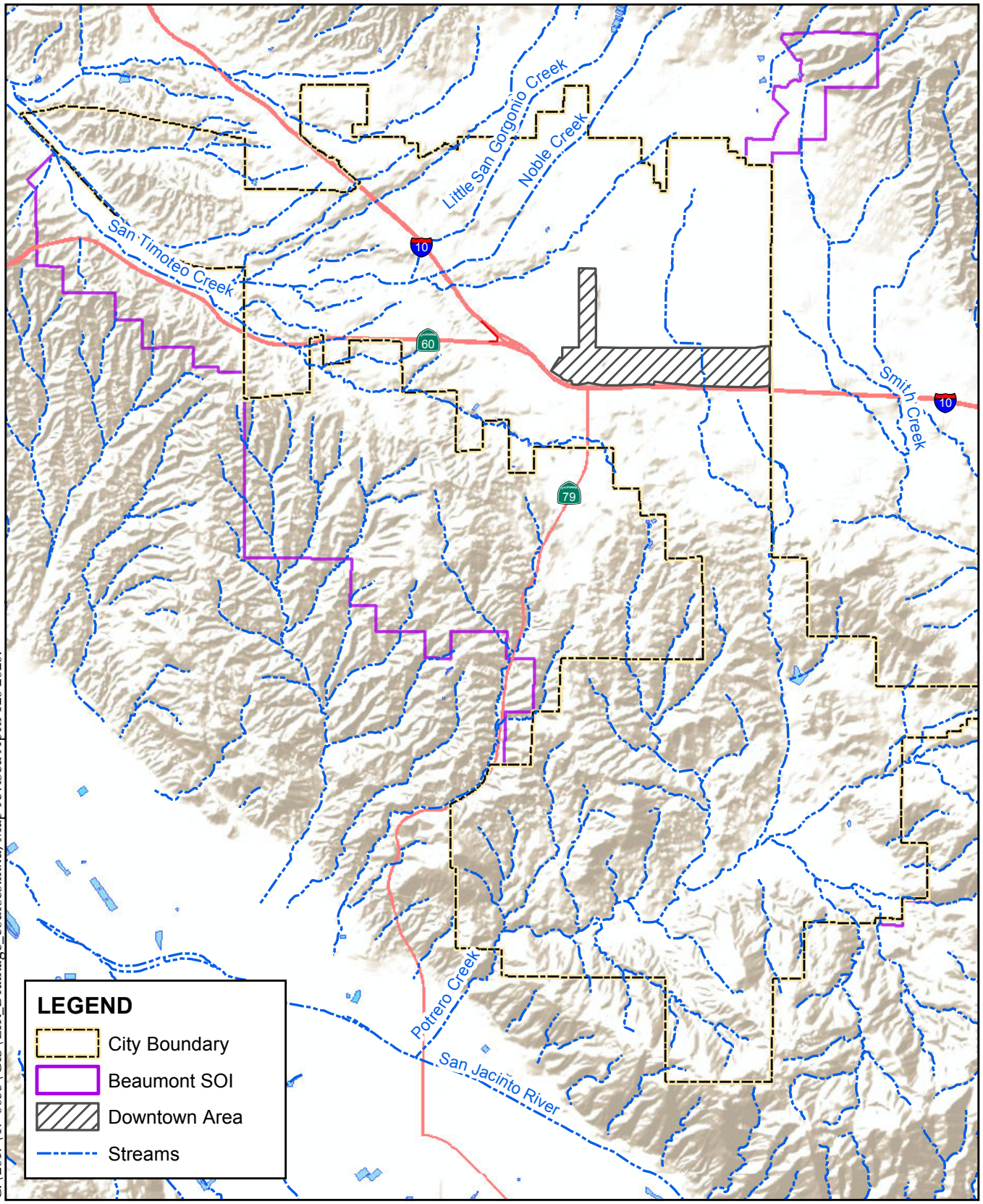
Sources: Raimi + Associates, 2019; USGS/ESRI.

Figure 5.6-1 Geologic Features

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Sources: NHD, 2016; Raimi + Associates, 2019; Riverside Co. GIS, 2020.

Figure 5.6-2 Drainage Courses

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Soil Resources and Characteristics

Soil Types

According to the*, Western Riverside Area Soil Survey,* published by the USDA Natural Resources Conservation Service (NRCS), the Planning Area contains approximately 29 different types of soil series classifications, as shown in **Figure 5.6-3 – Soil Series** (on the page following **Table 5.6-A**)**.**

For each group of soils, the USDA provides descriptions of the typical properties, location, and uses that can generally be expected for that group of soils, assuming optimal conditions. The typical "Use and Vegetation" that is provided for each soil series by the USDA is summarized briefly in **Table 5.6-A – Soil Series in the Beaumont Planning Area**. The descriptions suggest that some of these soils, with the addition of irrigation, are known to be used for agricultural purposes; however, others are better suited for non-cultivation purposes.

Table 5.6-A – Soil Series in the Beaumont Planning Area

Soil Series	Typical Uses and Vegetation	Acres
Altamont	Used for livestock grazing and dry farmed grains, mainly barley. The principal vegetation is annual grasses, forbs, and scattered oak trees.	28
Badland	This land is variable from erosion and consists of soft sandstone, arkose, siltstone, and beds of gravel. Vegetation consists mainly of forbs and brush in extremely sparse stands. Where this land is near areas of cropland, it provides a habitat for small game.	4,624
Chino	Commonly used for grazing. Drained areas are used for growing irrigated truck and row crops. Vegetation is annual grass, weeds, and shrubs.	146
Cieneba	Used for wildlife, recreation, watershed, and incidental grazing. Vegetation is mainly chaparral and chemise with widely spread foothill pine or oak tree. There are small area of thin annual grasses and weeds.	1,683
Crafton	The Crafton soils are used principally for range and wildlife habitat. Principal natural vegetation is chaparral shrubs, including chemise, scrub oak, lilac, and live oak. Pinyon pine occurs at higher elevations.	2
Escondido	Used for range, irrigated orchards and non-irrigated grain, grain hay and pasture. The native vegetation is oak-savanna and broadleaf chaparral.	8
Fallbrook	Extensive areas are used for grazing, but there is important production of irrigated avocados, citrus, truck crops and non-irrigated small grain and hay. Uncultivated areas are mainly annual grasses and forbs with considerable chaparral, chemise, flattop buckwheat and other shrubs.	92
Friant	These soils are used principally for grazing, wildlife, and watershed. Native vegetation is buckwheat, chaparral, and naturalized grasses and forbs.	1,534
Gorgonio	They are used mostly for range. Some areas are cultivated for growing grain and hay. Principal native plants are annual grasses and forbs with a few scattered oak trees.	446

Table 5.6-A – Soil Series in the Beaumont Planning Area

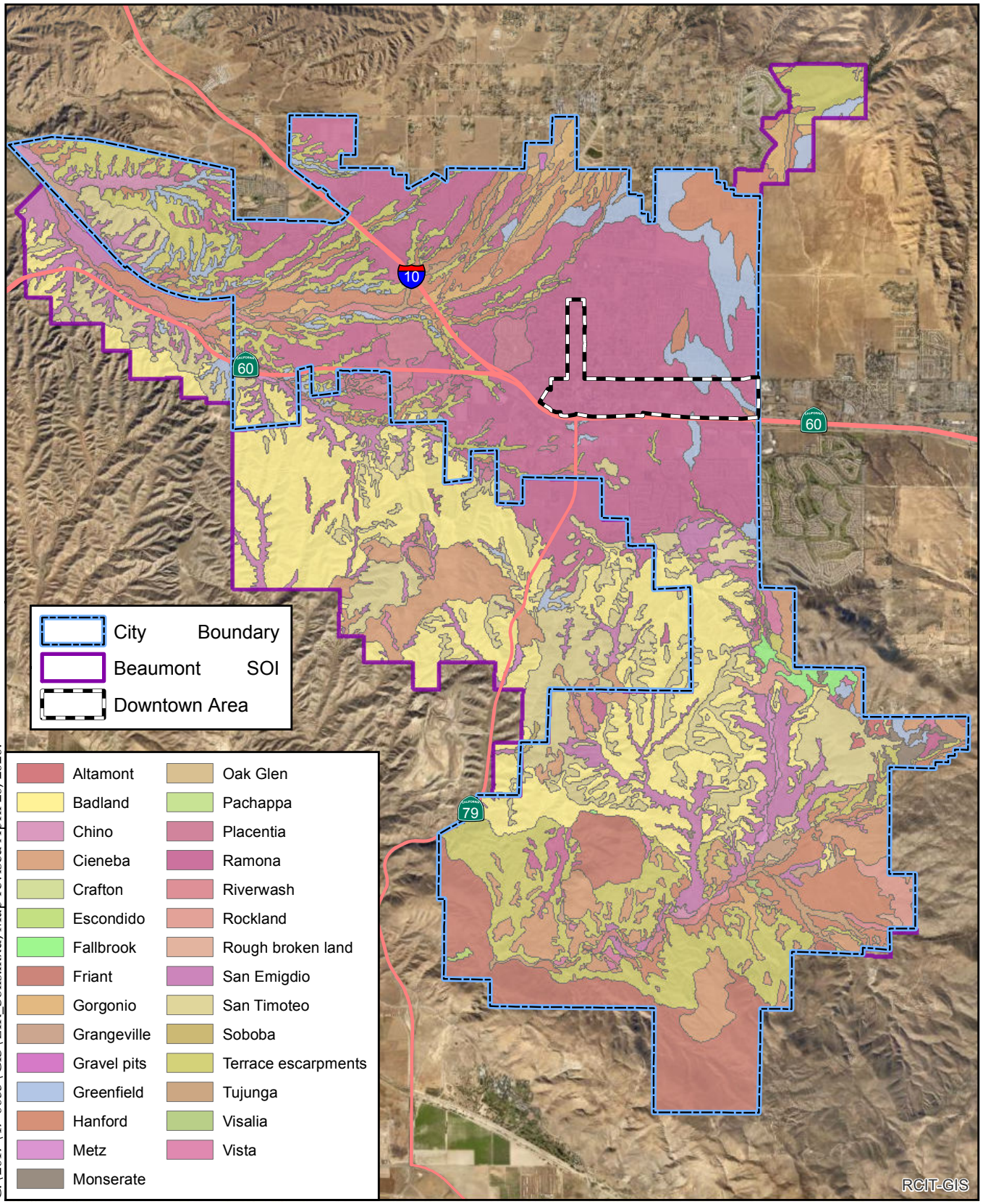
Soil Series	Typical Uses and Vegetation	Acres
Grangeville	Used intensively for growing alfalfa, grapes, cotton, truck crops and irrigated pasture. Some areas are being urbanized. Vegetation in uncultivated areas is annual grasses and forbs with native (sodic) alkali-tolerant plants and a few scattered oak and cottonwood trees.	119
Gravel Pits	Not applicable.	6
Greenfield	Used for the production of a wide variety of irrigated field, forage and fruit crops and also for growing dryland grain and pasture. Vegetation on uncultivated areas consists of annual grass, forbs, some shrubs and scattered oak trees.	978
Hanford	Hanford soils are used for growing a wide range of fruits, vegetables, and general farm crops. They are also used for urban development and dairies. Vegetation in uncultivated areas is mainly annual grasses and associated herbaceous plants.	1,907
Metz	Much of the soil is irrigated and used for growing pasture, hay, truck crops, field crops and fruit. Some areas are grazed and in willows, annual grasses and forbs.	67
Monserate	Used principally for growing grain, grain hay or pasture, some citrus, and field and truck crops when irrigation water is available. Naturalized vegetation is mainly annual grasses and forbs, widely spaced native canyon oak, and shrubs on eroded slopes.	96
Oak Glen	These soils are used for growing pasture or deciduous orchards and forested areas are used for recreation. Principal native plants are shrubs, mixed hardwoods, and pine trees. Naturalized plants are annual grasses and forbs.	3
Pachappa	Mostly under irrigation for alfalfa, small grains and row crops as well as dry farm small grains. Yields are normally good. Annual grasses, herbs and shrubs.	< 1
Placentia	Used for the production of citrus, truck crops, small grain, hay, and forage. Most uncultivated areas have annual grasses and forbs.	349
Ramona	Used mostly for production of grain, grain-hay, pasture, irrigated citrus, olives, truck crops, and deciduous fruits. Uncultivated areas have a cover of annual grasses, forbs, chamise or chaparral.	5,889
Riverwash	Sandy, gravelly, or cobbly areas that lie in the beds of major streams and larger creeks. This type has no value for farming and little value for grazing. Vegetation is annual grasses, forbs, shrubs, low willows, and a few cottonwood trees. Where the land is near tilled fields, it provides habitat for small game.	327

Table 5.6-A – Soil Series in the Beaumont Planning Area

Soil Series	Typical Uses and Vegetation	Acres
Rockland	Most areas are forested. The major species are sugar maple, white pine, green ash, quaking aspen, eastern hemlock, yellow birch, white birch, ironwood, northern white cedar and balsam fir.	176
Rough broken land	Remnants of old alluvial fans and terraces that have been dissected by drainages. Vegetation consists mainly of annual grasses and forbs. Where this land is near areas of tilled fields, it provides habitat for small game.	11
San Emigdio	Used for growing citrus fruit, alfalfa, truck crops, dryland grain, and some areas are in homesites. Uncultivated areas are annual grasses and forbs.	1,614
San Timoteo	The soils are used mostly for grazing or watershed except for small cultivated areas. Vegetation is mostly California sagebrush, flattop buckwheat, yucca, sugarbush and annual grasses.	2,649
Soboba	The soils are used mostly for pasture. The native vegetation is annual grasses and forbs and chaparral shrubs.	10
Terrace escarpments	This land is unaltered alluvial outwash with varying soil profiles. Vegetation is annual grasses, salvia, flat-top buckwheat, and chemise. This land is generally idle where it is included in tilled fields, but if the fields are pastured, some forage is provided. Where this land is near areas of cropland, it furnishes a habitat for small game.	3,114
Tujunga	This soil is used for grazing, citrus, grapes, other fruits, and urban residential or commercial development. Uncultivated areas have a cover of shrubs, annual grasses and forbs. In urban areas ornamentals and turf-grass are common.	364
Visalia	Description not provided.	10
Vista	Under irrigation avocados and citrus are grown in areas of favorable temperature. A few small areas are used for growing winter truck crops. On areas of moderate relief, grain and hay are grown without irrigation. Range is a common use in areas that are not cultivated. The natural vegetation is annual grasses and forbs and such shrubs as California sagebrush, scrub oak, lilac, chamise, sumac, and flattop buckwheat.	119

Source: USDA NRCS, https://soilseries.sc.egov.usda.gov/osdname.aspx

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Sources: USDA NRCS SSURGO, 2013; Raimi+ Assoc., 2019; RCIT, 2016 (imagery)

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Figure 5.6-3 Soil Series

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As discussed further in Section 5.8, Hazards and Hazardous Materials of the PEIR, high winds are known to occur in the Planning Area due to the topography of the San Gorgonio Pass and the direction of prevailing winds in certain times of the year. Soil erosion resulting from high winds is known to occur, and can become acute when soils are exposed during construction or agricultural tilling activities. (ECR, p. 107.) The primary factors that influence erosion include soil characteristics (i.e., particle size and gradation, organic matter content, soil structure, and soil permeability), vegetative cover, topography and climate. Mature trees and windbreaks act to reduce the adverse impacts of wind. (Beaumont 2040 Plan, p. 9-17.)

Soils with a high proportion of silt and very fine clays are generally the most erodible. The less permeable the soil, the higher the likelihood for erosion. Vegetation shields the soil from the impact of falling rain or blowing wind, while also slowing the speed of runoff and maintaining the soil's capacity to absorb water and holds soil particles in place.

Soils and On-Site Septic Systems

Soil characteristics also factor into the use of septic tanks for on-site wastewater disposal. Currently, there are an estimated 161 parcels with individual septic systems in use within the City limits. Soil characteristics and distance to groundwater or nearby streams will impact the success of an on-site septic system. The success of an on-site septic system is also dependent on adequate flow out of the tank and the permeability of the surrounding soil. Some subsurface geologic conditions are incapable of supporting on-site septic tank systems.

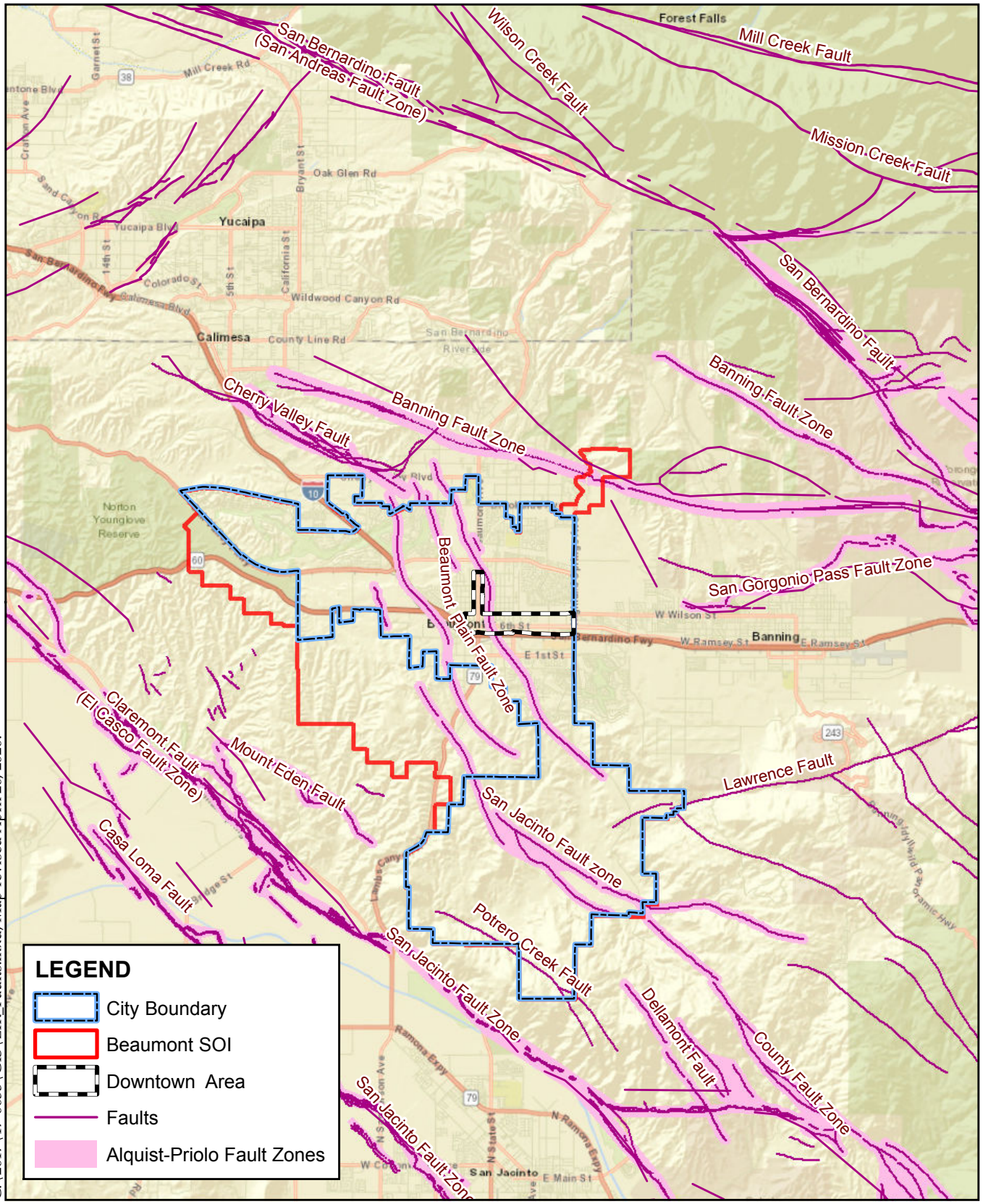
New development in the City is required to connect to the City's sanitary sewer system (BMC 16.40.050(D); however, the BMC allows for certain types of subdivisions (Schedule B, C, and D Subdivisions) (BMC 16.40.060(D) and 16.40.070(D)) the opportunity to prove soil conditions are appropriate for on-site septic tanks if the site cannot connect to the City's sewer system. The City requires soil percolation tests or other pertinent information to determine whether on-site sewage disposal is feasible. If the soil conditions are proven to be poor as determined by soil percolation tests in conformity with the standards of the "Ludwig Modification" and finding that the conditions and requirements of the health department and the Regional Water Quality Control Board cannot be met, a "package treatment plant and collector system" shall be required. (BMC.)

Faulting and Seismicity

The Planning Area is within a seismically-active region located at the junction of the Transverse Ranges and the Peninsular Ranges. These two physiographic provinces experience continual seismic activity associated with the lateral movement of the North American and Pacific tectonic plates. The San Andreas Fault system, located northeasterly of the Planning Area, is believed to form the boundary between these two plates, although some of the seismic motion is distributed to nearby, related faults. The 2015 Uniform California Earthquake Rupture Forecast, Version 3 (UCERF3) is the latest official earthquake rupture forecast for the state of California,[1] and is cited below for estimates of the likelihood and severity of potentially damaging earthquake ruptures. Faults that could affect the Planning Area in the future are identified on **Figure 5.6-4 – Faults and Fault Zones**, and include the following:

[1] UCERF3 was prepared by the Working Group on California Earthquake Probabilities (WGCEP), a collaboration between the U.S. Geological Survey (USGS), the California Geological Survey (CGS), and the Southern California Earthquake Center (SCEC).

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Sources: Calif. Geo. Survey, 2017; Riverside Co. GIS 2020 (from RCIP, 2003); San Bernardino Co. GIS, 2015; USGS, 2007.

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Figure 5.6-4 Faults and Fault Zones

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- **The San Jacinto Fault Zone** – This fault zone consists of many individual fault segments, and is considered to be one of the most active fault zones in southern California. It is a northwesterly to southeasterly trending fault zone located south of the Planning Area. The UCERF3 estimates a 9 percent average probability of a magnitude 6.7 or greater earthquake along the San Jacinto Fault within 30 years, with a maximum probability of 35 percent ([based on an aggregate of probabilities for eight segments of the fault], p. 525).

- **The San Andreas Fault Zone** – The section of this large fault zone that is located in the San Gorgonio Pass area is not readily evident on the ground surface. The San Bernardino strand of the San Andreas Fault can be traced confidently through the Oak Glen area, approximately six miles to the northeast of the City. The UCERF3 estimates a 53 percent average probability of a magnitude 6.7 or greater earthquake along the San Andreas Fault Zone (south) within 30 years, with a maximum probability of 93 percent ([based on an aggregate of probabilities for 11 fault sections], p. 525).

- **The Banning Fault** – This fault extends east from the Beaumont area for at least 25 miles and passes near the communities of Calimesa, Cherry Valley, Banning, Cabazon and Whitewater. The Banning Fault traverses the southeast City SOI area. The fault consists of western, central, and eastern segments, each of which is unique and records a distinctive tectonic history (USGS, p.15). The Southern California Earthquake Data Center (SCEDC) estimates that the Banning Fault's most recent rupture took place sometime during the past 10,000 years. The Banning Fault may interact with or may be considered part of the San Andreas Fault Zone and the San Gorgonio Pass Fault Zone.

- **San Gorgonio Pass Fault Zone** – This fault zone consists of a series of Quarternary reverse, thrust, and wrench faults that extend from the Whitewater area westward to the Calimesa Area. This system is associated spatially with the Banning fault, but the two evolved separately (SCAMP). The faults of the San Gorgonio Pass Fault Zone have produced many tectonic landforms, of which the Banning Bench is a classic example (USGS, p.15).

- **The Cherry Valley Fault** – This fault extends from Cherry Valley to Calimesa and is suggested to be a strand of the San Gorgonio Pass Fault Zone. The fault forms a discontinuous west-northwest-trending scarps and lineaments. In the Cherry Valley area, the fault is largely concealed beneath alluvium deposited by Noble and Little San Gorgonio Creeks (USGS, p.16).

- **The Beaumont Plain Fault Zone** – This fault zone consists of a series of northwest-trending fault scarps that traverse alluvial deposits through the north-central and central portion of the City limits as well as the central portion of the City's SOI. According to the *Fault Activity Map of California* published by the Department of Conservation (DOC), a majority of the faults within the Beaumont Plain Fault Zone have Late Quaternary fault displacement (movement during past 700,000 years), with some identified as Holocene fault displacement (movement during the past 11,700 years).

The effects of an earthquake may take many forms depending on a number of factors including distance from the epicenter, the characteristics of the underlying soils, the presence of groundwater, and topography. The primary effects of an earthquake include the following:

- **Surface Rupture** – Surface rupture refers to the actual "tearing apart" of the ground surface along a fault trace resulting from an earthquake. The effects of surface rupture may be mitigated by placing structures a specified distance from the known fault trace. The State of California has adopted regulations prohibiting the placement of structures over or in close proximity to known fault traces through the implementation of the Alquist-Priolo Fault Zoning Act (discussed below in State Regulations).

- **Ground Shaking** – The energy created from earthquakes moves out from the epicenter in waves that affect various rock and soil types differently. In some instances, ground shaking may cause unconsolidated soils to settle, which can result in significant damage to structures.

- **Liquefaction** – This effect results when seismically-induced ground-shaking causes water-laden, cohesionless soils to form a quicksand-like soil condition below the ground surface. Structural damage may ensue as building foundations lose ground support. Liquefaction may occur in areas where groundwater exists within 50 feet of the ground surface, and where poorly consolidated, cohesionless soils predominate.

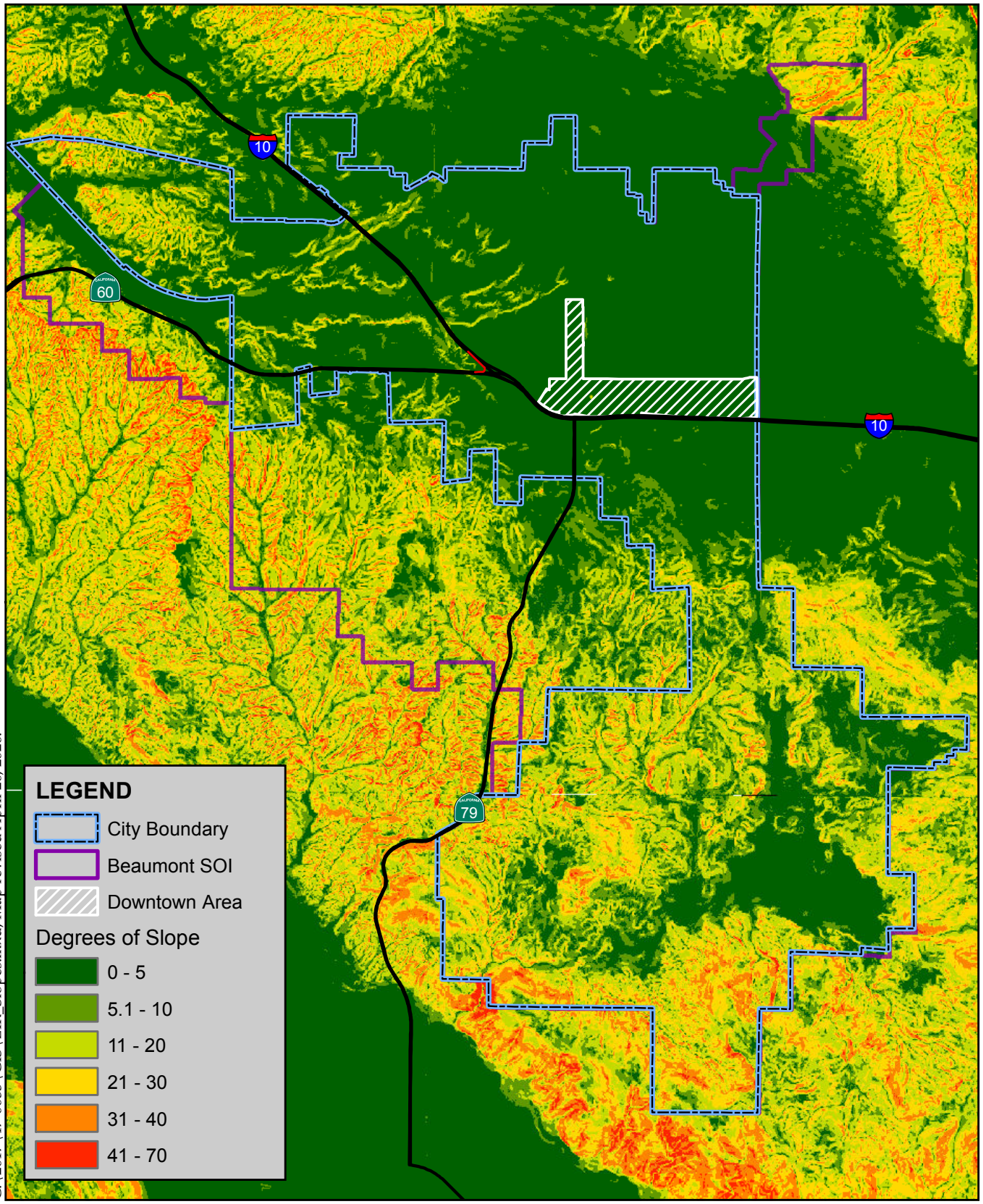
- **Landslides and Rock Falls** – Hillsides, generally speaking, can be unstable platforms for development. Unless a landslide is already occurring, a steep slope can generally be thought of as existing in a state of equilibrium. When this equilibrium is disturbed by development in hillside areas, the likelihood of slope failure, soil erosion, silting of lower slopes and downstream flooding increases. Those areas at greatest risk in the City include the steep slopes typically found within the "Badlands" area.

  Seismically induced landslides and rockfalls would be expected within the Planning Area in the event of a major earthquake. Factors contributing to the stability of slopes include slope height and steepness, engineering characteristics of the earth materials comprising the slope and intensity of ground shaking. It is estimated that a ground acceleration of at least 0.10 g in steep terrain is necessary to induce earthquake-related rockfall, although exceeding this value does not guarantee that rockfall will occur. Areas of steep slopes within the Planning Area are shown on **Figure 5.6-5 – Steep Slopes**.[2]

- **Tsunami** – A tsunami is created from offshore, underwater earthquakes that generate large and, often destructive wave fronts. The City's location away from the coastal areas precludes the effects of a tsunami from impacting the City.

- **Seiche** – A seiche can be the most clearly illustrated by imagining the "sloshing of water" in a large tub. The effects of ground motion often result in rhythmical, side-to-side movements of surface water bodies (lakes, streams, etc.), causing fluctuations of the water level. No major water bodies are located within or adjacent to the Planning Area.

[2] Steepness herein is provided in units of degrees. To convert to percent, follow this formula: Percentage = [tan (degrees)] x 100. For example, 5 degrees converts to 8.8 percent.



G:\2017\17-0033\GIS\EIR_Slopes.mxd; Map revised April 20, 2020.

Sources: USGS NED DEMs;
Raimi + Associates, 2019.

Figure 5.6-5 Steep Slopes
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Liquefaction and Lateral Spread

Liquefaction is a phenomenon in which loose, water saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater, 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. The Planning Area has areas of very low, low and moderate liquefaction susceptibility as shown on **Figure 5.6-6 – Liquefaction Potential.** (Beaumont 2040 Plan, p. 9-11.)

Lateral spreading (or flow) is a landslide with fluid-like consistency that is caused by earthquake-induced liquefaction of saturated soil. For lateral spread to occur, three factors need to be present: adequate rainfall to saturate the soil, soils that are susceptible to liquefaction, and an earthquake to cause the liquefaction. Lateral spread can occur on mild to steep slopes.

Ground Subsidence

Ground subsidence refers to the sudden shrinking or gradual downward settling and compaction of the soil and other surface material with little or no horizontal movement. It may be caused by a variety of human and natural activities including groundwater withdrawal and ground shaking due to earthquakes. The Planning Area has been documented as having some areas susceptible to subsidence, as shown on **Figure 5.6-7 – Subsidence Potential**. (Beaumont 2040 Plan, p. 9-11.)

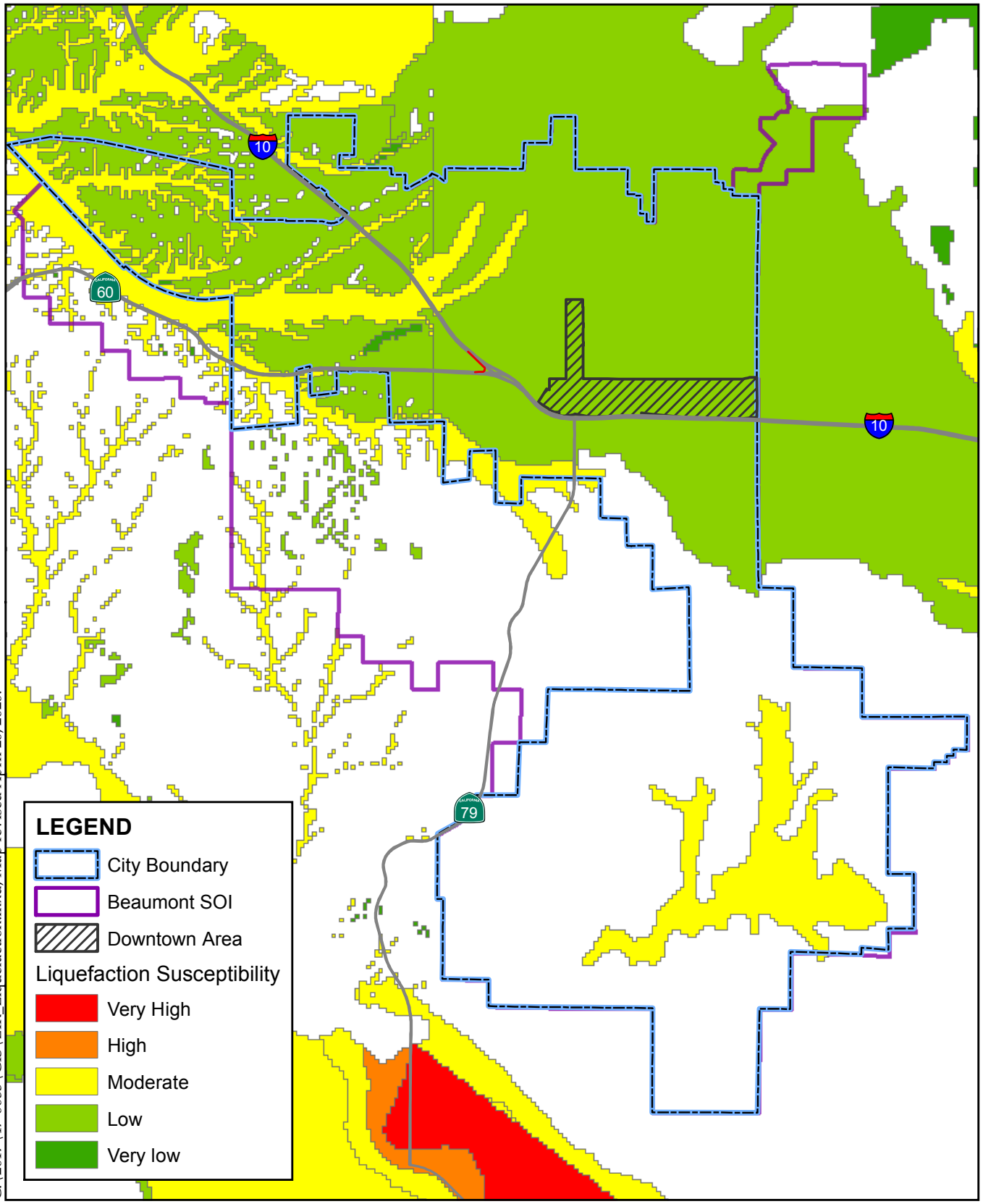
Expansive Soils

Expansive soils are widely dispersed as they can occur in both hillside areas as well as low-lying alluvial basins. Expansive soils typically have a significant amount of clay particles that can give up water (shrink) or take on water (swell), which can cause instability for overlying structures. Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. The change in soil volume exerts stress on buildings and other loads placed on these soils. This shrink/swell movement can adversely affect building Foundations, often causing them to crack or shift, with resulting damage to the buildings they support. However, expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement and landslides can cause similar damage, but require different remediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation or through the excavation and removal of the expansive soils in the affected area. The method for testing expansive soil, or “Soil Expansion Potential” is explained in Table 18-1-B of the 1994 Uniform Building Code (UBC). Table 18-1-B has been superseded by Chapter 18A of the California Building Code (CBC) which states, “…in areas likely to have expansive soils, the building official shall require soil tests to determine where such soils do exist.” (CBC 2016, Section 1803A.5.3; Beaumont 2040 Plan, p. 9-11.)

Paleontological Setting

The Planning Area is underlain by geological units (formations) exposed within the narrow, faulted plain of the San Gorgonio Pass, the San Timoteo Badlands, and the rocky highlands of the San Jacinto Mountains. Geologic units include Mesozoic and older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation; paleontologically-sensitive deposits of the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvium; and, recent surficial alluvial fan and valley deposits, that have low paleontological sensitivity. Refer to **Figure 5.6-8 – Geologic Units**. (Æ(b), p. 3.)

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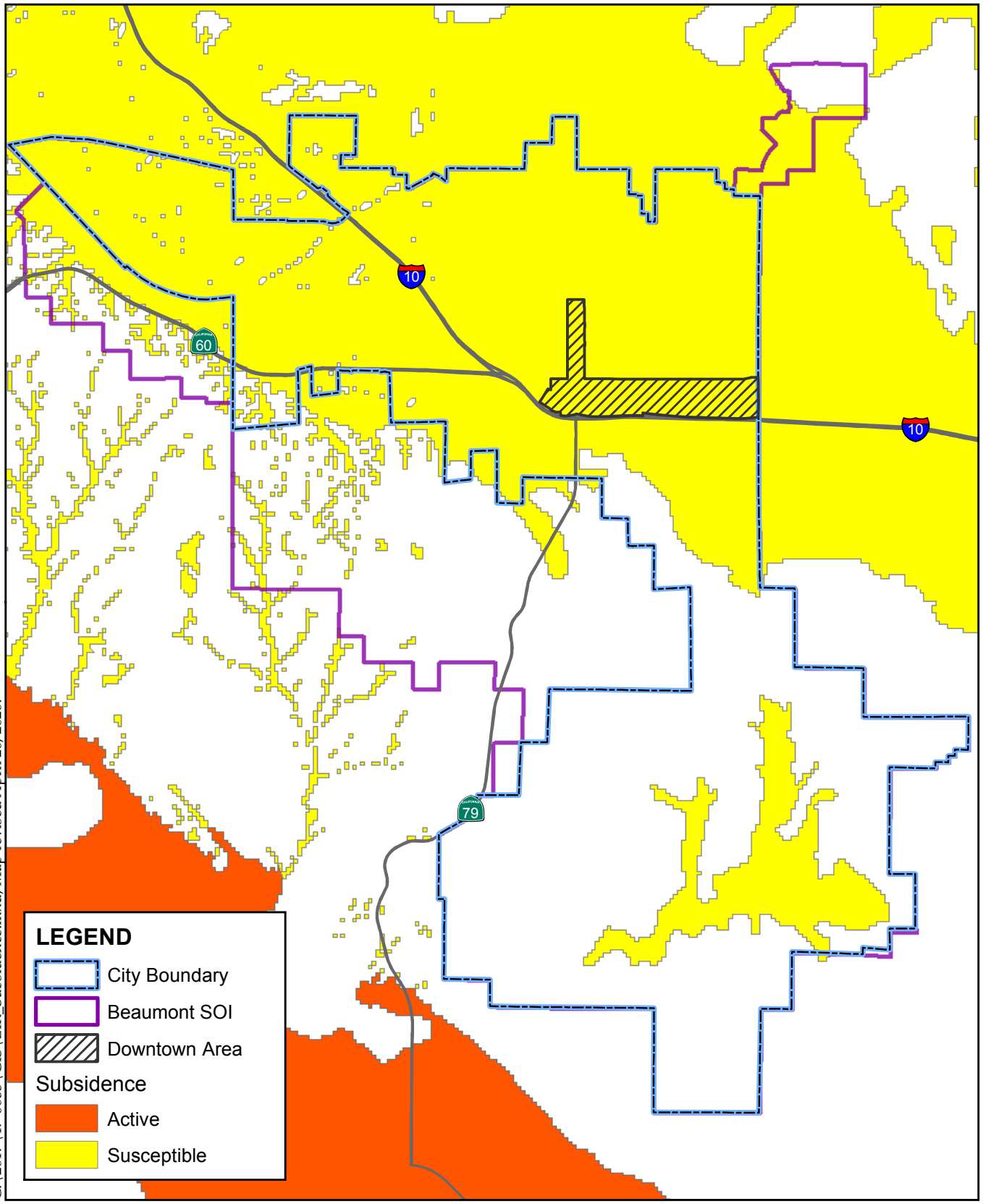
Sources: Riverside Co. GIS 2020 (from RCIP, 2003); Raimi + Associates, 2020.

Figure 5.6-6 Liquefaction Potential

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Sources: Riverside Co. GIS 2018 (from RCIP, 2003); Raimi + Associates, 2019.

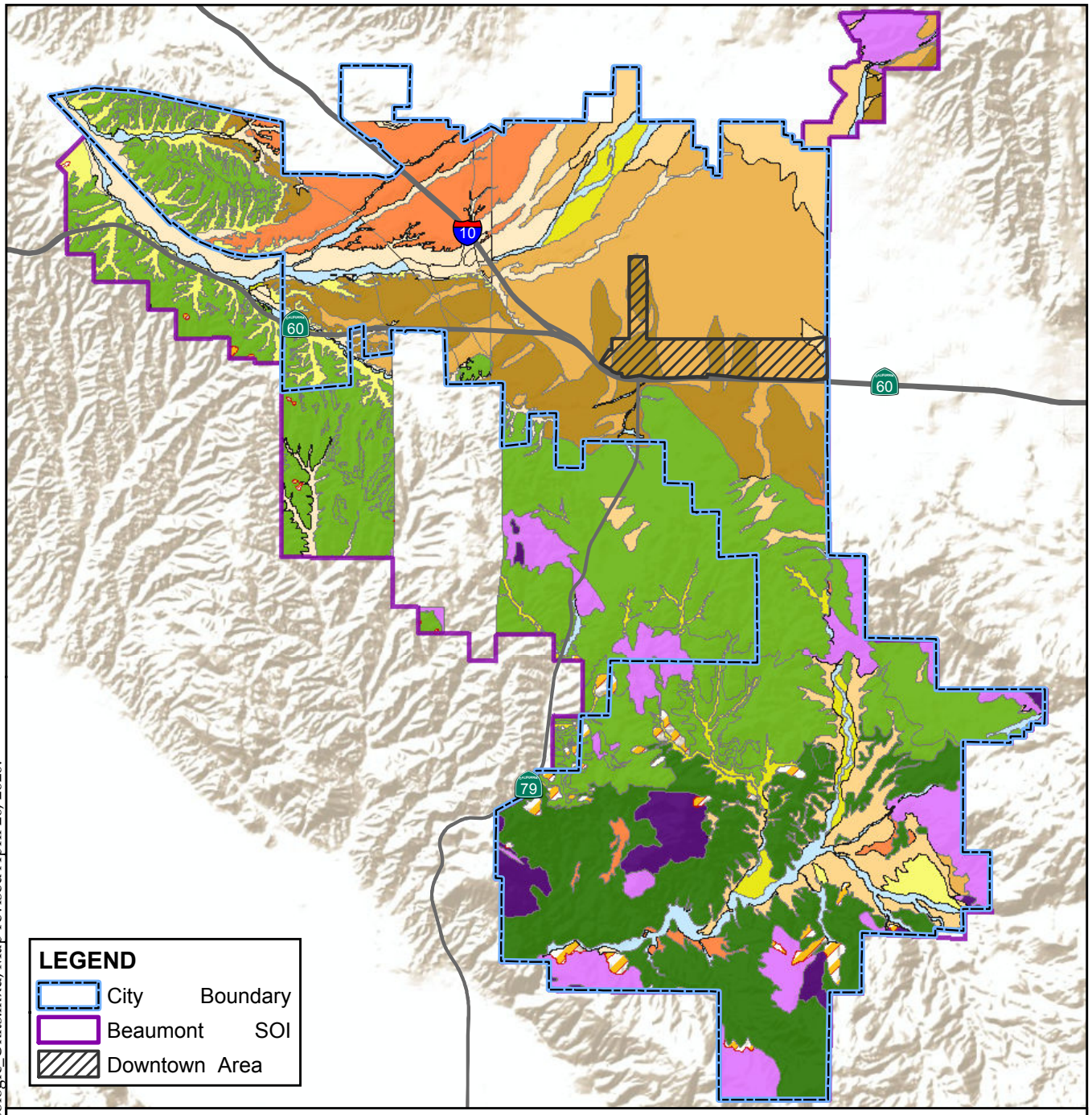
0 1 2 3 Miles

Figure 5.6-7 Subsidence Potential

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LEGEND

- Qa, Alluvial valley deposits, late Holocene
- Qw, Alluvial wash deposits, late Holocene
- Qf, Alluvial fan deposits, late Holocene
- Qls, Landslide deposits, Holocene
- Qyf, Young alluvial fan deposits, mid-early Holocene
- Qya, Young alluvial valley deposits, mid-early Holocene
- Qoa, Old alluvial valley deposits, late to middle Pleistocene
- Qof, Old alluvial fan deposits, middle to late Pleistocene
- Qvof, Very old alluvial fan deposits, middle to late Pleistocene
- QTst, San Timoteo Formation (undifferentiated), Pleistocene to Pliocene
- Tme, Mount Eden Formation,Pliocene to Miocene
- gr, Granitic rock including Tonalite of Lamb Canyon, Cretaceous
- pKm, undifferentiated metasedimentary rock, Mesozoic and older

G:\2017\17-0033\GIS\EIR_Geologic_Units.mxd; Map revised April 20, 2020.

Sources: Applied Earthworks, 2018;;Raimi + Associates, 2019; Riverside Co. GIS 2020.

0 1 2 3 Miles

Figure 5.6-8 Geologic Units

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San Timoteo and Mount Eden Formations

The paleontologically-sensitive San Timoteo Formation (QTst) and Mount Eden Formation (Tme) are exposed within the San Timoteo Badlands in the eastern and southern portions of the Planning Area. Refer to **Figure 5.6-9 – Paleontological Sensitivity**. The late Miocene to Pliocene Mount Eden Formation is composed of a reddish brown, massive to indistinctly bedded pebbly sandstone and basal conglomerate with decomposed clasts locally derived from Peninsular Ranges basement rocks; thick and indistinctly bedded, moderately to well-indurated, pale tan to reddish brown or gray coarse-grained arkose; local interbeds of fine-grained sandstone and siltstone, including grayish calcareous siltstone; and rare shale laminae. Below the Mount Eden Formation, the Pliocene to middle Pleistocene San Timoteo Formation is composed of a basal dark gray-green, fissile mudrock; well bedded, fine-to coarse-grained, moderately to poorly indurated and sorted, tan-brown to gray-yellow lithic arkose; and subordinate pebble and cobble conglomerate deposits composed of subangular to subrounded lithics. The San Timoteo Formation and Mount Eden Formations together are up to 6,000 feet thick in the San Timoteo badlands and is exposed for approximately 20 miles along the San Jacinto fault. (*Æ*(b), pp. 3-4.)

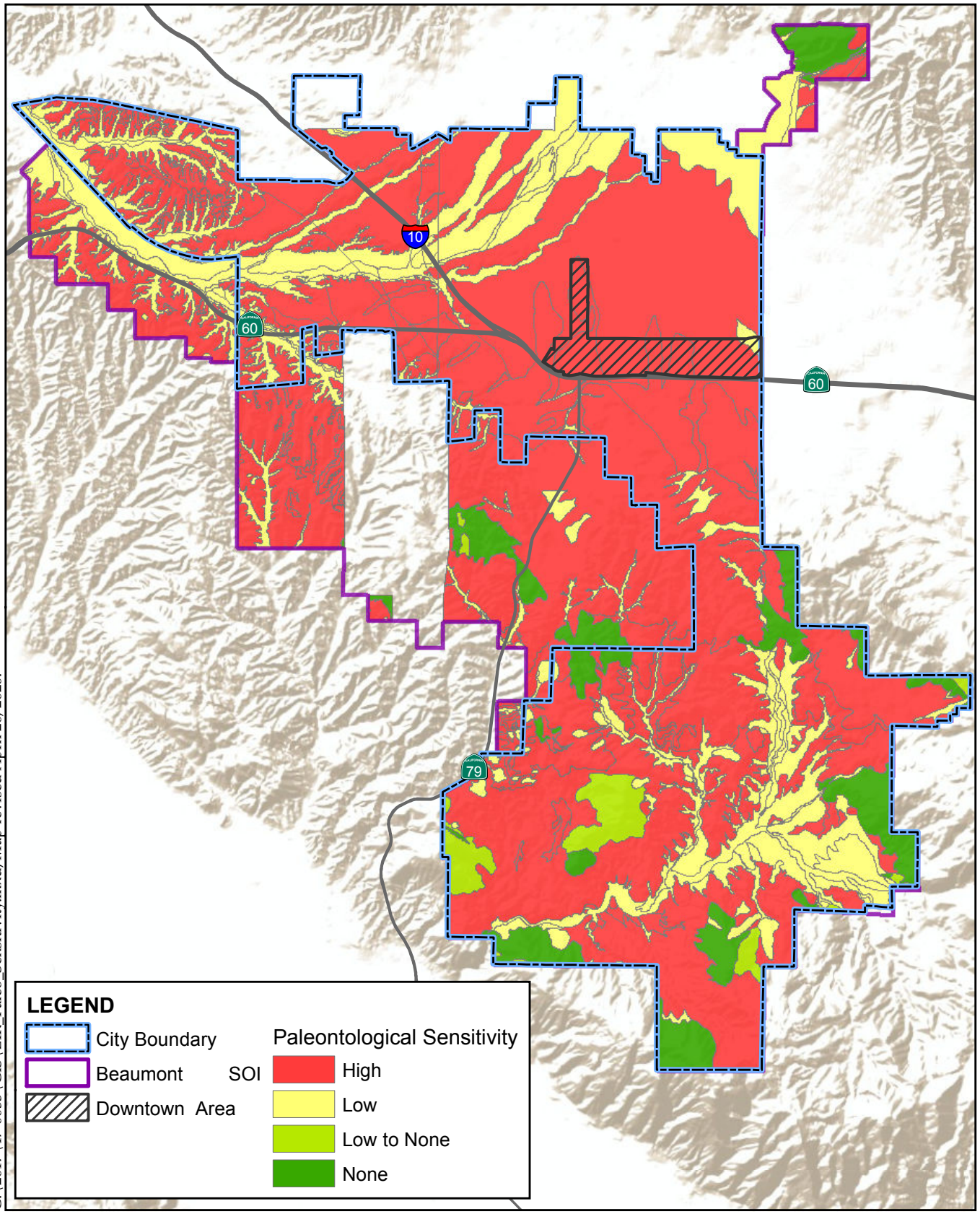
The Mount Eden and San Timoteo Formations have yielded an abundant and diverse fauna that includes at least 30 mammalian and reptilian species and hundreds of fossil specimens. Three local faunas have been described from within these deposits, including the Mount Eden Local Fauna [LF] (late Hemphillian North American Land Mammal Age [NALMA]), El Casco LF (Late Blancan/Irvingtonian NALMA) and Shutt Ranch LF (Irvingtonian NALMA), which consists of approximately 15 taxa including, cottontail rabbit, pack rat, kangaroo rat, deer mouse, pocket mouse, vole, lemming, dog, rhinoceros, numerous artiodactyls, lizards, and snake, and the latter which includes rodent taxa. The fossils recovered from within the Mount Eden and San Timoteo Formations are important because they not only provide a more complete fossil record for a tectonically active California during the Late Cenozoic, they constrain dates and assist with magnetostratigraphy, paleogeography, paleoclimate reconstructions, and timing of pre-historic faunal specimens from more than 20 mammal species have been recovered from numerous localities within these deposits in the San Timoteo badlands, including taxa of horse, rabbit, rodent, mammoth, deer, camel, ground slot, horse, and turtle. (*Æ*(b), p. 4.)

Quaternary (Pleistocene to Holocene) Surficial Deposits

A large portion of the central Planning Area is immediately underlain by Pleistocene alluvial fan (Qof, Qvof) and valley (Qoa) deposits. These deposits, referred to as Quaternary older and very old alluvium discomformably overlie Cretaceous granitic bedrock (gr) and Mesozoic metamorphic intrusive rocks (pKm) at an unknown but likely relatively shallow depth (plutonic igneous rocks and high- to medium-grained metamorphic do not contain fossils due to the high heat and pressure of their formation deep below the surface of the Earth). In general, the alluvial sediments are composed of tan to reddish-brown sandstone and siltstone that was deposited in alluvial fan and local channel environments during the Pleistocene. The deposits are moderately consolidated and poorly indurated, with angular to subangular clasts, local pebble conglomerate lenses, moderate soil formation, and abundant dissection. (*Æ*(a), p. 4.)

Pleistocene age alluvial, fluvial, and lacustrine deposits have proven to yield scientifically significant paleontological resources throughout Southern California from the coastal areas to the inland valleys. South of the Planning Area, in the vicinity of Lakeview, a diverse assemblage of fossil resources has been recovered including mammoth, sabre-toothed cat, horse, bison, and numerous small mammals, reptiles, invertebrates, and plant remains. Further south of the Planning Area, the largest known open-environment non-asphaltic late Pleistocene fossil assemblage has been documented in Diamond and Domenigoni valleys. Discovered during excavations of the Diamond Valley Lake, this locality has yielded nearly 100,000 identifiable fossils representing over 105 vertebrate, invertebrate, and plant taxa.

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Sources: Applied Earthworks, 2018;;Raimi + Associates, 2019; ESRI..

Figure 5.6-9 Paleontological Sensitivity

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The vertebrate taxa recovered includes reptiles such as frogs, turtles, and lizards; birds such as robins, swallows, jays, ravens, hawks, and ducks; small mammals such as rabbit, squirrel, mice, and weasels; and large mammals such as fox, bear, coyote, deer, bison, mammoths, mastodons, and ground sloths. The invertebrate taxa recovered includes ostracodes, snails, termites, slugs, beetles, and bivalves and the plant taxa recovered includes well preserved diatoms, pollen, and wood debris. (*Æ*(a), pp. 4-5.)

Recent alluvial fan (Qf, Qyf), valley (Qa, Qya), wash (Qw), and landslide (Qls) deposits are common throughout the Planning Area. The younger Quaternary alluvium generally consists of gravel, sand, and clay deposited during the Holocene restricted to valley, gully, wash, and landslide areas. Holocene-age alluvial deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material, but they may overlie sensitive older deposits at an unknown depth. (*Æ*(b), p. 5.)

The Project's *Paleontological Resource Assessment* was prepared by *Æ* in accordance with the guidelines set forth by the Society of Vertebrate Paleontology. The *Paleontological Resource Assessment* included a museum records search at the Los Angeles County Museum of Natural History (LACM) on April 6, 2017 and a literature and geologic map review. LACM collection records contain two previously recorded localities (LACM 6596 and 65235) directly within the Planning Area boundary from within the San Timoteo Formation. At least 15 additional vertebrate localities (LACM 4540, 5168, 6059, 7618-7622, 1118-1119, 5377, 1120, (CIT) 132-133, and (CIT) 515, have been previously recorded in the vicinity of the Planning Area from within the Mount Eden Formation, San Timoteo Formation, and Pleistocene alluvial deposits. These localities yielded vertebrate fossil specimens of horse, camel, mastodon, deer, rhinoceros, and fish, depth of recovery unreported. In addition, localities LACM 1014 and 1016, recovered within the western Project area, produced two type specimens of fossil cones of the pine (*Pinus pretuberculata* and *P. hazeni*) and fir tree (*Pseudotsuga premacrocarpa*), as well as apricot tree (*Prunus prefremontii*) and algae plant fossils. The LACM did not provide specific geographic coordinates for the localities within the General Plan area or vicinity. (*Æ* (b), pp. 5–6.) The results of the LACM records search are summarized below in **Table 5.6-B – Vertebrate Localities within the Planning Area**.

Table 5.6-B – Vertebrate Localities within the Planning Area

Locality No.	Geologic Unit	Age	Taxa
LACM 1118-1119, 5377	Mount Eden Formation	Miocene-Pliocene	Camelidae (camel), Cervidae (deer), Equidae (horse), and *Teleoceras hicksis* (rhinoceros)
LACM 1120	Mount Eden Formation	Miocene-Pliocene	*Pliauchenia merriami* and *Titanotylopus sp.* (camels)
LACM 7618-7622; LACM (CIT) 132-133-515	San Timoteo Formation	Plio-Pleistocene	*Equus* (horse) and Camelidae
LACM 6596	San Timoteo Formation	Plio-Pleistocene	*Pliomastodon sp. (*mastodon)

Table 5.6-B – Vertebrate Localities within the Planning Area

Locality No.	Geologic Unit	Age	Taxa
LACM 65235	San Timoteo Formation	Plio-Pleistocene	fish
LACM 4540, 5168, 6059	Pleistocene Alluvium	Pleistocene	*Equus* (horse)

Source: Æ(b), *Paleontological Resource Assessment for the City of Beaumont General Plan Update Project, City of Beaumont, Riverside, County, California, April 2017.*

5.6.2 Related Regulations

Federal Regulations

Antiquities Act of 1906

The only federal law protecting fossil resources on public lands is the Antiquities Act of 1906 (16 United States Code [USC] 431–433). Enacted when Theodore Roosevelt was president, the Antiquities Act was designed to protect nonrenewable fossil and cultural resources from indiscriminate collecting. Specific paleontological sites can be protected under the National Registry of Natural Landmarks (16 USC 461-467), and at least three paleontological Landmarks are known in California. NEPA (42 USC 4321) directs Federal agencies to use all practicable means to "…preserve important historic, cultural, and natural aspects of our national heritage…" Section 106 of the National Historic Preservation Act does not apply to paleontological resources unless they are found in culturally related contexts.

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 (PRPA) was specifically intended to codify the generally accepted practice of limiting collection on public (federal) land of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers who obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions where they will remain accessible to the public and to other researchers.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Special Studies Zones Act of 1972 was signed into law in 1972 and renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994. The primary purpose of this act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the extent of an active fault. The Alquist-Priolo Act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." Sufficiently active faults show evidence of Holocene surface displacement (movement within the past 11,000 years) along one or more of their segments. The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults, and 200 to 300 feet from well-defined minor faults. Within the Planning Area, the location of active faults are mapped and/or readily identifiable, as shown on **Figure 5.6-4 – Faults and Fault Zones**. In this sense, surface rupture is the most easily avoided seismic hazard.

The Alquist-Priolo Zone mapping has been completed by the State Geologist for the 45 quadrangles in Riverside County. The maps are available to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction. Local agencies must regulate most development projects within Alquist-Priolo Zones. Projects include all land divisions and most structures constructed for human occupancy. Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must, through geologic investigation and documentation, demonstrate that proposed buildings will not be constructed across active faults. In this regard, a site-specific evaluation and written report site must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault, and any such structure and must be set back from the fault, generally no closer than 50 feet.

Seismic Hazards Mapping Act

Passed in 1990, the Seismic Hazards Mapping Act (SHMA) addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal state agency charged with implementing the SHMA. The law directs the CGS to provide local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides and other ground failures. The CGS-delineated seismic hazard zones are referred to as “zones of required investigation” and per the SHMA require site-specific geotechnical hazard investigations when construction projects fall within these areas. SHMA’s goal is to minimize loss of life and property by identifying and mitigating seismic hazards.

Natural Hazards Disclosure Act

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller’s agent must disclose this fact to potential buyers.

The Building Earthquake Safety Act of 1986

This Act requires all local governments to identify all potentially hazardous buildings within their jurisdictions and to establish a program for mitigation of identified hazards. It is the legislative basis for the inventory of hazardous unreinforced masonry buildings and Unreinforced Masonry Ordinances adopted by most counties and cities in California.

The Recovery (and) Reconstruction Act of 1986

Under the Recovery and Reconstruction Act of 1986, local governments are authorized to prepare for expeditious and orderly recovery before a disaster, and to provide for reconstruction afterward. It enables localities to prepare pre-disaster plans and ordinances that may include: an evaluation of the vulnerability of specific areas to damage from a potential disaster; streamlined procedures for appropriate modification of existing General Plans or zoning ordinances affecting vulnerable areas; a contingency plan of action; organization for post-disaster conditions; short-term and long-term recovery and reconstruction; and a pre-disaster ordinance to provide adequate local authorization for post-disaster activities.

Uniform Building Code

The Uniform Building Code (UBC) is published by the International Conference of Building Officials. It forms the basis of approximately half the state building codes in the United States, including California's, and has been adopted by the state legislature together with additions, amendments, and repeals to address the specific building conditions and structural requirements in California.

California Building Code

The California Building Standards Code (CBC), Title 24 serves as the basis for the design and construction of buildings in California. The 2016 CBC went into effect on January 1, 2017. The CBC provides minimum standards for building design in the state, consistent with or more stringent than UBC requirements. Local codes are permitted to be more restrictive than Title 24, but are required to be no less restrictive. Chapter 16 of the CBC deals with General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and Chapter 33 deal with site demolition, excavations, foundations, retaining walls, and grading, including requirements for seismically resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control.

California Civil Code Section 1103-1103.4

California Civil Code Section 1103-1103.4 applies to the transfers of real property between private parties, as defined therein, and requires notification upon transfer if the property is affected by one or more natural hazards. The following potential hazards must be disclosed, if known: Federal Emergency Management Agency (FEMA) flood hazard areas, dam failure inundation areas, very high fire hazard severity zone, wildland area with forest fire risks, earthquake fault zone, and seismic hazard zones including landslide and liquefaction on a standardized "Natural Hazard Disclosure Statement" (Section 1103.2).

Public Resources Code Section 5097 (Related to Paleontological Resources)

Several sections of the California PRC protect paleontological resources. Section 5097.5 prohibits "knowing and willful" excavation, removal, destruction, injury and defacement of any paleontological feature on public lands (lands under state, county, city, district or public authority jurisdiction, or the jurisdiction of a public corporation), except where the agency with jurisdiction has granted express permission. Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands. The California Administrative Code Sections 4307-4309, relating to the State Division of Beaches and Parks, afford protection to geologic features and "paleontological materials," but grant the director of the state park system authority to issue permits for specific activities that may result in damage to such resources, if the activities are for state park purposes and in the interest of the state park system.

General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities

A Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with a National Pollutant Discharge Elimination System (NPDES) permit under the authority of the local Regional Water Quality Control Board (RWQCB) and State Water Resources Control Board (SWRCB) describes the project area, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are

also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Municipal Separate Storm Sewer System Permit

In 2010, the Santa Ana RWQCB issued a municipal separate storm sewer system (MS4) permit and waste discharge requirements (R8-2010-0033 and NPDES No. CAS 618033) to the Riverside County Permittees, which includes the City. Under this Permit, the City is required to enforce and comply with storm water discharge requirements pursuant to the Clean Water Act, the Porter-Cologne Water Quality Control Act, applicable state and federal regulations (including policies of the SWRCB), the Santa Ana River Basin Water Quality Control Plan (Basin Plan), and the California Toxics Rule Implementation Plan.

The MS4 Permittees and Principal Permittee (Riverside County Flood Control & Water Conservation District) are required to develop several items that generally reduce pollutants in urban runoff to the maximum extent practicable (MEP).[3] This includes "Local Implementation Plans" describing the enforceable elements of an agency's urban runoff compliance program, as well as a "Watershed Action Plan" and "Hydromodification Management Plan" to address impacts from urbanization. Likewise, a "Drainage Area Management Plan" is periodically updated by the principal permittee to document MS4 permit compliance programs and to provide guidance to co-permittees for Local Implementation Plans. In addition, the "Consolidated Monitoring Program" defines the monitoring locations and methods to evaluate best management practices (BMP) effectiveness. Lastly, the MS4 permit requires a "Water Quality Management Plan" (WQMP) for most new development and certain redevelopment projects. Like the construction SWPPP, the WQMP identifies how site design elements, source control methods and treatment control BMPs in the post-construction phase will minimize pollutant loads to the municipal storm drain in the long-term.

Eligible projects submitted to the City are required to provide a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits.

Regional Regulations

County of Riverside Ordinance No. 547 – Implementation of the Alquist-Priolo Earthquake Fault Zoning Act

County of Riverside Ordinance No. 547 establishes the policies and procedures used by the County to implement the Alquist-Priolo Act by requiring all projects proposed within an "earthquake fault zone" as shown on the maps prepared by the State Geologist to comply with the provisions of the Alquist-Priolo

[3] The term, Maximum Extent Practicable (or MEP) comes from the federal Clean Water Act, §402(p)(3)(B). The MEP standard involves applying BMPs that are effective in reducing the discharge of pollutants in storm water runoff. In discussing the MEP standard, the State Board has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, it is likely that MEP has not been met. On the other hand, if a permittee employs all applicable BMPs except those where it can show that they are not technically feasible in the locality, or whose cost would exceed any benefit to be derived, it would have met the standard. MEP requires permittees to choose effective BMPs, and to reject applicable BMPs only where other effective BMPs will serve the same purpose, the BMPs would not be technically feasible, or the cost would be prohibitive." (Order WQ 00-11, p.20.)

Act. It establishes regulations for construction, including for grading, slopes and compaction, erosion control, retaining wall design and earthquake fault zone setbacks.

Local Regulations

Beaumont Municipal Code

Title 13 of the City of Beaumont Municipal Code (BMC) regulates ownership, connections, charges, design and use of sewers within the City.

Title 15 of the BMC states that the City shall adopt the California Building Code for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings or structures in the City.

Title 16 of the BMC requires compliance with Riverside County Ordinance No. 547, which states: "Within the earthquake fault zones shown on the maps prepared by the State Geologist pursuant to the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code, Section 2621, et seq.), all applicants for a permit for a project shall comply with all of the provisions of the Act, the adopted Policies and Criteria of the State Mining and Geology Board and this ordinance."

Title 16 of the BMC also requires a written statement to accompany any tentative parcel map stating the type of sewage disposal that will be used. If on-site sewage disposal is proposed, the public works director shall require soil percolation tests or other pertinent information (p. 19). The regulation goes on to state that a package treatment plant and collector system shall be required in the event that an existing collection system is not available and if it is determined that satisfactory individual disposal systems cannot be proved because of soil conditions, determined by percolation tests in conformity with the standards of the "Ludwig Modification," and finding that the conditions and requirements of the health department and RWQCB cannot be met.

Building Codes

The City of Beaumont has adopted the California Building Code, Title 24, California Code of Regulations, Part 2, Volumes 1 and 2, including, Appendix C, Group U-"Agricultural Buildings", Appendix F "Rodent Proofing", Appendix I "Patio Covers", and Appendix J "Grading", (except as otherwise provided in the BMC) for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings or structures in the City. The BMC also states any and all amendments to such Building Code as may hereafter be adopted by the State of California shall be made a part of the BMC without further action by the City Council (BMC, Chapter 15.04.)

Chapters 18 of the CBC describe the "Soils and Foundations" requirements, particularly when geotechnical investigations and geohazard reports shall be conducted, and what is required to be included as part of their analyses.[4] Notably, the CBC currently has just one exception for when a geotechnical investigation is not required: for one-story, wood-frame and light-steel-frame buildings of Type II or Type V construction and 4,000 square feet or less in floor area, not located within Earthquake Fault Zones or Seismic Hazard Zones (CBC 1803.2).

[4] Chapter 18A applies to structures regulated by the Division of the State Architect (i.e. public schools, community colleges, state owned buildings, hospitals, nursing facilities, intermediate care facilities, and correction treatment centers). All others are regulated by Chapter 18.

Plan Check Submittal

The Beaumont Public Works Department is responsible for construction, maintenance, and operation of public facilities and infrastructure within the City. The Department is also responsible for the review and approval of all engineering for land development projects and design, and construction of all capital improvement projects. The following documents are required for review with submittal of development plans to the Public Works Department:

- Transmittal signed by Engineer of Work
- All applicable fees
- Complete set of Public Improvement Plans
- Complete set of Grading Plan Set
- Final/Parcel Map
- Engineer's Cost Estimate
- Hydrology & Hydraulics Report
- Geotechnical Report & Recommendations
- Approved Tentative Map
- Original Conditions of Approval
- Water Quality Management Plan (WQMP)
- Storm Water Pollution Prevention Plan (SWPPP)
- All previous redlines

5.6.3 Beaumont 2040 Plan

This section presents those features of the proposed Project that reduce potential impacts to paleontological, geologic and soil resources.

The Beaumont 2040 goals, policies, and implementation actions that reduce potential impacts to cultural resources include:

General Plan Chapter 3 – Land Use and Design

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

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

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

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

General Plan Chapter 8 – Conservation and Open Space

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.1 Continue to require hillside development to be consistent with the provisions of the Hillside Ordinance Policies.

Policy 8.9.2 Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.

Policy 8.9.3 Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Policy 8.9.4 Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.

Goal 8.11: A City where cultural resources and historical places are identified, recognized, and preserved.

Policy 8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

General Plan Chapter 9 - Safety

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policy 9.6.10 Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

Policy 9.7.1 As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.

Policy 9.7.2 Require that all development projects within designated Alquist-Priolo Earthquake Fault Zones are accompanied by appropriate geotechnical analysis.

Policy 9.7.3 Coordinate with the National Earthquake Hazard Reduction Program of the Federal Emergency Management Agency (FEMA) to identify earthquake risks and available mitigation techniques.

Policy 9.7.4 Proactively seek compliance with the Alquist-Priolo Earthquake Fault Zoning Act by coordinating with the California Geological Survey and the United States Geological Survey (USGS) to establish and maintain maps establishing affected parcels within the City boundaries and the Sphere of Influence.

Policy 9.7.5 Ensure that Building and Safety agencies include thorough plan checks and inspections of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.

Policy 9.7.6 Promote greater public awareness of existing state incentive programs for earthquake retrofit, such as *Earthquake Brace and Bolt*, to help property owners make their homes more earthquake safe.

Implementation LUCD 25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Implementation C19 Hillside Ordinance. Support and implement the existing hillside ordinance.

Implementation S9 Safety Information Campaign. Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness. Develop an educational campaign for residents and business owners to learn what to do during an earthquake and how to better prepare for an earthquake.

Implementation S10 Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.

Implementation S17 California Building Codes. Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released.

Implementation S18 Earthquake Hazard Reduction Ordinance. Update municipal code to require strengthening of existing wood-frame buildings with soft, weak, or open-front wall lines in housing constructed before 1980.

Implementation S19 Code Enforcement. Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous.

Implementation S20 Seismic Retrofit Incentive Program. Develop a retrofit incentive program to help reduce earthquake hazards, focused on existing public facilities as well as existing multifamily housing constructed prior to 1980.

Implementation S21 Geologic Instability Mitigation. Update municipal code to adopt regulatory techniques to mitigate public safety hazards, and if necessary, prohibit development where geologic instability is identified.

5.6.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    i. Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on

other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction.

iv. Landslides.

- (Threshold B) Result in substantial soil erosion or the loss of topsoil;
- (Threshold C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- (Threshold D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;
- (Threshold E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; and/or
- (Threshold F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

5.6.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation, and the proposed revisions to the Zoning Ordinance, are intended to reduce potential impacts associated with geology, soils, and paleontological resources to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i. Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction.

iv. Landslides.

i) Fault Rupture

Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the surface. Many earthquake faults, as well as many designated Alquist-Priolo Fault Zones, are known to occur within the Planning Area, as shown on **Figure 5.6-4 – Faults and Fault Zones**. Many of these faults are expected to be seismically active and have the potential to rupture. Some of the proposed land uses changes with implementation of the Beaumont 2040 Plan and revised Zoning Map would either occur within the Beaumont Plain Fault Zone or San Jacinto Fault Zone or within proximity to the Alquist-Priolo Fault Zones. Thus, future development on these lands may result in the construction and occupation of structures and associated infrastructure along these earthquake fault zones. Such development would increase the number of people and the amount of developed property to fault rupture hazards.

In order to lessen the potential for property loss, injury or death that could result from rupture of faults during earthquake events, the State of California has provided strict regulations that the City must follow to ensure impacts from fault rupture are reduced to less than significant levels. Development in the City's SOI, under County land use control, would be subject to Ordinance No. 547 which requires all applicants for a project located within an earthquake fault zone, as shown on the maps prepared by the State Geologist, be in compliance with all the provisions of the Alquist-Priolo Act and the adopted policies and criteria of this ordinance. Ordinance No. 547 would ensure that all structures and facilities are designed with the appropriate level of seismic safety warranted by the geology of their location. Additionally, future development that is under the County's land use control would be subject to the County's entitlement requirements.

Development within the City limits or properties and developments annexed into the City would be required to comply with the building design standards of the CBC Chapter 33 for construction of new buildings and/or structures related to seismicity and specific engineering design and construction measures would be implemented to anticipate and avoid potential impacts from seismic activity. Additionally, goals, policies and implementation in the Beaumont 2040 Plan will also ensure that adverse effects caused by seismic and geologic hazards are minimized by limiting the densities and intensity of uses in this area. Thus, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts related to earthquake faults to **less than significant** and no mitigation is necessary**.**

ii) Strong Seismic Ground Shaking

Seismic activity is to be expected in southern California. Many earthquake faults, as well as many designated Alquist-Priolo Fault Zones, are known to occur within the Planning Area, as shown on **Figure 5.6-4**. Many of these faults are expected to be seismically active and have the potential to rupture, which would result in ground shaking, depending on the underlying soil/geologic conditions at the time of rupture. Some of the proposed land uses changes with implementation of the Beaumont 2040 Plan and revised Zoning Map would either occur within the Beaumont Plain Fault Zone or San Jacinto Fault Zone or within proximity to the Alquist-Priolo Fault Zones. Thus, future development on these lands may result in the construction and occupation of structures and associated infrastructure along these earthquake fault zones. Such development would increase the number of people and the amount of developed property to strong seismic ground shaking.

The expected ground motion characteristics of future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geological conditions. In order to lessen the potential for property loss, injury or death that could result from rupture of faults during earthquake events, the State of California has provided strict regulations that the City must follow to ensure impacts from fault rupture are reduced to less than significant levels. Development in the City's SOI, under County land use control, would be subject to Ordinance No. 547 which requires all applicants for a project located within an earthquake fault zone, as shown on the maps prepared by the State Geologist, be in compliance with all the provisions of the Alquist-Priolo Act and the adopted policies and criteria of this ordinance. Ordinance No. 547 would ensure that all structures and facilities are designed with the appropriate level of seismic safety warranted by the geology of their location. Additionally, future development that is under the County's land use control would be subject to the County's entitlement requirements.

Development within the City limits or properties and developments annexed into the City would be required to comply with the building design standards of the CBC Chapter 33 for construction of new buildings and/or structures related to seismicity and specific engineering design and construction measures would be implemented to anticipate and avoid potential impacts from seismic activity. Additionally, goals, policies, and implementation in the Beaumont 2040l Plan would also ensure that adverse effects caused by seismic and geologic hazards are minimized by limiting the densities and intensity of uses in this area. Therefore, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts resulting from strong seismic ground shaking to **less than significant** and no mitigation is necessary**.**

iii) Seismic-Related Ground Failure, Including Liquefaction

Strong ground shaking can result in liquefaction. The Planning Area is underlain by areas susceptible to varying degrees of liquefaction, ranging from very low to moderate (see **Figure 5.6-6 – Liquefaction Potential**). Liquefaction potential does not necessarily limit development potential, as site-specific geotechnical studies conducted by a licensed geotechnical engineering professional would be required to determine the soil properties, specific potential for liquefaction in specific areas, and recommended design features prior to individual development. Those recommended design features are provided to ensure the proposed development has a geotechnically sound foundation and is structurally capable pursuant to current state guidelines. Additionally, project plans will be reviewed during the plan check process, which will ensure that seismic safety measures are incorporated. Therefore, potential impacts associated with seismic ground failure, including liquefaction, will be reduced to **less than significant** through compliance with existing regulations and Beaumont 2040 Plan goals, policies, and implementation; no mitigation is necessary**.**

iv) Landslides

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The susceptibility of a geologic unit to landslides is dependent upon various factors, primarily: 1) the presence and orientation of weak structures, such as fractures, faults, and joints; 2) the height and steepness of the pertinent natural or cut slope; 3) the presence and quantity of groundwater; and 4) the occurrence of strong seismic shaking. The Planning Area contains various steepness of slopes ranging from 0 to 5 degrees to 41 to 70 degrees; thus, some areas could be susceptible to seismically induced landslides (see **Figure 5.6-5 – Steep Slopes**). Compliance with the standards in the current CBC would require an assessment of hazards related to and the incorporation of design measures into structures to mitigate this hazard if development were considered feasible. The BMC requires provisions to grading and development on or near hillsides. As identified above in Section 5.6.3,

the City has included goals, policies, and implementation in the Beaumont 2040 Plan to minimize the risk of injury, loss of life, and property damage caused by earthquake hazards or geologic disturbances. Thus, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts related to landslides are **less than significant** and no mitigation is necessary**.**

Threshold B: ***Would the project result in substantial soil erosion or the loss of topsoil?***

With implementation of the Beaumont 2040 Plan, soil erosion and/or the loss of topsoil would be likely to occur when soil is exposed during construction activities. Wind and water are the two main methods of erosion, and human activities that remove vegetation or otherwise disturb soil are the biggest influence to erosion potential. The degree to which erosion and topsoil loss occurs is limited by measures specifically incorporated during construction to reduce wind-blown dust and/or stormwater erosion, often called "best management practices" (BMPs) or erosion control plans.

The City and County are co-permittees to the Riverside County MS4 Permit issued by the Santa Ana River RWQCB. This permit places stormwater pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities within the Planning Area. As such, developments under County land use control and developments under the City's land use control would require submittal of a SWPPP and a WQMP for review and approval by County/City staff prior to issuing building permits. The SWPPP describes the erosion and sediment control BMPs to be used during the construction phase and the WQMP describes the post-construction treatment methods for the expected pollutants of concern.

Although implementation of the Beaumont 2040 Plan and revised Zoning Map will introduce development that will have the potential to cause erosion and loss of topsoil, compliance with the NPDES and revised *Hillside Ordinance Policies* will reduce impacts to **less than significant** and no mitigation is necessary**.**

Threshold C: ***Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Unstable geologic units and soils are known to occur throughout the Planning Area. Liquefaction, lateral spread, and/or subsidence may occur depending where a project is constructed within the Planning Area, as shown on **Figure 5.6-6 – Liquefaction Potential** and **Figure 5.6-7 – Subsidence Potential**, respectively. Additionally, both natural and human activities have the potential to cause geologic instability. If improperly engineered or constructed, some types of development, particularly those with heavy loads, have an increased potential to cause ground or soil failures. These types of failures are in addition to those triggered by seismic events, as described previously in Threshold A.

Lateral spread can occur on mild to steep slopes, and soils susceptible to liquefaction may occur within the Planning Area (see **Figure 5.6-6**); therefore, lateral spread could potentially occur if all conditions are met. Although landslides in the State Route 60 (SR-60) corridor through the San Timoteo "Badlands" have been recorded and analyzed (CGS, 2002), there is no development slated for the Badlands area per the Land Use Plan. With the City's existing requirement for geotechnical investigations to accompany each new development proposal, future development will be conditioned with appropriate geotechnical and engineering considerations so that the underlying geologic unit or soil will not become unstable, or that the overlying structure will not collapse. Adherence to the goals, policies, and

implementation in the Beaumont 2040 Plan along with compliance with the most current building codes will reduce impacts from landslide, lateral spread, subsidence, liquefaction, or collapse to **less than significant** and no mitigation is necessary**.**

Threshold D: ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins thus, portions of the Planning Area may be subject to expansive soils. Although expansive soils are now routinely alleviated by following the CBC, problems related to past inadequate grading or site preparation practices constantly appear (Beaumont 2040 Plan, p. 9-11.) All development in the Planning Area is required to be compliant with the CBC Code in Title 24, as related to the construction of structures and facilities on expansive soils. Prior to any construction in areas on expansive soils, a geotechnical assessment of the site is required by a certified geologist. This report must make recommendations as to the stability of the site and the requirements for grading, site preparation, and building foundations.

The CBC approaches the issue of building on expansive soils in a project-by-project way. Geotechnical investigations by a licensed geotechnical professional are required with each project proposed in order to determine whether expansive soils exist and if so, whether the project is geotechnically feasible and what design considerations will be needed to construct. As a condition of approval, prior to the issuance of any grading permit, the City requires grading plans to satisfactorily address the geotechnical investigation's recommendations. With implementation of the Beaumont 2040 Plan and revisions to the Zoning Map, new structures within the Planning Area may be proposed on expansive soils; however, the degree of risk to life or property from the effects of expansive soils is considered **less than significant** with through compliance with existing regulations and goals, policies, and implementation contained in the Beaumont 2040 Plan; no mitigation is necessary.

Threshold E: ***Does the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

The City currently estimates 161 parcels are served by individual septic tank systems for wastewater disposal directly into the ground. Because of varying soil characteristics and depths to groundwater throughout the Planning Area, some areas may have moderate to severe limitations on the use of septic tanks or alternative wastewater disposal systems. To the extent the Beaumont 2040 Plan accommodates development in such areas, there is the potential for effects to soils that cannot adequately support the use of septic tanks or alternative wastewater disposal systems. All septic-using development within the Planning Area has to comply with the provisions of the CBC (CCR Title 24, Part 2), Chapters 18, which address soils and foundations; and Chapters 16 and 17, which address structural design, structural test and inspections. The provisions of Chapter 18 apply to all building and foundation systems. All construction, including that of septic tanks is required to have an appropriate geotechnical investigated conducted pursuant to CBC standards. Such investigation includes an assessment as to whether or not the site's soils are suitable for on-site wastewater disposal system. Pursuant to CBC, no development utilizing on-site septic disposal shall be approved unless the geotechnical study for the site determines that on-site soil conditions are suitable for septic disposal. Developments proposing septic systems must also comply with the RWQCB Basin Plan and the Riverside County Department of Environmental Health's Technical Guidance Manual. The City allows for certain types of subdivisions

(Schedule B, C, and D Subdivisions) (BMC 16.40.060(D) and 16.40.070(D)) the opportunity to prove soil conditions are appropriate for on-site septic tanks if the site cannot connect to the City's sewer system.

If connection to the City sewer system is not possible, City and State regulations establish criteria that must be met to determine feasibility of using an on-site septic tank system. Therefore, where sewers are not available for the disposal of wastewater within the Planning Area, there are methods in place to ensure adequate support of septic systems. Through compliance with existing regulations and Beaumont 2040 Plan goals, policies, and implementation, impacts will be reduced to **less than significant** and no mitigation is necessary.

Threshold F: ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

As discussed in Section 5.1.1 and identified in **Table 5.6-B – Vertebrate Localities within the Planning Area,** very few paleontological sites have been documented in the Planning Area). The areas that will probably yield a greater potential of paleontological findings in the Planning Area are those that have been less disturbed by agriculture cultivations or other human disturbance, and because there is and was more native vegetation, natural stream waters, and animal life which encouraged settlement, food gathering, and hunting. In addition, given the types of geologic formations throughout the City, prehistoric fossils may also be present. (Beaumont 2006 GP EIR, p. 119.)

Based on the mapped geological formations that have been known to produce fossils, the Planning Area contains areas with none, low, and high paleontological sensitivity, which are shown on **Figure 5.6-9 – Paleontological Sensitivity**. A variety of ground-disturbing activities such as mass grading, excavation, trenching, and auguring are expected to occur during future project developments under the Beaumont 2040 Plan which have the potential to damage or destroy paleontological resources.

Paleontological resources are protected under Federal, State, regional, and local regulations as described in Section 5.6.2 – Related Regulations that would prevent adverse impacts to paleontological resources with implementation of the Beaumont 2040 Plan. Specifically, Beaumont 2040 Plan policy 8.11.1 requires development to avoid paleontological resources, whenever possible. If complete avoidance is not possible Policy 8.11.1 requires development to minimize and fully mitigate impacts to paleontological resources. Since future development project will be subject to subsequent CEQA review, the specific mitigation for future projects shall be determined by the City as part of the entitlement approval process. The types of project-specific mitigation that may be imposed includes: requiring field personnel training and outlining certain procedures to be followed in the event of fossil discovery; requiring specific studies to document the extent and potential significance of paleontological resources within future development sites; and requiring paleontological monitoring during ground disturbing activities if information indicates that a site proposed for development may contain paleontological resources. As such, with compliance with applicable Federal, State, regional, and local regulations, as well as implementation of Policy 8.11.1, impacts related to paleontological resources are considered to be **less than significant** and no mitigation is necessary.

5.6.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because adoption and implementation of the Beaumont 2040 Plan, proposed revisions to the Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regards to **geology and soils**, no mitigation measures are necessary.

5.6.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, in addition to adherence to standard Federal, State, regional, and local regulations, impacts with regard to geology and soils are considered less than significant and no mitigation is necessary. The significance of impacts to geology and soils resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.6.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Æ(a) Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California. September 2017. (Appendix D.1)

Æ(b) Paleontological Resource Assessment for the City of Beaumont General Plan Update Project, City of Beaumont, Riverside County, California. April 7, 2017. (Appendix D.2)

Applied Planning, Inc., 2006 Revised Draft Environmental Impact Report City of Beaumont General Plan Update. December 2006. (Available at the City of Beaumont Planning Division.)

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CGS, 2002 California Department of Conservation, California Geological Survey. Special Report 186, Landslides in the Highway 60 Corridor, San Timoteo Badlands, Riverside County, California. 2002. (Available at https://www.conservation.ca.gov/cgs/Documents/Landslides/Caltrans/SR_186/CT60riv.pdf Accessed August 31, 2020.)

County of Riverside County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.9, Cultural and Paleontological Resources. (Available at https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/04-09_CulturalAndPaleoResrcs.pdf, accessed August 31, 2020.)

DOC California Department of Conservation Web site, Fault Activity Map of California (2010). (Available at http://maps.conservation.ca.gov/cgs/fam/, accessed December 28,2017.)

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SCAMP — Southern California Areal Mapping Project Web site, *San Andreas Fault System in the Inland Empire and Salton Trough*. Last Update September 3, 2004. (Available at https://geomaps.wr.usgs.gov/archive/scamp/html/scg_flt_ieZ.html, accessed December 28, 2017).

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5.7 GREENHOUSE GAS EMISSIONS

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to greenhouse gas emissions because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

The Greenhouse Gas (GHG) Emissions Section of this Draft PEIR has been based on the *General Plan Update EIR GHG Analysis Findings* prepared by Raimi and Associates (Appendix E).

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment and conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

In response to the Notice of Preparation, the City received comment letters from the South Coast Air Quality Management District, Ron Roy, and the Southwest Regional Council of Carpenters regarding GHG emissions. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding GHG emissions at the Project's public scoping meeting.

5.7.1 Setting

Climate change is a term used to describe large-scale shifts in patterns in earth's climate system, and is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past. Although the climate has historically responded to natural drivers, recent climate change has been unequivocally linked to increasing concentrations of GHGs in earth's atmosphere. (SB 2015, p. 2.)

Gases that trap heat in the atmosphere are called "greenhouse gases" because they transform the light of the sun into heat, similar to the glass walls of a greenhouse. Human-generated GHG emissions significantly contribute to the changes in the global climate, which have a number of physical and environmental effects. Effects associated with global climate change include sea level rise, increase in frequency and intensity of droughts, and increased temperature. In California, climate change effects also include increased risk of large wildfires, exacerbation of air quality problems, and an increase in extreme weather events. Increased GHG emissions are largely the result of increasing energy consumption, particularly through the combustion of fossil fuels. (SB 2015, p. 2.)

The Intergovernmental Panel on Climate Change (IPCC) assesses scientific, technical, and socioeconomic information relevant to the understanding of climate change, its potential impacts, and options for adaptation and mitigation. The IPCC identifies six key GHG compounds: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), perfluorocarbons (PFC), sulfur hexafluoride (SF_6),and hydrofluorocarbons (HFC). The first three (CO_2, CH_4, N_2O) are emitted by common activities, such as on-road travel, and are reported in this Plan as described further below. (SB 2015, p. 2.)

Each GHG has a different capacity to trap heat as well as different atmospheric lifetimes. Therefore, the global warming potential (GWP) of each GHG is compared with a reference gas. Carbon dioxide is the reference gas used for GWP, and has a GWP of one. Methane's GWP of 21 indicates that methane has 21 times greater warming affect than CO_2 on a molecule per molecule basis. GHG emissions are generally reported in metric tons (MT) of CO_2 equivalents (CO_2e). A CO_2e is calculated using the mass emissions of an individual GHG multiplied by its GWP. The calculation of the CO_2e is a consistent methodology for comparing GHG emissions, since it normalizes various GHG emissions to a consistent reference gas. (SB 2015, p. 2.)

Carbon Dioxide (CO_2) is the most common anthropogenic GHG and accounts for more than 75 percent of all GHG emissions caused by humans. Its atmospheric lifetime of 50 to 200 years means that atmospheric concentrations of CO_2 will remain elevated for decades, even after mitigation efforts to reduce GHG concentrations are implemented. The primary sources of anthropogenic CO_2 in the atmosphere include the burning of fossil fuels (including motor vehicles), gas flaring, cement production, and land use changes (e.g., deforestation, oxidation of elemental carbon). CO_2 can be removed from the atmosphere by photosynthetic organisms (e.g., plants and certain bacteria). Atmospheric CO_2 has increased from a preindustrial concentration of 280 parts per million (ppm) to 397 ppm in 2014. (SB 2015, pp. 2-3.)

Methane (CH_4), the main component of natural gas, is the second most abundant GHG. CH_4 has a GWP of 25. Sources of anthropogenic emissions of CH_4 include combustion of natural gas, burning fossil fuels, landfill outgassing, certain agricultural practices, and mining coal. Certain land uses also function as a both a source and sink for CH_4. For example, the primary terrestrial source of CH_4 are wetlands, whereas undisturbed, aerobic soils act as a CH_4 sink (i.e., they remove CH_4 from the atmosphere). Atmospheric CH_4 has increased from a pre-industrial concentration of 715 parts per billion (ppb) to 1,820 ppb in 2014. (SB 2015, p. 3.)

Nitrous Oxide (N_2O) is a powerful GHG, with a GWP of 298. Anthropogenic sources of N_2O include combustion of fossil fuels, agricultural processes (e.g., fertilizer application), and nylon production. In the United States more than 70 percent of N_2O emissions are related to agricultural soil management practices, particularly fertilizer application. N_2O concentrations in the atmosphere have increased nearly 21 percent, from pre-industrial levels of 270 ppb to 326 ppb in 2014. (SB 2015, p. 3.)

Effects of Climate Change

Agriculture

Global climate change can cause drought, higher temperatures, saltwater contamination through rising sea levels, flooding, and increased risk of pests. Because California feeds not only its own residents, but the entire U.S. and other countries as well, production declines could lead to food shortages and higher prices. (OAG 2020, webpage)

Forest and Biodiversity

Forest and rangelands cover over 80% of California's 100 million acres. Climate change will affect tree survival and growth, reducing these lands' productivity and changing their habitats. In addition, climate change makes forests more vulnerable to fires by increasing temperatures and making forests and brush drier. Today's fire season in the western United States starts earlier, lasts longer, and is more intense than in the last several decades. Wildfire occurrence statewide could increase several fold by the end of the century, increasing fire suppression and emergency response costs and damage to property. (OAG 2020, webpage)

California is one of the most biologically diverse regions of the world, with the highest number of unique plant and animal species of all 50 states and the greatest number of endangered species. Climate change will adversely affect plant and wildlife habitats and the ability of the State's varied ecosystems to support clean water, wildlife, fish, timber and other goods and services. (OAG 2020, webpage)

Public Health

Californians already experience the worst air quality in the nation. Hotter temperatures lead to more smog, which can damage lungs, and increases childhood asthma, respiratory and heart disease and death. Certain segments of the population are at greater risk, including the elderly, infants, persons with chronic heart or lung disease, people who can't afford air conditioning, and those who work outdoors. As temperatures rise, the number of days of extreme heat events also will rise, causing increases in the risk of injury or death from dehydration, heatstroke, heart attack and respiratory problems. (OAG 2020, webpage)

Beaumont is likely to see a significant increase in the number of days when temperature exceeds the extreme heat threshold of 101°F. Between 1950 and 2011, the average number of extreme heat days was four. Under the lower emissions scenario by 2050, the number of extreme heat days could increase to more than 30 per year, and more than 50 per year in the high emissions scenario. Extreme heat events will impact agriculture, public health, and could lead to more heat-related deaths, especially for vulnerable populations. (Beaumont 2040 Plan, p. 238.)

Sea Level Rise

The sea level along California's coasts has risen nearly eight inches in the past century and is projected to rise by as much as 20 to 55 inches by the end of the century. A 55-inch sea level rise could put nearly half a million people at risk of flooding by 2100, and threaten property and infrastructure, including roadways, buildings, hazardous waste sites, power plants, and parks and tourist destinations. (OAG 2020, webpage)

As sea levels rise, saltwater contamination of the State's delta and levee systems will increase. Saltwater contamination of the Sacramento/San Joaquin Delta will threaten wildlife and the source of drinking water for 20 million Californians. Farmland in low areas may also be harmed by salt-contaminated water. (OAG 2020, webpage)

Water Resources

The Sierra Nevada snowpack functions as the most important natural reservoir of water in California. Under current conditions, the snowpack is created in fall and winter and slowly releases about 15 million acre-feet of water in the spring and summer, when California needs it most. California's dams and water storage facilities are built to handle the snow melt as it happened in the past. Higher temperatures are now causing the snowpack to melt earlier and all at once. Earlier and larger releases of water could overwhelm California's water storage facilities, creating risk of floods and water shortages. (OAG 2020, webpage)

Research suggests that in California, climate change is likely to decrease annual precipitation amounts by more than 15% by the end of the 21st century. In Beaumont, precipitation is expected to decline over the next century, falling from around 16.2 inches per year to approximately 14.8 inches per year. Seasonal precipitation will change more significantly with March and April receiving less rainfall than in the past. As a result of the seasonal change, Beaumont will likely experience longer periods of drought, as the summer dry season starts earlier in the spring and extends later into the fall. (Beaumont 2040 Plan, p. 239.)

GHG Emissions Inventory

The City prepared community and municipal inventories for the year 2012. The community inventory includes the GHG emissions that result from activities within the community the City serves. In 2012, the City produced 275,302 $MTCO_2e$ emissions.

As shown in **Table 5.7-A – Beaumont 2012 GHG Community Emissions Inventory**, the On-Road Transportation sector accounted for the greatest percentage of emissions, contributing 62 percent (170,157 $MTCO_2e$) of the City's emissions. The Residential Energy sector was the second-largest contributor to emissions in 2012 (20 percent), producing 56,099 $MTCO_2e$. The Commercial/Industrial Energy sector contributed 12 percent of emissions, and the remaining sectors (Water, Solid Waste, Wastewater, and Off-road Sources) accounted for less than 10 percent of total emissions.

Table 5.7-A – Beaumont 2012 GHG Community Emissions Inventory

Sector	Emissions ($MTCO_2e$)	Percentage of Inventory
On-Road Transportation	170,157	61.8%
Residential Energy	56,099	20.4%
Commercial Energy	32,222	11.7%
Water	9,624	3.5%
Solid Waste	5,648	2.1%
Wastewater	1,164	0.4%
Off-Road Source	388	0.1%
Total	**275,302**	**100%**

Source: Sustainable Beaumont, Table 2

5.7.2 Related Regulations

Federal Regulations

United States Environmental Protection Agency

In 2007, the U.S. Supreme Court held that the United States Environmental Protection Agency (USEPA) has authority to regulate GHGs (Massachusetts v. Environmental Protection Agency, Docket No. 05–1120). As such, the U.S. Supreme Court ruled that the USEPA is allowed to regulate carbon dioxide and other GHGs as pollutants under Section 202(a)(1) of the federal Clean Air Act (CAA). (SB 2015, p. 4.)

USEPA and National Highway Traffic Safety Administration (NHTSA) Joint Rulemaking for Vehicle Standards

In April 2018, the USEPA signed the Mid-term Evaluation Final Determination, which finds that the model years 2022 to 2025 GHG standards are not appropriate and should be revised (88 FR 16077). This Final Determination serves to initiate a notice to further consider appropriate standards for model years 2022 to 2025 light-duty vehicles. On August 24, 2018, the USEPA and NHTSA published a proposal to freeze the model year 2020 standards through model year 2026 and to revoke California's waiver under the CAA to establish more stringent standards (NHTSA 2018). On March 31, 2020, the NHTSA and USEPA finalized the SAFE Vehicle Rule, which increased stringency of CAFE and CO_2 emissions standards by 1.5% each year through model year 2026 (NHTSA 2020). California has filed lawsuits against the USEPA over the

amendments and repeal of the waiver. As of the time of this writing, the outcome of the lawsuits were still pending.[1]

State Regulations

California Air Resources Board

The California Air Resources Board (CARB), a part of the California EPA (Cal/EPA) is responsible for the coordination and administration of both federal and state air pollution control and climate change programs within California. In this capacity, CARB conducts research, sets California ambient air quality standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. (SB 2015, p. 4.)

Executive Order S-3-05

On June 1, 2005, California Governor Arnold Schwarzenegger announced Executive Order S-3-05, which contains following GHG emissions targets (SB 2015, p. 4.):

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Executive Order B-30-15

On April 29, 2015, California Governor Jerry Brown announced through Executive Order B 30 15, the following GHG emissions target (SB 2015, p. 5.):

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels

The emission reduction target of 40 percent below 1990 levels by 2030 is an interim-year goal to make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050.

Assembly Bill 1493, Clean Car Standards

Known as “Pavley I,” AB 1493 standards were the nation’s first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lower GHG emissions from new light-duty autos to the maximum extent feasible. Additional strengthening of the Pavley standards (previously referred to as “Pavley II,” now referred to as the “Advanced Clean Cars” measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 (and more for years beyond 2020). (SB 2015, p. 5.)

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006

AB 32 required CARB to reduce statewide GHG emissions to 1990 level by 2020. As part of this legislation, CARB was required to prepare a “Scoping Plan” that demonstrates how the State will achieve this goal. The Scoping Plan was adopted in 2011 and in it, local governments were described as “essential partners” in meeting the statewide goal, recommending a GHG reduction level 15 percent below 2005—2008 levels by 2020. (SB 2015, p. 5.)

[1] https://oag.ca.gov/news/press-releases/attorneys-general-becerra-james-sue-trump-administration-unlawfully-cutting; https://oag.ca.gov/news/press-releases/attorney-general-becerra-files-lawsuit-against-epa-attacking-california%E2%80%99s

Senate Bill 32 (SB 32)

AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded the goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030. CARB's 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The 2017 Scoping Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources (CARB 2017, pp. 5-6).

Senate Bill 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. The legislation directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the CEQA Guidelines. CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments that became effective in 2010. CEQA Guidelines Section 15183.5 describes the criteria needed in a GHG reduction plan that would allow for the tiering and streamlining of CEQA analysis for development projects. A plan for the reduction of GHG emissions must contain the following 5 components to be qualified for tiering CEQA documents (SB 2015, pp. 5-6.):

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
- Be adopted in a public process following environmental review.

On December 28, 2018, OPR approved amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments clarifies that GHG emissions are cumulative and recognizes the Newhall Ranch decision. CEQA Guidelines Section 15064.4 clarifies that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of a project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national, or global emissions. The agency's analysis should consider a timeframe that is appropriate for that project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. The lead agency may consider a project's consistency with the State's long-term climate goals

or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Executive Order S-1-07, Low Carbon Fuel Standard (LCFS)

Executive Order S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and (2) that an LCFS for transportation fuels be established in California. CARB developed the LCFS regulation pursuant to the authority under AB 32 and adopted it in 2009. (SB 2015, p. 6.)

In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target for 2030.[2] The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order S-13-08, The Climate Adaptation and Sea Level Rise Planning Directive

Executive Order S-13-08 provides clear direction for how the state should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change (SB 2015, p. 6.):

- Initiate California's first statewide Climate Adaptation Strategy (CAS) that will assess the state's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies.
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform state planning and development efforts.
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects.
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise.

California Code of Regulations (CCR) Title 24

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions and energy efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions. (SB 2015, p. 6.)

The California Energy Commission (CEC) adopted 2019 Standards which became effective January 1, 2020. The 2019 Standards will reduce energy use by seven and 30 percent for residential and non-

[2] https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about

residential buildings, respectively (CEC 2019, p. 1.). The 2019 Standards also require residential buildings to included photovoltaic (PV) systems.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen), was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of volatile organic compounds (VOC) emitting materials, strengthen water conservation, and require construction waste recycling. (SB 2015, p. 7.)

The 2019 CALGreen Code also became effective January 1, 2020 (CBSC 2019, webpage). The 2019 CALGreen Code requires, among other things, waste reduction measures including: providing readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling, and a minimum 65 percent diversion of construction and demolition waste from landfills. Site development measures include electric vehicle charging facilities and bicycle racks. Water reduction measures include: the reduction of generation of wastewater by either installing water-conserving fixtures or using non-potable water systems. Pollution reduction measures include requiring low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard. Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet are required to ensure that all are working at their maximum capacity according to their design efficiencies.

Senate Bill 375, Sustainable Communities Strategy (SCS)

SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires regional transportation plans, developed by metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy (SCS) in their regional transportation plans (RTPs). The goal of the SCS is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. (SB 2015, p. 7.)

SB x7-7

SB x7-7 required water suppliers to reduce urban per capita water consumption 20 percent from a baseline level by 2020. (SB 2015, p. 7.)

Renewable Portfolio Standard

The Renewable Portfolio Standard (RPS) required energy providers to derive 33 percent of their electricity from qualified renewable sources by 2020. This is anticipated to lower emission factors (i.e., fewer GHG emissions per kilowatt-hour used) from utilities across the state; however, potential GHG reductions from this legislation were not applied to the electricity in Southern California Edison (SCE) service territory due to the uncertainty in SCE's generation sources after the closure of the San Onofre Nuclear Generating Station. (SB 2015, p. 7.)

Senate Bill 350 (SB 350), signed in 2015, increased the RPS from 33 percent in 2020 to 50 percent by 2030 and will double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030. (CARB 2017, p. 2)

Senate Bill 100 (SB 100) was subsequently signed in 2018 and directs the California Public Utilities Commission (CPUC), CEC, and CARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also accelerates the RPS to 50 percent by 2026 and to 60 percent target 2030. (SB 100 2018)

Senate Bill 605 and Senate Bill 1383

Short-lived climate pollutants (SLCPs), such as black carbon, fluorinated gases, and methane, are powerful climate forcers that have a dramatic and detrimental effect on air quality, public health, and climate change. These pollutants create a warming influence on the climate that is many times more potent than that of carbon dioxide. Senate Bill 605 (SB 605) and Senate Bill 1383 (SB 1383) required CARB to complete a comprehensive strategy to reduce emissions of SLCPs by 2030. In March 2017, CARB approved the Short-Lived Climate Pollutants Reduction Strategy that lays out a range of options to reduce SLCP emissions in California, including regulations, incentives, and other market-supporting activities. The SLCP Strategy was also informed the 2017 Scoping Plan. The SLCP Reduction Strategy includes organic waste diversion targets for 2020 and 2025 consistent with SB 1383 to reduce methane emissions from landfills. It requires CalRecycle, in consultation with CARB, to adopt regulations to achieve statewide disposal targets to reduce landfilling of organic waste by: (1) 50 percent from the 2014 level by 2020, and (2) 75 percent from the 2014 level by 2025. Under SB 1383, of the edible food destined for the organic waste stream, not less than 20 percent is to be recovered to feed people in need by 2025. (CARB 2017, pp. 3, 90.).

Senate Bill 1

Senate Bill 1 of 2006 (SB 1) established the statewide California Solar Initiative, also required the CEC to implement regulations that required sellers of production homes to offer a solar energy system option to all prospective homebuyers. Besides offering solar as an option to prospective homebuyers, sellers of homes constructed on land for which an application for a tentative subdivision map has been deemed complete on or after January 1, 2011, must disclose to the prospective homebuyer the total installed cost of the solar option, the estimated cost savings associated with the solar energy system option, information about California solar energy system incentives, and information about the Go Solar California website. Sellers of production homes affected by this law may opt for the solar offset program rather than offer solar as an option to prospective homebuyers. The solar offset program requires sellers to install a solar system elsewhere which is equivalent to the aggregate capacity of solar that would have been installed in an affected subdivision if 20% of the buyers had opted for the solar option. (SB1 2006)

Assembly Bill 939 and Assembly Bill 341

Assembly Bill 939, The California Integrated Waste Management Act of 1989, which was later modified by AB 341, required each jurisdiction within the state to include the following:

- Diversion of 25% of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities
- Diversion of 50% of all solid waste on and after January 1, 2000
- Source reduction, recycling, and composting of 75% of all sold waste on or after 2020 and annually thereafter

The California Department of Resources Recycling and Recovery (CalRecycle) was required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal. (CalRecycle 2020, webpage)

Regional Regulations

Southern California Association of Governments

Per SB 375, CARB set the following regional transportation greenhouse emissions reduction targets for the Southern California Association of Governments (SCAG) (SB 2015, pp. 7-8;

- 8 percent reduction from the 2005 per capita amount by 2020
- 13 percent reduction from the 2005 per capita amount by 2035

SCAG's SCS is included in the SCAG 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.). The 2016-2040 RTP/SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040—compared with 2005 levels (SCAG 2016, p. 153.). This meets or exceeds the State's mandated reductions established by CARB and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq., which are eight percent by 2020 and 13 percent by 2035. The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153.).

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. (SCAG 2020, webpage)

CARB updated the regional targets in 2018 to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature and the Governor's office. For the SCAG region, the updated targets are 8 percent below 2005 per capita emissions levels by 2020 (this value is unchanged from the previous 2020 CARB target), and 19 percent below 2005 per capita emissions levels by 2035. (SCAG 2020, p. 138.)

Connect SoCal SCS has been found to meet state targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region. (SCAG 2020, p. 138.)

South Coast Air Quality Management District

SCAQMD is principally responsible for comprehensive air pollution control for Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the Planning Area. SCAQMD works directly with SCAG, County transportation commissions and local governments, and cooperates actively with all federal and state government agencies to regulate air quality.

In April 2008, SCAQMD convened a Working Group to develop GHG significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency. (SCAQMD 2008a, p. 2.) As to all other projects where the SCAQMD is not the lead agency, the Board has, to date, only adopted an interim threshold of 10,000 $MTCO_2e$ per year for industrial stationary source projects.

For all other projects, SCAQMD staff proposed a multiple tier analysis to determine the appropriate threshold to be used. The draft proposal suggests the following tiers: Tier 1 is any applicable CEQA

exemptions; Tier 2 is consistency with a GHG reduction plan; Tier 3 is a screening value or bright line; Tier 4 is a performance based standard; and Tier 5 is GHG mitigation offsets (SCAQMD 2008b, pp. 3-10 – 3-18.). According to the presentation given at the September 28, 2010 Working Group meeting, SCAQMD staff proposed a Tier 3 draft threshold of 1,400 to 3,500 MT CO_2e/year depending on if the project was commercial, mixed use, or residential. For the Tier 4 draft threshold, SCAQMD staff presented a percent emission reduction target option but did not provide any specific recommendation for a percent emission reduction target; instead it referenced the San Joaquin Valley Air Pollution Control District (SJVAPCD) approach. The percent reduction target is based on consistency with AB 32 as it was based on the same numeric reductions calculated in the Scoping Plan to reach 1990 levels by 2020. The second Tier 4 option is to utilize an efficiency target for 2020 of 4.8 metric tons per service population per year for project level thresholds (SCAQMD 2010, pp. 3-5.).

Local Regulations

Sustainable Beaumont Plan

In 2015, the City of Beaumont developed and approved *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

5.7.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential GHG impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential GHG impacts include:

<u>Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design</u>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD11 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Beaumont 2040 Plan, Chapter 4 – Mobility

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

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

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

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

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

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for

residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M14 Traffic Calming Measures in Downtown. Finalize standards to create a defined, walkable, and safe core, along the Sixth Street and Beaumont Avenue corridors, by implementing traffic calming features, planting street trees to provide shade, and providing on-street parking consistent with the Beaumont Downtown Area Plan.

Implementation M25 Special Events. Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.
- Be consistent with the Downtown Area Plan.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

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

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

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

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

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

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

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

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and

design to adapt to those changes. This policy is implemented through the Safety Element.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

Policy 7.6.5 Ensure construction demolition achieves the State’s 65 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/ grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

Policy 8.1.5 Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.6 When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy 8.1.7 Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Policy 8.1.8 Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy 8.1.9 Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: A City which encourages energy from renewable sources.

Policy 8.2.1 Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy 8.2.2 Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.

Policy 8.2.3 Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: A City that reduces citywide greenhouse gas emissions.

Policy 8.3.1 Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- 1990 levels by 2020
- 40 percent below 1990 levels by 2030
- 60 percent below 1990 levels by 2040

Policy 8.3.2 Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.

Policy 8.3.4 Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

Policy 8.3.5 Prioritize municipal policies and programs that reduce the City's carbon footprint such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

Policy 8.3.6 Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.

Policy 8.3.7 Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.5 Consider incentives for the inclusion of live/work creative studio space in new developments in Downtown.

Implementation C1 Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.

Implementation C2 Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.

Implementation C3 Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Policy 11.4.3 Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.1 Promote the use of energy and water conservation technologies and practices.

Policy 11.12.2 Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.

Policy 11.12.3 Consider sustainable development practices that reduce energy and water demand.

Policy 11.12.4 Ensure that new development does not result in wind and solar access impacts.

Policy 11.12.5 Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Policy 11.12.7 Consider changes to the building code that will increase energy efficiency.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Implementation DAP12 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Revised Zoning Ordinance

The Revised Zoning Ordinance adds Section 17.11.140 to provide regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential GHG impacts.

5.7.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or,
- (Threshold B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.7.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential GHG impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

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

Raimi and Associates (R+A) estimated the potential GHG impacts associated with population and job growth facilitated by the land use designations proposed under the Beaumont 2040 Plan using State targets to establish thresholds of significance (Appendix G). For the purposes of this evaluation, GHG emissions per service population (population and employment) were used.

Forecast GHG emission levels were estimated for 2040 using population, housing, and employment forecasts developed for the Planning Area and consistent with the Traffic Impact Analysis (TIA) prepared by Fehr & Peers (Appendix F.1). **Table 5.7-B – Beaumont 2040 Plan Demographic Projections**, below, shows this data. Mobile source emissions were estimated based on daily vehicle miles traveled (VMT) data from the TIA, and the CARB emissions factor (EMFAC) model was used to estimate vehicle emissions associated with VMT. These estimates include the effects of existing State and city regulations, representing an "Adjusted Business-as-Usual" forecast. The forecast accounts for implementation of State programs to reduce emissions locally (e.g., Assembly Bill 1493, Senate Bill 100, and incremental improvements in Title 24) and of existing local programs to reduce emissions (e.g., water efficiency measure). (R+A, p. 1)

Table 5.7-B – Beaumont 2040 Plan Demographic Projections

	2018 (Baseline)	2030	2040 (Buildout)
Households	14,394	28,825	40,851
Population	49,630	91,944	127,205
Jobs	10,377	25,525	38,149
Service Population	**60,007**	**117,469**	**165,354**

Source: R+A, Table 1

The baseline conditions modeling assumed the year 2018 and the future Beaumont 2040 Plan modeling year assumed 2040. For comparison, 2020 and 2030 GHG emissions were estimated to compare to the State target defined in AB 32 and SB 32, 15 percent below 1990 levels by 2020 and 40 percent below 1990 levels by 2030. (R+A, p. 2) The GHG emissions results are shown in **Table 5.7-C – GHG Emissions by Section 2018-2040 ($MTCO_2e$)**, below.

Table 5.7-C – GHG Emissions by Section 2018-2040 ($MTCO_2e$)

Sector	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 (Buildout)
Residential Electricity	28,611	27,916	26,967	12,280
Residential Natural Gas	27,677	32,301	49,305	67,493
Nonresidential Electricity	22,819	23,719	26,735	12,991
Nonresidential Natural Gas	3,957	4,920	8,781	12,801
On-Road Transportation	249,364	286,315	472,645	547,663
Landfilled Waste	12,030	13,950	21,154	29,778
Water/Wastewater	88,603	85,849	55,864	26,212
Total	**433,062**	**475,014**	**661,535**	**709,218**

Source: R+A, Table 2

Although local governments have broad influence and exclusive authority over some activities that contribute to statewide GHG emissions, there are no state-mandated GHG reduction targets for individual cities or counties. However, there are several common approaches for assessing consistency with statewide GHG reduction targets for plan level assessments as well as project level assessments. (R+A, p. 2.)

reasonable way of evaluating emissions and is the industry standard in the climate action planning field. (R+A, p. 3.)

However, using a per capita emissions target would not represent a useful threshold for determining whether future commercial and industrial development projects contribute their fair share towards meeting City emission targets. In order to facilitate subsequent project-level analysis of future residential, commercial, and industrial projects, this analysis uses a per service population threshold. (R+A, p. 3.)

To determine the significance thresholds, three steps were taken. First, the analysis used the 2017 Scoping Plan to establish current conditions for emissions. Then the analysis reviewed existing State policies including AB 32, SB 32 and Executive Order S-03-05 (80% reduction by 2050) to calculate the State target emissions reductions based on the adopted policies. Finally, the analysis established the thresholds of significance based on the State's target emissions. For 2040, the threshold is 2.0 $MTCO_2e$ per service population. (R+A, p. 3.)

The significance thresholds determined by R+A are shown below in **Table 5.7-D – GHG Thresholds in $MTCO_2e$**.

Table 5.7-D – GHG Thresholds in $MTCO_2e$

	2018 (Baseline)	2020	2030	Adjusted 2040 (Buildout)
State Reduction Target	NA	15% below 1990 levels	40% below 1990 levels	60% below 1990 levels
Target per Service Population	5.6 $MTCO_2e$	5.6 $MTCO_2e$	3.2 $MTCO_2e$	2.0 $MTCO_2e$
Beaumont GHG per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$

Source: R+A, Table 3

In order to determine the GHG impacts of the full buildout of the Beaumont 2040 Plan, R+A calculated the Adjusted Business-as-Usual (ABAU) emissions based on the Beaumont 2040 Plan growth projections and baseline year 2018 emissions. The ABAU forecast accounts for the impacts of adopted State climate action policies on local emissions. There are four major policies that the State has adopted to reduce GHG emissions at the local level (R+A, pp. 3-4.):

1 Renewables Portfolio Standard (RPS): This law requires that electrical utilities provide an increased amount of electricity from eligible renewable sources. SB 100 requires that 33% of electricity sold by utilities in 2020 be renewable, 60% be renewable in 2030, and 100% be carbon-free in 2045.

2 Title 24: Title 24 is the set of regulations that specifies how new buildings must be constructed, including specifying minimum energy efficiency standards. These standards are updated triennially to be more stringent. California has set a goal for zero-net energy new construction by 2030.

3 Clean Car Standards: These standards require that vehicles sold in California meet minimum fuel efficiency requirements, and that fuel sold in the state emits less GHGs during production and use.

4 SB 1383: This law requires that food scraps and other organic material be diverted from landfill disposal. The State goal is that 75% of organic material is diverted from landfill by 2025.

Additionally, R+A utilized the VMT estimates in the Traffic Impact Analysis (TIA) prepared by Fehr & Peers (Appendix F.1) for the City to calculate on-road emissions. These VMT estimates are a more accurate depiction of the anticipated conditions in Beaumont in 2040. (R+A, p. 4.)

Based on these adjusted inputs, the estimated total emissions for the Beaumont 2040 Plan build-out equals 709,218 $MTCO_2e$ which translates to 4.3 $MTCO_2e$ per service population, including the sphere of Influence (SOI) as shown in **Table 5.7-E – Beaumont 2040 Plan GHG Emissions**. This is a 64 percent increase in total emissions since the 2018 baseline year and a 41 percent decrease in per service population emissions. (R+A, p. 4.)

Table 5.7-E – Beaumont 2040 Plan GHG Emissions

	2018 (Baseline)	Adjusted 2020	Adjusted 2030	Adjusted 2040 (Buildout)	Percentage Change (Baseline to 2040)
Total Emissions	433,063 $MTCO_2e$	475,014 $MTCO_2e$	661,535 $MTCO_2e$	709,218 $MTCO_2e$	64%
Emissions per Service Population	7.2 $MTCO_2e$	6.8 $MTCO_2e$	5.6 $MTCO_2e$	4.3 $MTCO_2e$	-41%
Exceeds Target per Service Population	NA	Yes	Yes	Yes	NA

Source: R+A, Table 4

Since the estimated GHG emissions per service population in 2040 are higher than the threshold of significance, the impact is considered significant and mitigation is required.

The City is currently participating in the Western Riverside Council of Governments (WRCOG) regional Climate Action Plan (CAP) effort that addresses GHG emissions related to the following sectors at a minimum: energy and buildings, transportation, waste, and water and wastewater. The following table presents some best practice goals and strategies to achieve GHG reductions in each sector that the City could examine implementing in the future. (R+A, pp. 4-5.)

Table 5.7-F – Potential GHG Mitigation Strategies by Sector

Sector	Strategy
Building and Energy	Require residential and commercial energy efficiency upgrades in existing buildings Examine adopting an energy efficiency or electrification reach code beyond Title 24 requirements for new construction Explore requiring solar PV installation on residential and commercial buildings beyond CALGreen requirements Examine accelerating the renewable portfolio by joining a Community Choice Aggregation (CCA) program that procures 100% renewable energy
Transportation	Implement a Transportation Demand Management Program Examine adopting an EV-Ready reach code for EV charging infrastructure in residential and nonresidential new construction beyond CALGreen requirements Prioritize implementation of General Plan action items that encourage mode shift from driving alone to biking, walking and transit Explore implementing new micro-mobility programs including e-scooters and bikeshare Explore redesigning parking pricing in commercial and retail districts; requiring designated parking for EVs and carpool vehicles at new non-residential development; amending zoning codes to reduce vehicle parking requirements in new development.
Waste	Evaluate adopting a polystyrene ban Require commercial and residential organics and food waste recycling Examine adopting a single-use plastics ban
Water	Require residential and commercial water efficiency upgrades in existing buildings Evaluate adopting indoor and outdoor water efficiency requirements beyond CALGreen for new construction Streamline permitting for laundry to landscape greywater systems Invest in recycled water infrastructure and other local water supplies

Source: R+A, Table 4

Implementation of Beaumont 2040 Plan goals and their associated policies and implementation actions listed above in Section 5.7.3, above, will further reduce potential GHG-related impacts from subsequent land use development by increasing energy and water efficiency, energy conservation, and use of renewable energy, promoting alternative forms of transportation and investing in infrastructure for public and active transportation, and reducing solid waste, and thus reduce GHG emissions. Specifically, goals 8.1, 8.3, 9.10, and 11.12,address energy sector emissions, goals 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 11.1, and 11.8 address transportation section emissions, goals, 8.1, 7.3, 9.10 and 11.12 address water sector emissions, and goals 7.6, 7.7, 7.6, and 7.7 address waste sector emissions in addition to other goals 3.1, 3.3., 3.7, and 3.8 that address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use. While goal 8.3 and associated policies 8.3.1 through 8.3.3 specify that the City will establish GHG reduction targets, implement measures to achieve needed reductions and monitor progress towards meeting said targets, mitigation measure **MM GHG 1** will be implemented to

evaluate the potential mitigation strategies in **Table 5.7-F**, implement feasible strategies, and monitor progress towards achieving GHG reduction targets.

Although Beaumont 2040 General Plan policies and implementation actions would reduce GHG emissions to the extent feasible, GHG calculations predict emissions in excess of the thresholds. Thus, this impact is considered **significant and unavoidable**.

Threshold B: ***Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's 2017 Scoping Plan, SCAG's Sustainable Communities Strategy, and the Sustainable Beaumont Plan. A consistency analysis with these plans is presented below.

CARB 2017 Scoping Plan

The CARB 2017 Scoping Plan is applicable to state agencies, but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the 2017 Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards.

Beaumont 2040 Plan GHG emissions shown in **Table 5.7-E** include reductions associated with select statewide strategies that have been adopted. Development projects accommodated under the Beaumont 2040 Plan are required to adhere to the programs and regulations identified by the 2017 Scoping Plan and implemented by State, regional, and local agencies to achieve the statewide GHG reduction goals of SB 32. Future development projects would be required to comply with these GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated under the proposed land use plan of the Beaumont 2040 Plan would be built to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under Threshold A, the Beaumont 2040 Plan includes policies and implementation actions that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Therefore, overall, the Beaumont 2040 Plan would not obstruct implementation of the 2017 Scoping Plan.

SCAG Sustainable Communities Strategy

As stated in Section 5.7.2., above, the SCAG 2016 RTP/SCS goals and policies reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.).

As stated previously, SCAG adopted the Connect SoCal plan (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy) in May 2020. The Connect SoCal plan identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the

region's remaining natural lands and farmlands (SCAG 2020, p. 51). The Connect SoCal plan contains transportation projects to help more efficiently distribute population, housing, and employment growth as well as projected development that is generally consistent with regional-level general plan data to promote active transport and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network identified in Connect SoCal, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The Beaumont 2040 Plan includes goals 3.1, 3.2, 3.3, 3.7, 3.8, 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 7.9, 8.3, 8.11, 11.1 and 11.8 and their associated policies and implementation actions listed in Section 5.7.3, above, address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use and thereby reduce VMT.

Furthermore, as discussed in Threshold A in Section 5.13 (Population and Housing) of this PEIR, implementation of the Beaumont 2040 Plan forecasts the employment to housing ratio to increase to 0.93:1. While still jobs-poor, the Beaumont 2040 Plan would increase the employment/housing ratio to a factor much closer to 1:1 providing for a better jobs/housing balance. Thus, the Beaumont 2040 Plan would make it easier for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT. Therefore, the Beaumont 2040 Plan would not conflict with or obstruct SCAG's Connect SoCal plan, and no impact would occur.

Sustainable Beaumont Plan

Adopted in 2015, the Sustainable Beaumont Plan provided measures to meet the goal of reducing community GHG emissions 15 percent decrease from 2005 levels, as recommended in the AB 32 Scoping Plan. The goal for 2030 is to reduce GHG emissions 41.7 percent below 2012 levels, which would put the City on a path toward the State's long-term goal to reduce emissions 80 percent below 1990 levels by 2050. The reduction measures listed in the Sustainable Beaumont Plan are estimated to reduce 162,174 $MTCO_2e$ by 2030, which meets the 2030 target (SB 2015, p. 64). The Sustainable Beaumont Plan will serve as a foundation that can be built upon in updated versions of the Plan or similar document to meet the 2030 goals and beyond.

Implementation of Beaumont 2040 Plan goals and their associated policies and implementation actions listed above in Section 5.7.3, above, will further reduce potential GHG emissions from subsequent land use development and redevelopment by increasing energy and water efficiency, energy conservation, and use of renewable energy, promoting alternative forms of transportation and investing in infrastructure for public and active transportation, and reducing solid waste. Specifically, goals 8.1, 8.3, 9.10, and 11.12,address energy sector emissions, goals 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 11.1, and 11.8 address transportation section emissions, goals, 8.1, 7.3, 9.10 and 11.12 address water sector emissions, and goals 7.6, 7.7, 7.6, and 7.7 address waste sector emissions in addition to other goals 3.1, 3.3., 3.7, and 3.8 that address land use and neighborhood design and improve opportunities for pedestrian, bicycle, and transit use.

Thus, implementation of the Beaumont 2040 Plan would contribute to the reduction of GHG emissions throughout the Planning Area and would not conflict with or obstruct implementation of the Sustainable Beaumont Plan, and no impact would occur.

5.7.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the proposed Project will result in in significant and unavoidable impacts with regards to GHG emissions **MM GHG 1** is proposed to address the reduction in GHG emissions in the Planning Area.

MM GHG 1: In order to address effects of GHG emissions from future development, the City of Beaumont shall evaluate the feasibility of the potential GHG reduction strategies in **Table 5.7-F** and update the Sustainable Beaumont Plan or similar document every five years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction targets and to require amendment if the plan is not achieving the specified level. The updates shall identify targets for years 2030, 2040, and 2050 and subsequent applicable statewide legislative targets that may be in effect at the time of the update.

5.7.7 Level of Significance after Mitigation

Implementation of the Beaumont 2040 Plan could result in GHG emissions that exceed applicable standards (Threshold A). Although **MM GHG 1** and Beaumont 2040 General Plan policies and implementation actions listed in Section 5.7.3, above, would reduce these impacts to the extent feasible, impacts, at a program level, impacts from GHG emissions remain **significant and unavoidable**.

The significance of GHG impacts resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.7.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

CalRecycle 2020 — California Department of Resources Recycling and Recovery, *California's 75 Percent Initiative*, webpage. (Available at https://www.calrecycle.ca.gov/75Percent/, accessed August 20, 2020.)

CARB 2017 — California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017. (Available at https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf, accessed August 2020.)

CBSC 2019 — California Building Standards Commission, *2019 California Green Building Standards Code*, July 2019. (Available at https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen, accessed August 19, 2020.)

CEC 2019 — California Energy Commission, *2019 Building Energy Efficiency Standards Frequently Asked Questions*, March 2018. (Available at https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed August 19, 2020.)

NHTSA 2018 — National Highway Traffic Safety Administration, *The Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks*. August 23, 2018. (Available at https://www.regulations.gov/document?D=EPA-HQ-OAR-2018-0283-0756, accessed August 2020.)

NHTSA 2020 — National Highway Traffic Safety Administration, *The Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule for Model Years 2021–2026 Passenger Cars and Light Trucks*, March 31, 2020. (Available at https://www.nhtsa.gov/corporate-average-fuel-economy/safe, accessed August 2020.)

OAG 2015 State of California Department of Justice, Office of the Attorney General, *Climate change Impacts in California*, webpage. (Available at https://oag.ca.gov/environment/impact, accessed August 2020.)

R+A Raimi and Associates, *General Plan Update EIR GHG Analysis Findings*, August 27, 2020. (Included as Appendix E.)

SB 2015 City of Beaumont, *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, October 2015. (Available at https://www.beaumontca.gov/DocumentCenter/View/27815/Beaumont-Climate-Action-Plan?bidId=, accessed August 2020.)

SB 1 2006 Legislative Counsel of California, *California Senate Bill 1*, August 2006. (Available at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060SB1, accessed August 19, 2020.)

SB 100 2018 Legislative Counsel of California, *California Senate Bill 100*, September 2018. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100, accessed August 20, 2020.)

SCAG 2016 Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, adopted April 7, 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 19, 2020.)

SCAG 2020 Southern California Association of Governments, *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted May 7, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed August 19, 2020.)

SCAQMD 2008a South Coast Air Quality Management District, *Board Letter - Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*, December 5, 2008. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2, access August 20, 2020.)

SCAQMD 2008b South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2, accessed August 20, 2020.)

SCAQMD 2010 South Coast Air Quality Management District, *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15*, September 28, 2010. (Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2, accessed August 20, 2020.)

5.8 HAZARDS AND HAZARDOUS MATERIALS

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the project components listed above, the revised Zoning Ordinance address site planning, building compatibility with the proposed Beaumont 2040 Plan, and is thus not considered to have impacts related to hazards and hazardous materials. Therefore, this project component will not be analyzed further in this section. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential impacts to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creating a significant hazard to the public or the environment; for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, resulting in a safety hazard or excessive noise for people residing or working in the project area; impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan; and exposing people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

In response to the Notice of Preparation, the City received comment letters from the Riverside County Department of Waste Resources and the Southwest Regional Council of Carpenters.[1] These letters are included in Appendix A and summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding hazardous and hazardous materials at the Project's public scoping meeting.

5.8.1 Setting

Hazardous Materials

Hazardous or potentially hazardous materials are known to be produced, used, and/or stored by certain commercial and industrial facilities within the Planning Area. Regulations for the protection of the public and the environment affect both the use of these materials as well as the transport and disposal within a community. The State Water Resources Control Board (SWRCB) and the California Department of Toxic Substance Control (DTSC) maintains the GeoTracker and EnviroStor databases, respectively. These databases include information to easily identify the location of a hazardous waste site and also maintains information about specific sites, including the current status of the site, chemicals of concern on the site,

[1] Letter prepared by Wittwer Parkin LLP on behalf of the Southwest Regional Council of Carpenters.

potential media affected, regulatory activities, and any data submitted to the oversight agency. According to the GeoTracker and EnviroStor databases, there are no open leaking underground storage tank (LUST) sites in the Planning Area. GeoTracker identifies 15 closed case LUST sites that have completed site assessments and any required clean-up in addition to two cleanup program sites for which cleanup has been completed and the cases are closed. There is one open cleanup program site within the Planning Area; Lockheed Propulsion Company at 17255 Highland Springs Road (within the City's Sphere of Influence (SOI)). GeoTracker reports the status of this site as "open – assessment and interim remedial action." This means an interim remedial action is occurring at the site and additional activities such as site characterization, investigation, risk evaluation, and or/site conceptual model development are occurring. EnviroStor identifies Lockeed Propulsion-Beaumont No. 1 (Site 1) and Lockheed-Propulsion-Beaumont No. 2 (Site 2) as active sites. These sites are also on the Cortese List maintained by the California Environmental Protection Agency.

Lockheed Site 1 and Site 2 were used for the processing, testing, and disposal of solid rocket propellant, among other products, in the 1960's, and early 1970's. Operations at these sites ceased in 1974. Between 1974 and 1986, portions of the overall sites were used for sheep ranching and training of heavy equipment operators. These practices were ceased when the potential for contamination was discovered. The majority of the testing was conducted at Site 1, which encompasses approximately 9,100 acres within the City's SOI on Highland Springs Road. Site 1 is currently vacant and all but approximately 566 acres are now owned by the State of California and administered by the California Department of Fish and Wildlife. Those 566 acres are owned by Lockheed Martin and a conservation easement has been granted to the State. Site 1 is designated and zoned Open Space. Site 2 encompasses approximately 2,500 acres within the City limits on Jack Rabbit Trail approximately five miles northeast of Site 1. Site 2 is designated and zoned Industrial and is owned by the County of Riverside. Final environmental cleanup at both Site 1 and Site 2 commenced summer 2018. (Lockheed 1, Lockheed 2, Lockheed Martin.)

The EnviroStor database identifies 15 school site investigations, which are all completed, and no action is required. EnviroStor also identifies the Square D Company site, located at 1060 E 3rd Street as being "Certified O & M – Land Use Restriction Only." This status means a remedy is implemented and the selected remedy results in hazardous substances remaining at the site at concentrations above those acceptable for unrestricted use and a Land Use Restriction or Land Use Covenant has been recorded for the site.

The DTSC summarizes all registered hazardous material transporters in the state. There is currently one active transporter located within the City, (DTSC.) Additionally, two major freeways (Interstate 10 and State Route 60), as well as the Union Pacific railroad serve as transportation corridors for vehicles carrying a variety of hazardous or potentially hazardous materials. Accidental release of these materials could pose health risks and the potential for environmental contamination.

The City works with the Riverside County Fire Department to require hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. The City also supports and coordinates with the Riverside County Waste Management Department to host "household hazardous waste" collection events in the City for safe disposal of hazardous items by individuals.

Wildfire Hazards

Wildfires also pose a hazard in the Planning Area, particularly at the interface of wildlands and urban structures. Beaumont has been identified by CAL FIRE as being located within a "wildland-urban

interface". This interface includes areas where homes or structures are intermixed with wildlands, which creates high wildfire risk. Historically, several fires have occurred in the wildland-urban interface in Riverside County and the threat intensifies under the Santa Ana winds and other extreme fire weather conditions. (Beaumont 2040 Plan, p. 228.)

The severity of wildfires is generally influenced by four factors: vegetation, climate, topography, and fire origin. Other factors such as accessibility (roads), distance from urban areas (remoteness), and structure design and location (homes) also influence the fuel load and response times for emergency vehicles. The risk of exposure to wildfires can be reduced by the following:

- Reduce fuel loads where feasible and appropriate;
- Land use plans and policies that discourage or prohibit development proximate to areas with high risk of wildfire due to fuel load, remoteness, and accessibility, or some combination thereof;
- Site plans, conditional use permits, tract maps, and parcel maps [others?] that incorporate adequate clear buffer areas to reduce the risk to structures from the threat of wildfires; and
- Facilities that evidence fire-resistant designs.

The type, density and dryness of vegetation, called the "fuel load," will influence the risk level for a wildfire to start and/or spread. Light fuel loads typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuel loads consist of heavier brush and timber over six feet high. The majority of the fuel loads in the Planning Area are characterized as light fuels with some medium fuels in the southern and western portions of the Planning Area. Heavy fuel loads are known to exist within riparian areas where vegetation is dense and large in size.

The majority of fires in Southern California occur when the marine airflow is displaced by the dry Santa Ana winds after long dry periods. Wind velocities can reach up to 100 miles per hour in exposed open space areas and relative humidity sometimes reaches zero. The westerly winds that blow with considerable force through the eastern portion of the San Gorgonio Pass can also increase the risk of fire hazards within Beaumont. Topography can also directly and indirectly affect fire intensity and the direction and rate of spread of a fire. The degree of slope and direction of the slope face will affect the amount of rainfall received, fuel types and fuel densities.

In Beaumont, Moderate, High, and Very High Fire Hazard Severity Zones (FHSZ) are in and near undeveloped land, both within the existing City limits and in the Sphere of Influence. High and Very High FHSZ are in the northeast portion of the City and Sphere near the San Bernardino Mountains as well as in undeveloped areas in the Potrero Reserve along State Route-79 in the southern portion of the City (See **Figure 5.8-1 – Fire Hazard Zone Severity Map**.) The undeveloped area within the Potrero Reserve is largely composed of shrub and grassland communities, which may provide fuel for wildfires. (Beaumont 2040 Plan, p. 228.)

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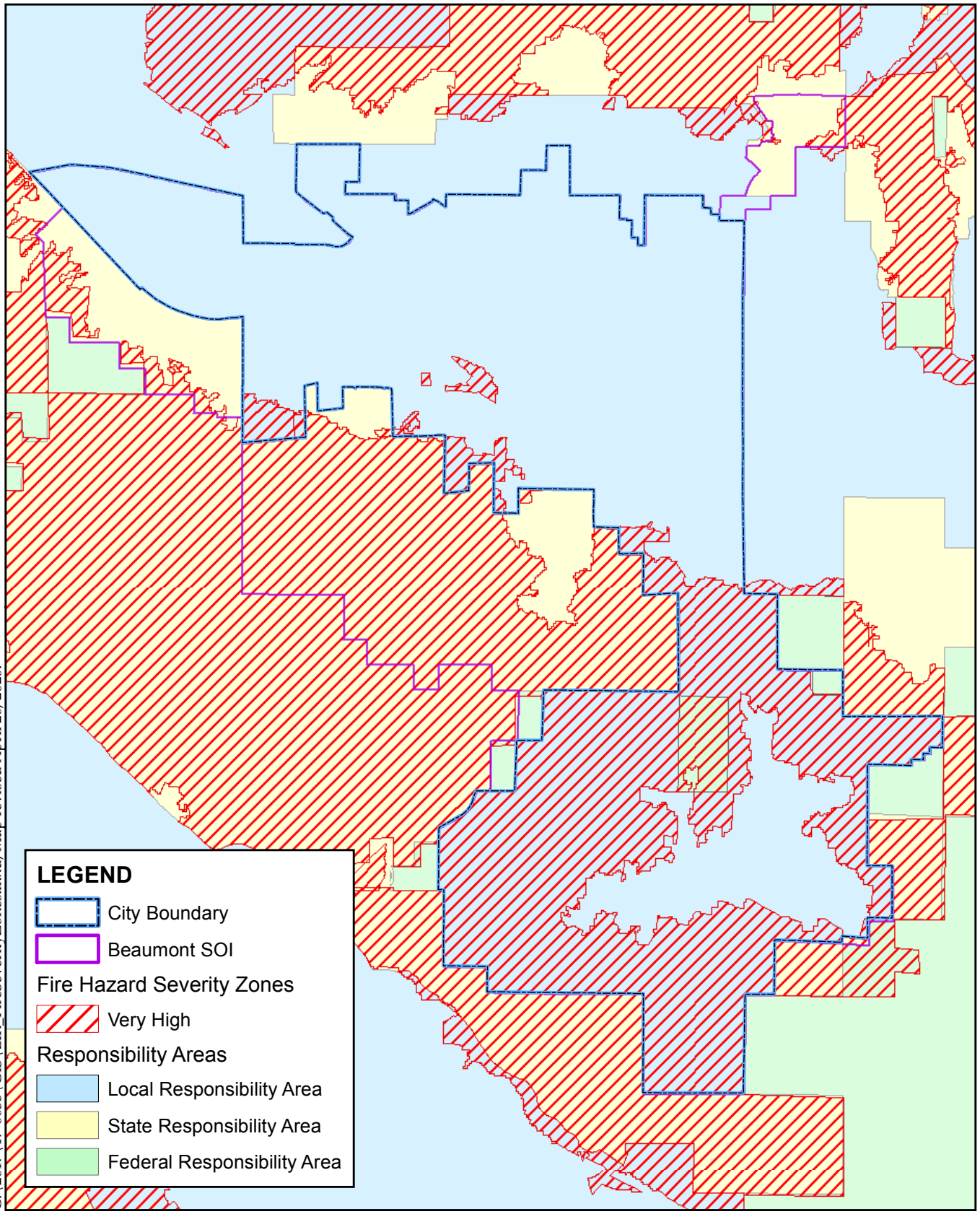


Figure 5.8-1 Fire Hazard Severity Zones

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Primary fire protection services, in addition to emergency medical services and fire safety education within the Planning Area are provided by the Riverside County Fire Department in conjunction with CAL FIRE.[2] (Refer to Section 5.14 – Public Services. The City regularly reviews the adequacy of fire protection and emergency services in the City, as part of the annual budget review of the City's contract with the County Fire Department. In addition to protection and response services, the County Fire Department also implements programs designed to help prevent fires and reduce fire hazards, including but not limited to:

- Participation with the City in the land use and development review process ("Safe Development Review Program"), with Fire Department input required before proposals can proceed;
- Building inspections; and
- Public education and awareness.

Airport Hazards

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Other airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport. There are no airports in the Planning Area; however, the Banning Municipal Airport is located approximately five (5) miles east of the City's eastern boundary. The Planning Area is not within the Airport Influence Area Boundary of the Banning Airport. (ALUC, Map BN-1 and Map BN-2.)

5.8.2 Related Regulations

A summary of key federal, state, county and local regulations and policies that address hazardous materials and hazardous waste management is provided below. These polices and regulations provide the regulatory framework for addressing all aspects of hazards and hazardous materials that would be affected by adoption and implementation of the proposed Project.

Federal Regulations

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (1975) is the statutory basis for the extensive body of regulations providing for the safe transport of hazardous or potentially hazardous materials on water, rail, highways, through air, or in pipelines. The Act includes provisions for material classification, packaging, marking, labeling, placarding, and shipping documentation.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act of 1976 addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. RCRA implemented a manifest tracking system which documents and records the movement of waste from its site of generation to its ultimate disposition. RCRA also establishes national minimum requirements for solid waste disposal sites and practices, and requires states to develop plans for the management of wastes within their jurisdictions. RCRA also specifically requires monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of such tanks must demonstrate financial assurance for any required

[2]

remediation should tanks rupture or leak. Subsequent amendments to RCRA established waste minimization in total as a national priority.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

CERCLA, enacted in 1980, created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. The purposes of CERCLA are to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provide for liability of persons responsible for releases of hazardous waste at these sites; and
- Establish a trust fund to provide for cleanup when no responsible party could be identified.

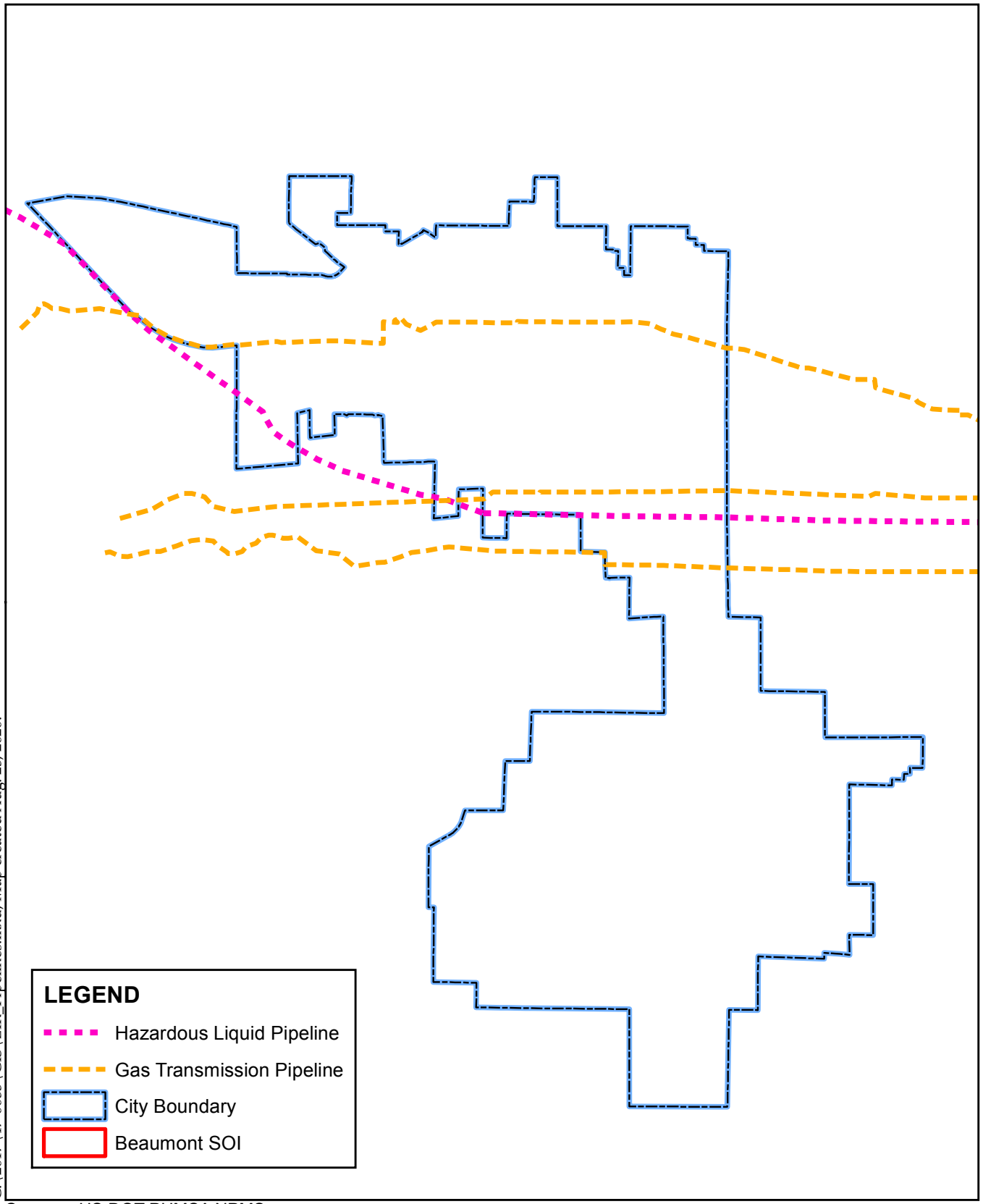
Superfund Amendments and Reauthorization Act (SARA)

The 1986 Superfund Amendments and Reauthorization Act (SARA) amended CERCLA to reflect EPA's experience in administering the complex Superfund program during its first six years. Important changes and additions to the program initiated under SARA included:

- Enhancement of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites;
- Superfund actions were required to consider the standards and requirements found in other State and federal environmental laws and regulations;
- Provision of new enforcement authorities and settlement tools;
- Increased State involvement in every phase of the Superfund program;
- Increased focus on human health problems posed by hazardous waste sites;
- Greater citizen participation in making decisions on how sites should be cleaned up; and
- Increased the size of the trust fund for cleanup when no responsible party could be identified.

Hazardous Liquid Pipeline and Natural Gas Pipeline Safety

The Hazardous Liquid Pipeline Safety Act of 1979 and the Natural Gas Pipeline Safety Act of 1968 authorize the US Department of Transportation (DOT) to regulate pipeline transportation of hazardous liquids, including crude oil, petroleum products, anhydrous ammonia, and carbon dioxide; transportation of flammable, toxic, or corrosive natural gas and other gases; and transportation and storage of liquefied natural gas. The US Pipeline and Hazardous Materials Safety Administration develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation’s 2.6-million-mile pipeline transportation system. (PHMSA.) There is a gas transmission pipeline and a hazardous liquid pipeline that traverses the Planning Area in a west-east direction. (NPMS.) **Refer to Figure 5.8-2 – Pipelines**.



G:\2017\17-0033\GIS\EIR_Pipelines.mxd; Map created Aug. 23, 2020.

Sources: US DOT PHMSA NPMS; Raimi+ Assoc. 2019; ESRI.

Figure 5.8-2 – Pipelines

City of Beaumont General Plan Update

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Regulation of Polychlorinated Biphenyls and Lead-Based Paint

The Toxic Substances Control Act of 1976 (Title 15, United States Code, Section 2605) banned the manufacture, processing, distribution, and use of polychlorinated biphenyls (PCB) in enclosed systems. The EPA Region 9 PCB Program regulates remediation of polychlorinated biphenyls in several states, including California. The Residential Lead-Based Paint Hazard Reduction Act of 1992 amended the Toxic Substances Control Act to include Title IV, Lead Exposure Reduction. The EPA regulates renovation activities that could create lead-based paint hazards in target housing and child-occupied facilities and has established standards for lead-based paint hazards and lead dust cleanup levels in most pre-1978 housing and child-occupied facilities.

Federal Aviation Regulations (FAR)

Federal Aviation Administration (FAA) regulations, known as Federal Aviation Regulations (FARs), provide regulatory guidance for the operation, development, and construction of airports and aircraft as well as the training of and conduct of pilots of all civil types and ratings. Included in the FARs are specific regulations guiding the operation of airports and requirements related to development adjacent to airports (14 CFR 77). FAR Part 77 pertains to objects affecting navigable airspace and establishes standards for determining obstructions in navigable airspace, sets forth the requirements for notice to the administrator of certain proposed construction or alteration, provides for aeronautical studies of obstructions to air navigation in order to determine their effect on the safe and efficient use of airspace, provides for public hearings on the hazardous effects of proposed construction or alteration on air navigation, and provides for the establishment of antenna farm areas.

The Planning Area is not within any FAA-regulated area of the Banning Municipal Airport.

Healthy Forest and Rangelands (National Fire Plan)

Healthy Forests and Rangelands is a cooperative effort between the US Department of the Interior (DOI), the US Department of Agriculture (USDA), and their land management agencies. Healthy Forests and Rangelands provides fire, fuels, and land management information to government officials, land and fire management professionals, businesses, communities, and other interested organizations and individuals. The National Fire Plan (NFP) was developed in August 2000, following a landmark wildland fire season, with the intent of actively responding to severe wildland fires and their impacts to communities while ensuring sufficient firefighting capacity for the future. The NFP was finalized in August 2001 by the DOI and the USDA and addresses five key points: firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability.

State Regulations

At the state level, California has developed hazardous waste regulations that are similar to the federal laws, but that are more stringent in their application in some cases. The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the Department of Toxic Substances Control (DTSC) is the primary state agency with jurisdiction over hazardous chemical materials management. While DTSC has the primary responsibility for enforcement and implementation of hazardous waste control laws in the state, this responsibility is shared with other state and local government agencies, including the SWRCB, Regional Water Quality Control Board (RWQCB), and city and county governments. Other state agencies involved in hazardous materials management are the California Department of Industrial Relations' Division of Occupational Safety and Health (Cal/OSHA), California Emergency Management Agency's Accidental Release Prevention (Cal/ARP), California Department of Fish and Wildlife (CDFW), California Air Resources Board (CARB), California Department of Transportation (Caltrans), California Office of Environmental Health Hazard Assessment (OEHHA), and the California Department of Resources Recycling and Recovery

(CalRecycle). Hazardous chemical and bio-hazardous materials management laws in California include the following statutes and regulations.

Hazardous Waste Control Law (HWCL)

The Hazardous Waste Control Law (1972) was enacted four years before RCRA and implements the "cradle-to-grave" concept of hazardous waste management in the State of California. Under the Law, it is the responsibility of generators to determine whether their wastes are potentially hazardous, and to ensure their proper management. The Law also establishes criteria for the reuse and recycling of hazardous wastes. The regulation far exceeds Federal requirements by mandating source reduction planning, and more extensive permitting requirements for facilities that treat hazardous waste. It also regulates a number of types of wastes and waste management activities that would not be subject to RCRA.

California Code of Regulations (CCR)

Most State and Federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, and treatment, storage, and disposal facilities. However, the State Department of Toxic Substance Control (DTSC) regulates hazardous waste more stringently than the U.S. EPA. As such, the integration of California and Federal hazardous waste regulations articulated within Title 22 does not allow for as many exemptions or exclusions permitted under Federal regulations. CCR Title 22 also regulates a wider range of waste types and management activities than do similar federal regulations. California hazardous waste and toxics-related regulations identified within Title 22 and elsewhere throughout the CCR are comprehensively identified and consolidated within CCR Title 26 "Toxics."

Public Resources Code & Government Code

Public Resources Code Sections 4201–4204 and Government Code Sections 51175–51189 require identification of fire hazard severity zones in California. Fire hazard severity zones are modeled based on vegetation, topography, weather, fuel load type, and ember production and movement within the area in question. Fire hazard severity zones are defined as moderate, high, and very high fire hazard severity by the California Department of Forestry and Fire. Fire prevention areas considered to be under state jurisdiction are referred to as state responsibility areas, while areas under local jurisdiction are called local responsibility areas.

State Aeronautics Act

The State Aeronautics Act, which is codified in Public Utilities Code Section 21670, et seq., establishes the requirement for the creation of airport land use commissions for every county in which there is located an airport that is served by a scheduled airline. Additionally, these sections of the Public Utilities Code mandate the preparation of Comprehensive Land Use Plans (CLUP) to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of CLUPs includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public.

California Emergency Services Act

California Government Code 8550-8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the state to mitigate the effects of natural, manmade, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the

state. The general purpose is to protect the health and safety, and preserve the lives and property of the people of the state.

California Division of Occupational Safety and Health

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2000 Uniform Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of Title 24 of the CCR, also known as the California Building Standards Code.

Government Code Section 65962.5

The provisions of Government Code Section 65962.5 are commonly referred to as the Cortese List. The Cortese List is a planning document used by the state and local agencies to provide information about hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal/EPA) to develop an updated Cortese List annually, at minimum. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the list.

Emergency Services Act

Under the Emergency Services Act (California Government Code Section 8850 et seq.), the State developed an emergency response plan to coordinate the emergency services of federal, state, and local agencies. Quick response to natural and man-made incidents is a key part of the plan. The Governor's Office of Emergency Services (Cal OES) administers the plan and coordinates the responses of other agencies, including Cal/EPA, the CHP, the California Department of Fish and Wildlife, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Business Plan Act

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires preparation of hazardous materials business plans and disclosure of inventories of hazardous materials. A business plan includes an inventory of the hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee safety and emergency response training (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, the DTSC has primary regulatory responsibility for managing hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State. Local agencies, including the Riverside County Environmental Health Department, administer these laws and regulations. Sections 12101 through 12103 of the California Health and Safety Code require that permits be obtained by those manufacturing, transporting, possessing, or using explosives and endorsed by the jurisdiction(s) in which the transportation or use would occur.

Hazardous Waste Control Act

The Hazardous Waste Control Act is codified in California Code of Regulations Title 26, which describes requirements for the proper management of hazardous wastes. The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposing of such wastes. To comply with these regulations, the generator of hazardous waste material must complete a manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, and is required to file copies of the manifest with the DTSC.

Underground Storage Tank Program

The California Department of Public Health and the SWRCB maintain lists of hazardous underground storage tanks for remediation. Sites are listed based on unauthorized release of toxic substances. Leak prevention, cleanup, enforcement, and tank testing certification are elements of the UST program.

Unified Program

Cal OES grants oversight and permitting responsibility to qualifying local agencies for certain state programs pertaining to hazardous waste and hazardous materials. Beaumont's participation in the Unified Program is coordinated by the Riverside County Department of Environmental Health, as the designated Certified Unified Program Agency (CUPA) for the City.

Regional Regulations

At the local level, Riverside County provides for enforcement and monitoring of federal and State regulations addressing hazardous materials/hazardous wastes activities and management. The following County Ordinances provide the primary means for implementing applicable federal and State policies.

Ordinance No. 615.3

This Ordinance designates the Riverside County Department of Environmental Health as the local enforcement agency responsible for ensuring compliance with the provisions of the California Health and Safety Code, Chapter 6.5, Division 20, Sections 25100 et seq., and the Environmental Health Standards for the Management of Hazardous Waste as specified in Title 22 of the California Code of Regulations, Division 4.5 related to the generation, storage, handling, disposal, treatment, and recycling of hazardous waste.

Ordinance No. 718.1

This Ordinance implements a local medical waste management program in accordance with the Medical Waste Management Act, as found in the California Health and Safety Code, Division 14, Part 14. The Ordinance establishes requirements for the management of medical waste and makes provisions for the enforcement thereof.

Riverside County Fire Department Policies

The Riverside County Fire Department (RCFD) maintains a hazardous material (hazmat) team to respond to hazardous materials spills and leaks as well as provide expertise in the safe handling, abatement and documentation of hazmat emergencies. The RCFD implements its programs through the RCFD Hazardous Materials Response Plan, which was developed in accordance with CCR Title 8. Riverside's team consists of two parts including a hazmat unit and a support unit.

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The City Beaumont is a participating jurisdiction in the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (HMP). The HMP identifies the county's hazards, reviews and assesses past disaster

occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards for the County and Operational Area member jurisdictions, including the City Beaumont. (Riverside County HMP, p. 4.)

CAL FIRE/Riverside County Unit Strategic Fire Plan

The California Department of Forestry and Fire Protection (CAL FIRE)/Riverside County Unit Strategic Fire Plan (Fire Plan) was updated in May 2016. The Fire Plan is a cooperative effort between the State Board of Forestry and California Department of Forestry and Fire Protection. The plan provides a road map for prevention and reduction of firefighting costs and losses to property, life, and the environment in San Jacinto Mountain communities including Beaumont. The Safety Element incorporates relevant policies from the Fire Plan. (Beaumont 2040 Plan, p. 223.)

Beaumont Drainage Management Plan

In accordance with the requirements of the State Regional Water Quality Control Board, the Beaumont-Cherry Valley Water District adopted a 2015 Urban Water Management Plan. The purpose of this plan is to analyze drainage problems in Beaumont and consider flood protection for existing and future development. Additionally, the plan aims to provide guidance on reducing levels of pollutants within stormwater runoff and increasing public awareness of water quality problems. . (Beaumont 2040 Plan, p. 223.)

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District's Master Drainage Plan for the Beaumont Area analyzes drainage issues in Beaumont and provides solutions for drainage issues within the plan area. The Plan also describes the location, size, and capacity of flood control facilities that are needed for current development and anticipated growth. . (Beaumont 2040 Plan, p. 223.)

Local Regulations

Local Hazard Mitigation Plan

The City's Local Hazard Mitigation Plan (LHMP) was last updated in 2017. The LHMP's purpose is to identify potential City hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term damage to people and property from natural and man-made hazards. The plan identifies vulnerabilities, prioritizes mitigation actions, evaluates resources and identifies mitigation shortcomings, provides future mitigation planning, and maintenance guidelines for the existing plan. Mitigation strategies included in the LHMP will serve as the implementation plan for the Beaumont 2040 Plan Safety Element. Under Assembly Bill 2140, cities may adopt their LHMP into their Safety Elements in order to ensure eligibility for potential reimbursement of post-disaster public assistance. (Beaumont 2040 Plan, p. 222.)

Emergency Operations Plan

The City of Beaumont has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Further, it is an extension of the State Emergency Plan. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between the City of Beaumont and

Riverside County, special districts, and state agencies. The EOP references and is consistent with the Beaumont 2040 Plan Safety Element goals and policies. (Beaumont 2040 Plan, p. 222.)

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address hazards and hazardous materials.

Title 2 – Administration and Personnel, Chapter 2.28 – Emergency Services

Section 2.28.010 of the Beaumont municipal Code (BMC) states that is the intent of this chapter that informal mutual aid shall be available and furnished in all cases of local peril or emergency when requested by appropriate agency designates. The official who may proclaim a local emergency is the City Manager. In the absence of the City Manager, the City Police Chief or designated agent, Emergency Services Director, or designated agent, and/or the Mayor, Mayor Pro tem, or other Council member designated.

Title 3 – Revenue and Finance, Chapter 3.36 – Emergency Preparedness Facilities Fees

BMC Chapter 3.36 establishes the collection of an impact feet to be levied on new development within the City to fund Emergency Preparedness Centers to accommodate expected growth in the City. As defined in BMC Section 3.36.020, *Emergency Preparedness Centers means those improvements necessary to provide those facilities identified in the City of Beaumont General Plan, the City's Multi-hazard Functional Plan and the Emergency Preparedness Facilities Fee Study dated January 26, 2001, and other improvements in connection therewith, as may be determined by the City Council from time to time, which are not otherwise provided by, or required of, development within the City pursuant to BMC Title 17 (Zoning), Title 16 (Subdivisions), and Title 15 (Building and Construction). Emergency Preparedness Centers shall also include architectural, administrative, engineering, legal, planning, environmental and other services required in connection with the implementation of this Chapter and the construction of the foregoing improvements.*

The Emergency Preparedness Facilities Fee is collected prior to the issuance of a building permit for a new residential unit (including the conversion of an existing unit to more than one unit), new commercial, office, and industrial development, and additions to existing commercial, office, and industrial development greater than 200 gross square feet. The fees collected shall be used for the purpose of acquiring and construction facilities identified by the City Council in the Master Plan or facilities included in the City's capital improvement plan. (BMC, Sections 3.36.020, 3.36.080.)

Title 5 – Business Taxes, Licenses and Regulations, Chapter 5.36 – Telecommunications Ordinance

BMC Section 5.36.360 (Emergency Override) requires the operators of cable television services in the City to install and maintain an Emergency Alert System that allows the City to simultaneously override audio signals and broadcast emergency messages on all television channels.

Title 8 – Health and Safety, Chapter 8.12 – Solid Waste Management

The purpose of Chapter 8.12 is to properly manage and dispose of solid waste to protect the public health, safety, and well-being of Beaumont's citizens, visitors, property owners, and businesses. The provisions of this Chapter are intended to ensure solid waste handling services, including hazardous materials, are readily available, adhere to uniform standards, and are reliable clean, and efficient. (BMC Section 8.12.010A.)

BMC Section 8.12.530 states, *No person shall place or deposit hazardous waste, household hazardous waste, or universal waste in any container provided by a solid waste franchisee, or deposit, release, spill,*

leak, pump, pour, emit, empty, discharge, inject, dump or dispose into the environment any hazardous waste,[3] household hazardous waste,[4] or universal waste.[5]

Title 17 – Zoning, Chapter 17.04 – Performance Standards

BMC Section 17.04.040 (Hazardous Materials), states that in order to protect the health and welfare of persons living, working, or visiting the City of Beaumont the use, storage, manufacture, or disposal of hazardous material shall be regulated and monitored according to the standards established by the US EPA, the California Department of Health Services (DHS), and BMC Section 17.04.040.

BMC Section 17.04.040A requires preparation of a risk management and prevention program in accordance with the California Health and Safety Code, in addition to an inventory statement in accordance with federal, state, and local laws for all structures and land uses using materials identified as hazardous by the State of California Environmental Protection Agency (Cal EPA) and the US EPA.

BMC Section 17.04.040B, requires compliance with all applicable ordinances in order to use and/or store of flammable or explosive materials. This section of the BMC also prohibits open burning unless a written permit has been issued by the appropriate responsible agency.

BMC 17.04.040C, prohibits the discharge of liquid or solid waste or similar material that contaminates the water supply, or interferes with the bacterial processes in sewage treatment or otherwise causes the emission of dangerous or offensive elements into the public sewer or private disposal system, except in accordance with the applicable requirements of the US EPA.

BMC 17.04.040D, prohibits the emission of dangerous levels of radioactivity at any time. The term dangerous levels correspond to the applicable Federal and/or State standards for exposure.

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[3] BMC Section 8.12.020 defines “hazardous waste" *as any waste materials or mixture of wastes defined as a "hazardous substance" or "hazardous waste" pursuant to the Resource Conservation and Recovery Act ("RCRA"), 42 U.S.C. §§ 6901 et seq., the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. §§ 9601 et seq., the Carpenter-Presley-Tanner Hazardous Substance Account Act ("HSAA"), codified at California Health & Safety Code §§ 25300 et seq.; the Electronic Waste Recycling Act of 2003, codified at California Health & Safety Code §§ 25214.9 et seq. and California Public Resources Code §§ 41516 et seq., laws governing Universal Waste, all future amendments to any of them, or as defined by CalRecycle or the Department of Toxic Substances Control, or by their respective successor agencies. If there is a conflict in the definitions employed by two or more agencies having jurisdiction over hazardous or solid waste, the term "hazardous waste" shall be construed to have the broader, more encompassing definition.*

[4] BMC Section 8.12.020 defines “household hazardous waste” *as dry cell household batteries; cell phones and PDAs; used motor oil; used oil filters when contained in a sealed plastic bag; cooking oil; compact fluorescent light bulbs contained in a sealed plastic bag; cleaning products; pesticides; herbicides; insecticides; painting supplies; automotive products; solvents; stripes; and adhesives; auto batteries; and universal waste generated at a single-family or multifamily residential premises.*

[5] According to BMC Section 8.12.020, *"Universal waste" means and includes, but is not limited to, "universal waste electronic devices" or "UWEDs," (i.e., electronic devices subject to the regulation of the Department of Toxic Substances Control, 23 CCR §§ 66273.1, et seq.), and other universal wastes, including, but not limited to non-empty aerosol cans, fluorescent tubes, high intensity discharge lamps, sodium vapor lamps, and any other lamp exhibiting a characteristic of a hazardous waste, batteries (rechargeable nickel-cadmium batteries, silver button batteries, mercury batteries, small sealed lead acid batteries [burglar alarm and emergency light batteries] alkaline batteries, carbon-zinc batteries and any other batteries which exhibit the characteristic of a hazardous waste), mercury thermometers, and mercury-containing switches.*

BMC 17.040.082 requires signs to be placed on trash and recycling containers that state disposal of hazardous waste is prohibited.

5.8.3 Beaumont 2040 Plan

As required by State law (Government Code Section 65302(g)), the Safety Element identifies forces of nature and events resulting from human action that have the potential to cause harm to life and property in the Planning Area. The goal of the Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. (Beaumont 2040 Plan, p. 221.)

The Beaumont 2040 Plan includes the following goals, policies, and implementation, intended to reduce potential impacts from hazards and hazardous materials.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.3: A City that provides effective emergency response following a natural or human-caused disaster.

Policy 9.3.1 Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.

Policy 9.3.2 Continue to partner with local emergency management organizations to implement coordinated emergency response planning.

Policy 9.3.3 Continue to educate City staff, residents, and businesses regarding appropriate actions to take during an emergency.

Policy 9.3.4 Promote community-based, emergency preparedness programs and disaster education awareness, including the City's annual emergency system training.

Policy 9.3.5 Support the existing Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.

Policy 9.3.5 Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.1 Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.

Policy 9.4.2 Conduct a community risk assessment or hazard profile in partnership with fire crews, community members, and city staff to identify specific target hazards, including critical facilities, community assets, and historical buildings.

Policy 9.4.3 Maintain adequate levels of staffing for fire protection and emergency services by

- Retention of current staffing positions,
- Forecast of future demand, and
- Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.

Policy 9.4.4 Ensure that backup power is maintained in critical facilities across the City.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Policy 9.4.6 Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.

Policy 9.4.7 Develop a fire service standards study, including identification of existing and future needs and recommendations to address challenges posed by Beaumont's topography, vegetative hazards, road network, extent of fire emergency, and safety personnel capacity.

Goal 9.5: A City with enhanced and fire and emergency response services.

Policy 9.5.1 Ensure the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as need to meet NFPA and County Fire response standards, Partner with CAL FIRE to establish minimum staffing levels of each fire company or each duty shift.

Policy 9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

Policy 9.5.3 Provide an adequate level of paramedic service for emergency medical aid for patients.

Policy 9.5.4 Continue code enforcement efforts to reduce fire hazards associated with older buildings.

Policy 9.5.5 Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.

Policy 9.5.6 Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

Policy 9.5.7 Continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties, and the general public through all available media.

Policy 9.5.8 Continue to support and promote the Riverside County Fire and CAL FIRE Ready Set Go program.

Policy 9.5.9 Coordinate with CAL FIRE, Riverside County Fire Department, and other agencies to provide emergency services training for residents and City staff, and promote fire prevention programs, including raising awareness about fire safe landscaping and buffer zones in areas of wildfire risk.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policy 9.6.1 Inventory and assign risk levels for wildfire hazards to assist in regulating the allowable type, density, location, and/or design and construction of new developments, both public and private.

Policy 9.6.2 Update development standards to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations.

Policy 9.6.3 Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

Policy 9.6.4 Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.

Policy 9.6.5 Prohibit new public or critical facilities in Very High Fire Hazard Severity Zones, except when other options do not exist.

Policy 9.6.6 Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

Policy 9.6.7 Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.

Policy 9.6.8 Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires.

Policy 9.6.9 Ensure that re-development after a large fire complies with the requirements for construction in the High and Very High Fire Hazard Severity Zones for fire safety.

Policy 9.6.10 Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.

Policy 9.9.1 Consider potential risk posed by high winds in the City in the review of new development applications including those for signs.

Policy 9.9.2 Require implementation of best practices for dust control at all excavation and grading projects.

Policy 9.9.3 Prohibit excavation and grading during high wind conditions, defined as instantaneous wind speeds that exceed 25 miles per hour by South Coast AQMD.

Policy 9.9.4 Continuously monitor multi-hazard threats during high wind and associated wildfire conditions. Allocate appropriate firefighting and emergency personnel resources to effectively respond to multi-hazard threats.

Goal 9.11 - A City with minimized risk associated with hazardous materials.

Policy 9.11.1 Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean up response plans.

Policy 9.11.2 Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal plan, as a condition of a project, subject to review by the County Environmental Health Department.

Policy 9.11.3 Work with responsible Federal, State, and County agencies to effectively regulate the management, disposal, and appropriate remediation for accidental spills of hazardous materials and hazardous waste.

Policy 9.11.4 Work with responsible Federal, State, and County agencies to prepare contingency plans for potential accidental spills of hazardous materials along the major transportation freeways, roadways and rail corridors that transect the City.

Policy 9.11.5 Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses (such as homes, schools, child-care centers, nursing homes, senior housing, etc.), that may be adversely affected by such activities.

Policy 9.11.6 Establish clear policies and procedures in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.

Policy 9.11.7 Coordinate with regulatory agencies regarding remnant safety hazards and future utilization of contaminated sites within Potrero Reserve and elsewhere in the City.

Policy 9.11.8 Adopt ordinances that reduce the level of risk from hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public, industries, and businesses.

Policy 9.11.9 Promote proper hazardous waste disposal by hosting regular bi-annual or quarterly collection events.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policy 11.11.3 Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.

Implementation S5 Budget Review. Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development.

Implementation S7 Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets.

Implementation S11 Maintenance Fund. Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities.

Implementation S12 Fire Hazard Risk Assessment**.** Inventory all buildings, assigning risk level for all wildfire hazards in the City and developing regulations for each level to minimize wildfire risk.

Implementation S13 Municipal Code Updates. Update municipal code to require that

- New public facilities are located outside of Very High Fire Hazard Severity Zones, when feasible.
- Developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation).

- Development in High and Very High Fire Hazard Severity Zones prepares a fire protection and evaluation plan.
- New development provides emergency access (i.e. two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire.
- All existing and new homes and businesses have visible street addressing and signage.

Implementation S14 Fire Suppression Guidelines. Develop fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

Implementation S15 Buffer Zones. Define a protected buffer zone that separates wildlands from vulnerable development to mitigate the risk of potential wildfires.

Implementation S16 Water Assessment. Confirm that water pressure is adequate for firefighting purposes in existing and future developed areas.

Implementation S24 Design Review. Develop guidelines for multi-hazard design measures that mitigate the effects of high winds and consider other potential risks.

Implementation S25 Dust Control. Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions.

Implementation S29 Remediation Strategies. Establish protocols for regular coordination with regulating agencies regarding remediation strategies for hazardous and toxic materials.

Implementation S30 Hazardous Materials Inventory. Develop an inventory of hazardous materials used by businesses in the City. Maintain this inventory as a living document.

Implementation S31 Contaminated Sites. Maintain a public record of property locations, which contain hazardous materials, including a timetable for and the extent of remediation to be expected.

5.8.4 Thresholds of Significance

According to *CEQA Guidelines* Appendix G, a project would have a significant impact on hazards and hazardous materials, if it would:

- (Threshold A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (Threshold B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- (Threshold C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- (Threshold D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- (Threshold E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area;
- (Threshold F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- (Threshold G) expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.8.5 Environmental Impacts before Mitigation

Threshold A*: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.*

Adoption and implementation of the Beaumont 2040 Plan will enable development of new residential, commercial, industrial, and institutional uses. This new development will result in increased transport, use, storage, and disposal of hazardous materials in the Planning Area. Of particular concern are facilities with leaking underground storage tanks or other methods of storage that could accidentally leak or be released into the soil, groundwater, surface water, or air. Examples of these facilities include light industrial uses, gas stations, automotive repair shops, and dry cleaners.

The transport, storage, use, and disposal of hazardous materials and wastes is extensively regulated by federal, state, and local policies as discussed in Section 5.8.2 of this Draft PEIR, above, which provides a high level of protection to the public. Beaumont will continue to enforce disclosure laws though BMC 17.04.040 , such as the Hazardous Materials Transportation Act, RCRA, HWCL, CCR Title 22, Business Plan Act, CCR Title 26, and BMC Section 14.04, that require users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport and to notify the appropriate city, county, state, and federal agencies in the event of a violation. By recognizing these hazards and ensuring that an educated public is able to work with City officials to minimize risks associated with hazardous materials, the City can maintain safe conditions throughout the Planning Area. Facilities developed consistent with the Beaumont 2040 Plan that will use hazardous materials will be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect public health.

The amount of hazardous materials transported through the Planning Area on local roadways, I-10 and SR-60 will likely increase as a result of new development resulting in the potential for a greater number of people to be exposed to hazardous materials during accidental releases. At the federal level, the Resource Conservation and Recovery Act gives the EPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. The hazardous materials regulations included in federal law, including the Hazardous Materials Transportation Act, govern the transportation of hazardous materials. The Federal Motor Carrier Safety Administration issues regulations concerning highway routing of hazardous materials, hazardous materials endorsements for a commercial driver's license, highway hazardous material safety permits, and financial responsibility requirements for motor carriers of hazardous materials.

The Riverside County Department of Environmental Health (DEH) is the CUPA for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, of which the Planning Area is a part. Riverside County DEH implements the hazardous materials business plans that include an inventory of hazardous materials used, handled, or stored at any business in the Planning Area. DEH is also responsible for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, aboveground storage tanks, and stationary sources handling regulated substances. Beaumont 2040 Plan Policy 9.11.2 requires an assessment of hazardous materials as part of environmental review and/or the approval of a hazardous management and disposal plan as a condition of project approval subject to review by DEH.

In addition, to the numerous federal, state, and local regulations, the Beaumont 2040 Plan incorporates policies and implementation actions to minimize the risk associated with the use and transport of hazardous materials in the Planning Area. Because projects undertaken pursuant to the Beaumont 2040 Plan will be required to comply with existing regulations, standards, and Beaumont 2040 Plan Policy 9.11.2 (discussed previously), Policy 9.11.5 (prohibits the placement of new facilities involved with use storage, transport, or disposal hazardous materials near existing sensitive land uses), and Implementation action S30 (requires the City of develop and maintain an inventory of hazardous materials used by businesses in the City), and Implementation Action S31 (requires the City to maintain a public record of hazardous materials sites and a timetable for the expected remediation,) impacts regarding hazards to the public or environment through the routine use transport, use, or disposal of hazardous materials will be **less than significant.**

Threshold B: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Adoption and implementation of the Beaumont 2040 Plan will enable development of new residential, commercial, industrial, and institutional uses. This new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment. The public could also be exposed to hazardous materials if new development or redevelopment were to be located on a current or historical hazardous material site. Currently, there are no open LUST sites in the Planning Area. There is one open cleanup program site within the Planning Area; Lockheed Propulsion Company at 17255 Highland Springs Road (within the City's Sphere of Influence (SOI)). Interim remedial action is occurring at the site and additional activities as well as site characterization, investigation, risk evaluation, and or/site conceptual model development. There is one registered hazardous materials transporter in the City, (DTSC.)

The transport, storage, and use of hazardous materials by developers, contractors, business owners, and others are required to comply with federal, state, and local regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits from the EPA under the Resource Conservation and Recovery Act, which gives the EPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. Additionally, the hazardous materials regulations included in federal law govern the transportation of hazardous materials. The Federal Motor Carrier Safety Administration issues regulations concerning highway routing of hazardous materials, hazardous materials endorsements for a commercial driver's license, highway hazardous material safety permits, and financial responsibility requirements for motor carriers of hazardous materials. Locally, the Riverside County Department of Environmental Health is the CUPA for Riverside

County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County.

To address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants, Beaumont 2040 Plan Policy 9.11.2 requires an assessment of hazardous materials as part of environmental review. Individual developments may be required to prepare site-specific Phase I Environmental Assessments and supplemental environmental reviews, if applicable, to determine if there are any unknown site-specific sources of hazardous materials or wastes. In particular, site-specific assessments will be useful to identify potentially contaminated soils that may be encountered during grading and excavation or improperly or unrecorded abandoned wells. Additionally, these studies may identify asbestos containing materials, lead residue from paints, polychlorinated biphenyl (PCB) residue from transformers, and other hazardous materials which may be identified in existing buildings proposed for demolition or modification.

Compliance with and enforcement of existing laws and regulations concerning the upset and/or accidental release of hazardous materials into the environment including but not limited to Chemical Accident Prevention Provision, which requires companies that use certain hazardous materials to develop a Risk Management Program ; RCRA, which requires infrastructure at the State and local levels to plan for chemical emergencies; and the California Health and Safety Code, which provides threshold quantities for regulated hazardous substances and the establishment of Hazardous Materials Release Response Plans, supported by Beaumont 2040 Plan Policies 9.11.2 through 9.11.9 and Implementation actions S29 through S31, will ensure that the general public will not be exposed to any unusual or excessive risks related to accidental upset and/or release of hazardous materials into the environment. Therefore impacts will be **less than significant**.

Threshold C: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Future land uses consistent with the Beaumont 2040 Plan could include commercial uses within one-quarter mile of existing and new schools. However, Beaumont 2040 Plan Policy 9.11.5 prohibits the placement of new facilities involved with the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses, which includes schools. Additionally, the California Department of Education establishes standards for school sites pursuant to Education Code Section 17251 and adopts school site regulations, which are contained in the California Code of Regulations, Title 5, commencing with Section 14001. The regulations define certain health and safety requirements for school site selection, including a potential school site's proximity to airports, high-voltage power transmission lines, railroads, and major roadways. Regulations regarding the placement of schools also restrict the presence of toxic and hazardous substances and hazardous facilities and hazardous air emissions within one-quarter mile of a proposed school site. Further, Education Code Section 17213 requires the written findings of the environmental impact report or negative declaration prepared for a proposed school site to include a statement verifying that the site is not currently or was not formerly a hazardous, acutely hazardous substance release, or solid waste disposal site or, if so, that the wastes have been removed. The written findings must also state that the site does not contain pipelines which carry hazardous wastes or substances other than a natural gas supply line to that school or neighborhood. If hazardous air emissions are identified, the written findings must state that the health risks do not and will not constitute an actual or potential danger of public health of students or staff. If corrective measures of chronic or accidental hazardous air emissions are required under an existing

order by another jurisdiction, the governing board of the school district(s) serving the Planning Area is required to make a finding that the emissions have been mitigated prior to occupancy of the school.

The DTSC's School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning up proposed school sites. The division ensures that proposed school sites are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school. All proposed school sites that will receive state funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under the DTSC's oversight.

CEQA Guidelines Section 15186, School Facilities, requires that school projects, as well as projects proposed to be located near schools, examine potential health impacts resulting from exposure to hazardous materials, wastes, and substances. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential hazardous materials handling and emissions could occur in proximity to existing schools. Additionally, Beaumont 2040 Plan Policy 9.11.5 prohibits the placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal materials near existing sensitive receptors, which includes schools. Since any future placement of schools would be required to comply with state statutory and regulatory requirements addressing safety from hazards, including hazardous materials, impacts from the placement of schools in the vicinity of such hazards or the placement of new hazards in the vicinity of existing schools are anticipated to be **less than significant**.

Threshold D: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

There are two sites within the Planning Area that are on the Cortese list, compiled pursuant to Government Code Section 65962.5, Lockheed Propulsion-Beaumont No. 1 (Site 1) and Lockheed Propulsion-Beaumont No. 2 (Site 2). According to EnviroStor, the DTSC is the cleanup oversight agency for these sites. Since Site I is designated Open Space in the Beaumont 2040 Plan and the majority of the site is owned by the state and administered by CDFW and the remainder of the site is under a conservation easement to the state, implementation of the Beaumont 2040 Plan would not result in new development at this location or a significant hazard to the public or environment. Site No. 2 is, which is owned by the County of Riverside is designated Industrial in the Beaumont 2040 Plan; therefore, future development could occur on this site. Final environmental cleanup at Site 1 and Site 2 commenced summer 2018. According to EnviroStor, the remedial investigation and feasibility study for Site 1 indicated that levels of contaminants were very low and do not present any health concern. (Lockheed 1, Lockheed 2, Lockheed Martin.) Through compliance Health and Safety Code Section 25356.1, Beaumont 2040 Plan Policy 9.11.7 (coordination with regulatory agencies regarding remnant safety hazards and future utilization of contaminated sites), impacts regarding the potential risks of public exposure to hazardous materials as a consequence of development on a site on the Cortese list will be **less than significant**.

Threshold E: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.

There are no airports within the Planning Area. The closest airport to the Planning Area is the Banning Municipal Airport, located in the eastern portion of the City of Banning over four miles to the east of the

City of Beaumont. Because the Planning Area is not within an airport land use plan or within two miles of a public use airport, impacts with regard to safety hazards to people residing or working in the Planning Area would be **less than significant**.

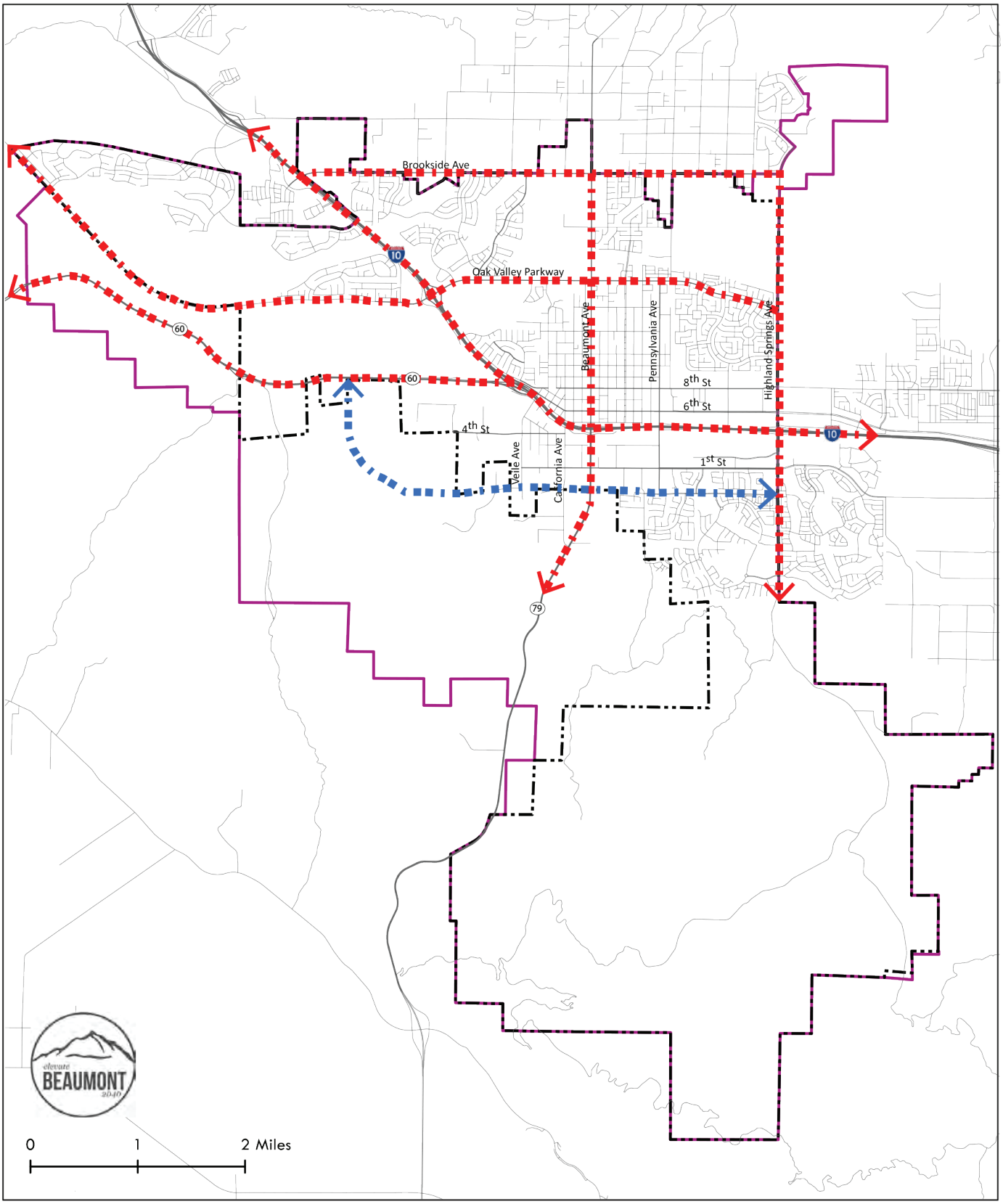
Threshold F: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Major evacuation routes that would be used in the event of an emergency are designated in the Beaumont 2040 Plan and shown on **Figure 5.8-3 – Evacuation Routes**. These routes include I-10, SR-60, Brookside Avenue, Oak Valley Parkway, Highland Springs Avenue, and Beaumont Avenue. The Beaumont 2040 Plan includes a planned extension of Potrero Road eastward to connect to Highland Springs Avenue. After the completion of the extension, Potrero Boulevard shall be designated as an evacuation route as well. During any future development activities, measures will be taken to maintain these roadways' use at all times. (Beaumont 2040 Plan, p. 227.)

Additionally, as discussed in Section 5.16 of the Draft PEIR, the Mobility Element of the Beaumont 2040 Plan provides for appropriate access and circulation throughout the Planning Area and allows for appropriate access for rapid response for emergency situations and routes for evacuation purposes.

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City Boundary

Sphere of Influence

Evacuation Route

Future Evacuation Route

Figure 5.8-3 - Evacuation Routes

City of Beaumont General Plan Update

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Goals and Policies in the Beaumont 2040 Plan, including Goals 9.3 and 9.4 and Policies 9.3.1 through 9.3.6, 9.4.5, and 9.4.6, which provides for effective emergency responses, protection from natural and man-made disasters, and public education related to emergency conditions and emergency preparedness, response, and evaluation plans.

Future development projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. Therefore, implementation of existing laws and regulations, compliance with applicable Beaumont 2040 Goals, Policies, and Implementation actions during individual project review would ensure that impacts regarding impairing the implementation of emergency response and evacuation plans will be **less than significant**.

Threshold G: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The Southern California region generally faces risk from wildland fire, particularly where urbanized properties adjoin undeveloped areas containing substantial available fuel loads; CAL FIRE -has designated the City as being located within a "wildland-urban interface." This includes areas where residential structures are intermixed with wildlands.

Protection from wildland fires is realized through creation of defensible areas around structures and the use of fire-resistant building materials. Standard City Building and Safety Department and City Fire Department environmental and building permit review processes are intended to ensure that new developments are safely designed with regard to wildland fire hazards. Several proposed Beaumont 2040 Plan goals, policies, and implementation actions would protect people and property from wildland fire hazards. Specifically, Goals 9.5 and 9.6, Policies 9.5.1 through 9.5.9 and 9.6.1 through 9.6.10 and Implementation actions S12 through S16. Therefore, through compliance with existing federal, state, and local laws and regulations related to wildland fire hazards and implementation of Beaumont 2040 Plan goals, policies, and implementation actions, impact regarding the exposure of people or structures to significant loss, injury, or death involving wildland fires will be **less than significant.**

5.8.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impacts related to hazards and hazardous materials; therefore, mitigation measures are not necessary.

5.8.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to hazards and hazardous materials. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable federal, state, and local standards/regulations discussed herein, the Project's potential impacts regarding hazards and hazardous materials were found to be **less than significant.**

5.8.8 References

The following references were used in the preparation of this section of the Draft PEIR:

ALUC — Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan, Volume 1 Policy Document, Banning Municipal Airport,* October 14, 2004. (Available at http://www.rcaluc.org/Portals/13/06-%20Vol.%201%20Ba, accessed August 21, 2020.)

BMC — City of Beaumont, *Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances. Accessed August 20, 2020.)

CAL FIRE — California Department of Forestry and Fire Protection, Office of the State Fire Marshal, *California's Fire Hazard Severity Zones*. (Available at https://www.sccgov.org/sites/dpd/DocsForms/Documents/Fire_Hazard_Zone_Fact_Sheet.pdf, accessed August 21, 2020

Cortese List — California Department of Toxic Substances Control, *Hazardous Waste and Substances Site List (Cortese).* (Available at https://www.envirostor.dtsc.ca.gov/public/search.asp?page=1&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM&branch=&site_type=CSITES%2CFUDS&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=county, accessed August 21, 2020.)

DTSC — California Department of Toxic Substances Control, *Hazardous Waste Tracking System, Search for a Transporter Profile.* (Available at https://hwts.dtsc.ca.gov/reports/transporter, accessed August 21, 2020.)

EPA — United States Environmental Protection Agency, *Superfund, Search Superfund Site Information.* (Available at https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm, accessed August 21, 2020.)

Geotracker — California State Water Resources Control Board, *Geotracker, Riverside County Sites.* (Available at https://geotracker.waterboards.ca.gov/search?cmd=search&hidept=True&status=&reporttitle=Riverside+County&county=Riverside&excludenc=True, accessed August 21, 2020.)

Lockheed 1 State of California, Department of Toxic Substances Control *Envirostor Report for Lockheed Propulsion-Beaumont No.1.* (Available at https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=33370039, accessed August 24, 2020.)

Lockheed 2 State of California, Department of Toxic Substances Control, *Envirostor Report for Lockheed Propulsion-Beaumont No. 2 (33370038).* (Available at https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=33370038, accessed August 24, 2020.)

Lockheed Martin Lockheed Martin, Beaumont Remediation website. (Available at https://www.lockheedmartin.com/en-us/who-we-are/eesh/remediation/beaumont.html, accessed September 5, 2020.)

NPMS National Pipeline Mapping System, *Public Map Viewer*. (Available at https://pvnpms.phmsa.dot.gov/PublicViewer/, accessed August 21, 2020.)

PHMSA United States Department of Transportation, *Pipeline and Hazardous Materials Safety Administration* website. (Available at https://www.phmsa.dot.gov/, accessed August 21, 2020.)

RCIT Riverside County Information Technology, *Map My County – Riverside County*, https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public accessed July 16, 2019.

Riverside County HMP County of Riverside Emergency Management Department, *County of Riverside Multi-Jurisdictional Local Hazar Mitigation Plan,* July 2018. (Available at https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf, accessed August 20, 2020.)

5.9 HYDROLOGY AND WATER QUALITY

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to hydrology and water quality because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map. Impacts related to the adoption and implementation of the Beaumont 2040 Plan, the revised Zoning Map, will be addressed herein.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion pertains is related to: the violation of any water quality standards, waste discharge permits, or the substantial degradation of surface or ground water quality; substantial decrease in groundwater supplies or substantial interference with groundwater recharge, such that sustainable groundwater management of the basin may be impaired; substantial alteration of the existing drainage patterns in the area; release of pollutants due to project inundation (in flood hazard, tsunami, or seiche zones; and conflicting with or obstructing a water quality control plan or sustainable groundwater management plan.

5.9.1 Setting

The following discussion describes the water quality requirements, groundwater supply and management, drainage patterns, flooding potential and regulatory setting of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area") to provide a context for understanding the nature and significance of hydrology and water quality resources in the Planning Area. Potable water supply is discussed in Section 5.18 – Utilities and Service Systems.

The Planning Area is located in the San Gorgonio Pass, a low-relief highland that is bordered on the north by the San Bernardino Mountains, on the southeast by the San Jacinto Mountains, and on the west by the San Timoteo Badlands. Surface sediments consist of unconsolidated to semiconsolidated Quaternary alluvium. The unconsolidated Quaternary alluvium and the upper portion of the underlying San Timoteo Formation constitute the water-bearing aquifer underlying the Planning Area. (BBW, p. 3-2.)

Beaumont-Cherry Valley Water District (BCVWD) is the water supplier to the City of Beaumont and the Riverside County Flood Control and Water Conservation District (RCFCWCD) provides regional flood control facilities within the City.

Stormwater Quality

As communities develop, much of the natural land surface becomes covered with buildings and pavement, which do not allow rain to slowly soak into the ground (i.e., a transition from pervious to impervious surfaces). Urban areas depend on storm drains (or storm sewer systems) to quickly and efficiently carry large amounts of runoff to nearby waterways. Runoff in a storm drain gathers speed and erosional power, so when it leaves the storm drain in a non-concrete lined waterway, the flow rate is of an unnatural rate that can damage streamside and aquatic habitats (referred to as hydromodification). Development designed with features to slow the speed and volume of urban runoff (i.e. Low Impact

Development or LID) can improve the quality of the runoff and protect downstream biological resources by maintaining the natural flow regimen.

Urban stormwater runoff can carry a wide variety of pollutants such as oil, dirt, chemicals, metals, trash, bacteria and fertilizers directly to streams and rivers, where it reduces the quality of the waterbody for beneficial uses (e.g. swimming, irrigation, wildlife) (EPA). Certain pollutants are known to come from certain land uses; therefore, treatment methods (or Best Management Practices [BMPs]) are aimed at "pollutants of concern." Rural areas can also contribute pollutants to local waterways, such as sediment and manure. Realizing that complete removal of all potential pollutants from stormwater is not feasible, BMPs should meet the maximum extent practicable (MEP) standard.[1] The MEP standard is met cumulatively over the long-term in an iterative process by the permittees implementing, continuously evaluating, and making corresponding changes to a variety of technically and economically feasible BMPs.

Unlike sewage, which goes to treatment plants, urban runoff flows untreated through the storm drain system and directly into local streams and rivers. Anything thrown, swept, washed, or poured into the street, gutter or a catch basin can flow into waterways. Consistent with the federal Clean Water Act (CWA) and the U.S. Environmental Protection Agency (USEPA) regulations promulgated pursuant thereto, the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) have adopted a number of permits to address pollution from industrial facilities, construction sites, and runoff from urbanized areas. Studies conducted by the USEPA, the states, counties, cities, flood control districts and other entities dealing with urban runoff indicate that industrial facilities, construction sites and urban areas are the three major sources of urban runoff pollution nationwide. (MS4, p.11.)

The SWRCB has issued permits for industrial and construction sites, and the RWQCB issues a local permit for runoff from urbanized areas pursuant to Section 402(p) of the Clean Water Act. These permits are issued under the National Pollutant Discharge Elimination System (NPDES). The Municipal Separate Storm Sewer System (MS4) permit is for municipalities who own and/or operate portions of an MS4 that discharge urban runoff into waters of the U.S. within the Santa Ana River Watershed, which includes the City. When facilities are authorized to connect to the City's MS4, the City must require compliance with the MS4 permit from said discharger. (MS4, p. 6.)The City is within the Santa Ana River Watershed, and within the regulatory boundary of the Santa Ana RWQCB. The City is a co-permittee to the Riverside County MS4 Permit.

Surface Water Resources

Surface water features within the Planning Area typically originate in the San Bernardino Mountains. The streams and creeks that flow into the Planning Area are dry for most of the year with occasional runoff during and shortly after rainfall events. There are no stream gages in the Planning Area that can be used

[1] In discussing the MEP standard, the SWRCB has said the following: "There must be a serious attempt to comply, and practical solutions may not be lightly rejected. If, from the list of BMPs, a permittee chooses only a few of the least expensive methods, it is likely that MEP has not been met. On the other hand, if a permittee employs all applicable BMPs except those where it can show that they are not technically feasible in the locality, or whose cost would exceed any benefit to be derived, it would have met the standard. MEP requires permittees to choose effective BMPs, and to reject applicable BMPs only where other effective BMPs will serve the same purpose, the BMPs would not be technically feasible, or the cost would be prohibitive." (Order No. WQ 2000-11, at p.20.)

to estimate surface water recharge to, or discharge from the groundwater basin. (BBW, p. 3-2; GP EIR 2006).

Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into the following three main drainage areas as reflected in **Figure 5.9-1 – Drainage Courses**.

- San Timoteo Creek – This drainage system is tributary to the Santa Ana River and drains from the San Gorgonio Pass.
- Potrero Creek – Areas located west of the Pass generally drain south into Potrero Creek which traverses the "Badlands" area to flow into the San Jacinto River, which ultimately connects to the Santa Ana River.
- Smith Creek – This drainage system is tributary to the Whitewater River, which is within the Salton Sea Watershed.

Flood Control and Drainage Facilities

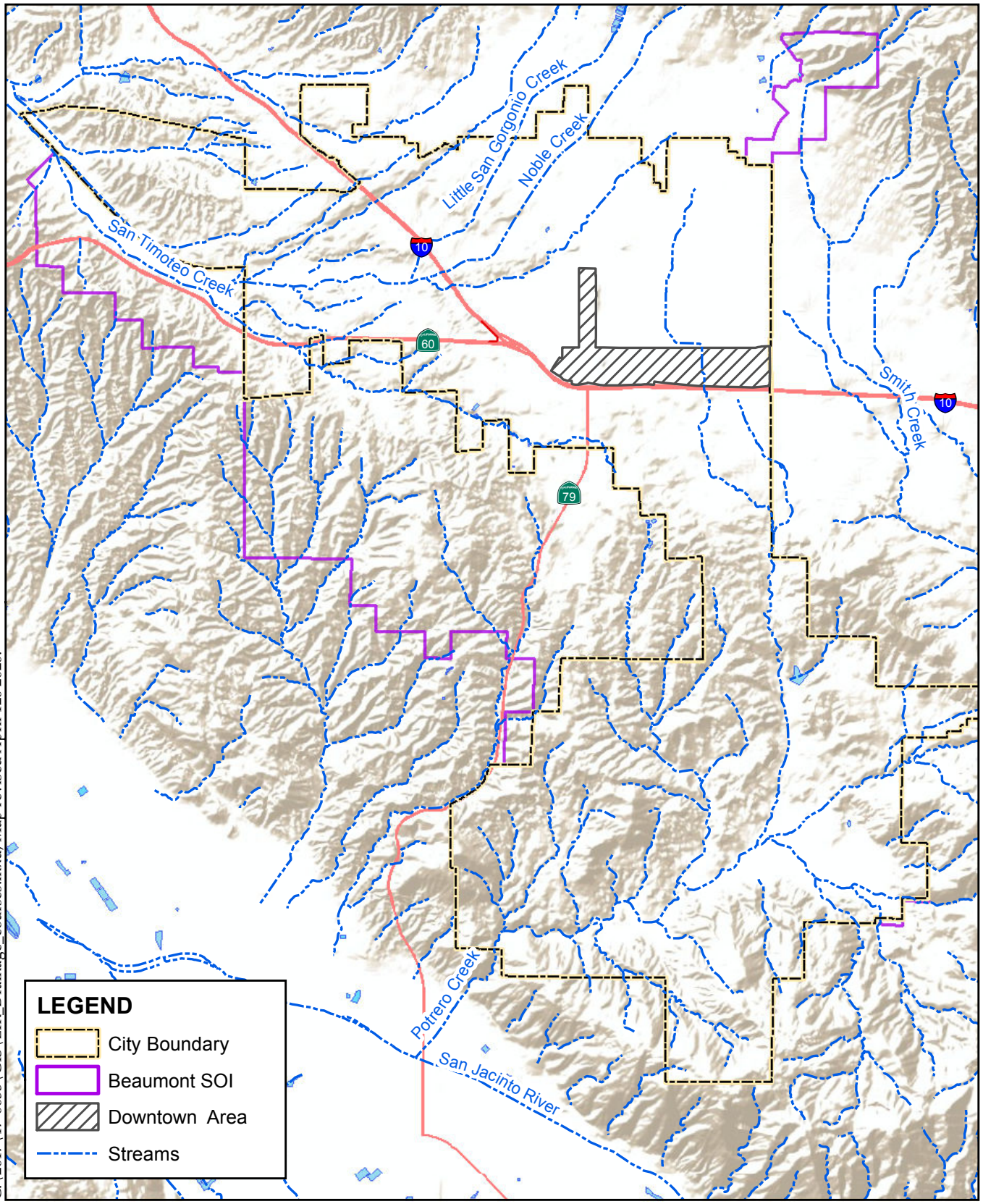
Flooding within the Planning Area has historically resulted from seasonal storms that can last for several days, with higher rainfall amounts recorded in the nearby mountains than on the valley floor. Local winter storms may occur concurrent with strong cold fronts or deep upper level low pressure centers, and like localized summer storms, may be of high intensity with concentrated precipitation over small areas. (BGP DEIR 2006, p. 4.9-3; ECR, p. 107–108.)

Occasional high-intensity summer thunderstorms can occur at the end of summer and beginning of fall and are more frequent over mountainous portions of the watershed. Intense rainfall does not allow for percolation at-depth, quickly resulting in runoff that be potentially erosive in a burn area. Mean annual precipitation in the region ranges from three inches in desert areas to over 35 inches in the San Bernardino and San Jacinto Mountains. Regionally, the dry summer months of June, July, and August in both desert and mountain regions regularly yield less than one-half inch of precipitation. (BGP DEIR 2006, p. 4.9-3.)

RCFCWCD (or District) provides flood control facility planning, design, operation, and maintenance within the City limits. The City of Beaumont and surrounding area has experienced occasional flooding. Consistent with the District's Master Drainage Plan for the Beaumont Area (MDP, July 1983), drainage and flood control facilities constructed by the City of Beaumont and the District aim to reduce nuisance flooding problems in much of the City. It was noted at the time the MDP was undertaken that discharge rates were determined on the basis of ultimate development assumptions from the then-current City of Beaumont and County of Riverside General Plans. As such, the alignment, location and sizing of MDP facilities are general and are subject to more detailed analysis at the design stage.

RCFCWCD has several flood control facilities currently within the City, including, channels, basins, spreading grounds, and culverts. (ECR, p. 107.) The existing drainage facilities in the City include the following, which are depicted on **Figure 5.9–2 – Flood Control Facilities** (BGP DEIR, pp. 4.9-6 to 4.9-7):

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G:\2017\17-0033\GIS\EIR_Drainage_courses.mxd; Map revised April 120 2020.

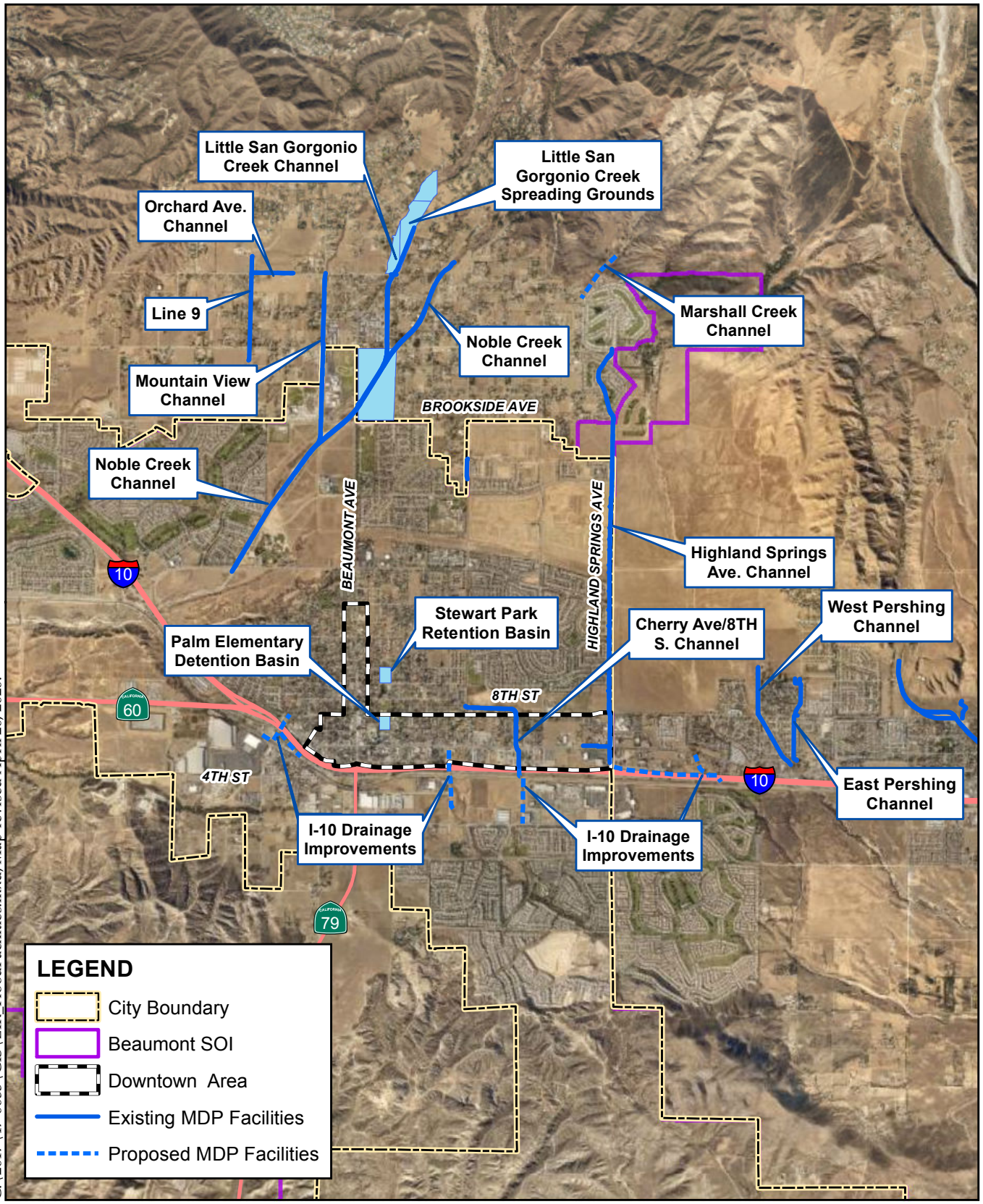
Sources: NHD, 2016; Raimi + Associates, 2019; Riverside Co. GIS, 2020.

Figure 5.9-1 Drainage Courses

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G:\2017\17-0033\GIS\EIR_FloodFacilities.mxd; Map revised April 20, 2020.

Sources: RCFC&WCD, 2019; City of Beaumont, 2018; Raimi+ Assoc. 2019; RCIT, 2016 (imagery).

0 0.5 1 1.5 2 Miles

Figure 5.9-2 Flood Control Facilities

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Cherry Avenue/8th Street Channel
This concrete-lined trapezoidal channel, constructed in 1957, is improved from 8th Street to its current outlet at 6th Street. Approximately 1.4 square miles of drainage area is tributary to the channel.

Highland Springs Avenue Channel
This concrete-lined trapezoidal channel extends northerly from Interstate 10 to the eastern prolongation of 16th Street.

Little San Gorgonio Creek Channel
This facility is a rectangular section "wire and rail" channel, which means that the vertical earthen walls are supported by wire mesh secured to lengths of steel rails placed vertically and anchored by steel cables. It is a soft bottom channel extending from Orchard Street south to its confluence with Noble Creek Channel below Cherry Valley Boulevard.

Little San Gorgonio Creek Spreading Grounds
This system of nine earthen basins serves to recharge the groundwater table for the Cherry Valley area. It also acts as a catch basin for a portion of the large amount of silt and debris generated by erosion.

Marshall Creek Channel
This also is a "wire and rail" channel, constructed in 1938. The channel extends approximately 2,000 feet upstream from its outlet at Bellflower Avenue into Marshall Canyon. A 100-year flow rate of approximately 1,200 cfs is provided for at this reach.

Mountain View Channel
Constructed in 1965, this concrete-lined trapezoidal channel extends from its confluence with Noble Creek, upstream to a point midway between Vineland Street and Cherry Valley Boulevard.

Noble Creek Channel
This is an ultimate design concrete-lined trapezoidal channel which conveys flows from Noble Creek and Little San Gorgonio Creek through the Cherry Valley Area.

Orchard Street Channel
Constructed in 1958 to intercept flows from Cherry Valley Creek, this concrete-lined trapezoidal channel outlets at Nancy Avenue and provides a 100-year flow rate of 530 cfs.

Interstate 10 Drainage Improvements
Caltrans has constructed over 30 drainage facilities to convey flows across Interstate 10 within the boundaries of the MDP study area. Upon implementation of the Master Plan, these facilities will, in aggregate, protect upstream properties from a storm of 10-year frequency or greater.

Stewart Park Retention Basin
Constructed in 1989 to reduce the 10-year outflow from the park from 230 cfs to 13 cfs. This is located within the City of Beaumont's Stewart Park.

Line 16 Project
The Beaumont MDP Line 16 Project (aka Recharge Basin Feeder) is located along Grand Avenue, westerly from Winesap Avenue to the existing recharge ponds east of Beaumont High School. This project is a partnership between RCFCWCD and BCVWD to construct an underground storm drain that

will collect stormwater flows and deliver that water to BCVWD's existing recharge ponds. (UWMP, p. 6-59).

Designated Flood Hazard Area

Flood hazard mapping is an important part of the National Flood Insurance Program (NFIP), which is a program of the Federal Emergency Management Agency (FEMA). FEMA maintains and updates flood hazard and risk data through the Flood Insurance Rate Maps (FIRMs) and risk assessments. FEMA has mapped the expected flood hazard area of the City and City's SOI for both the 1 percent annual chance (100-year) and 0.2 percent annual chance (500-year) storm events, as shown in **Figure 5.9-3 – Flood Hazard Zones**.

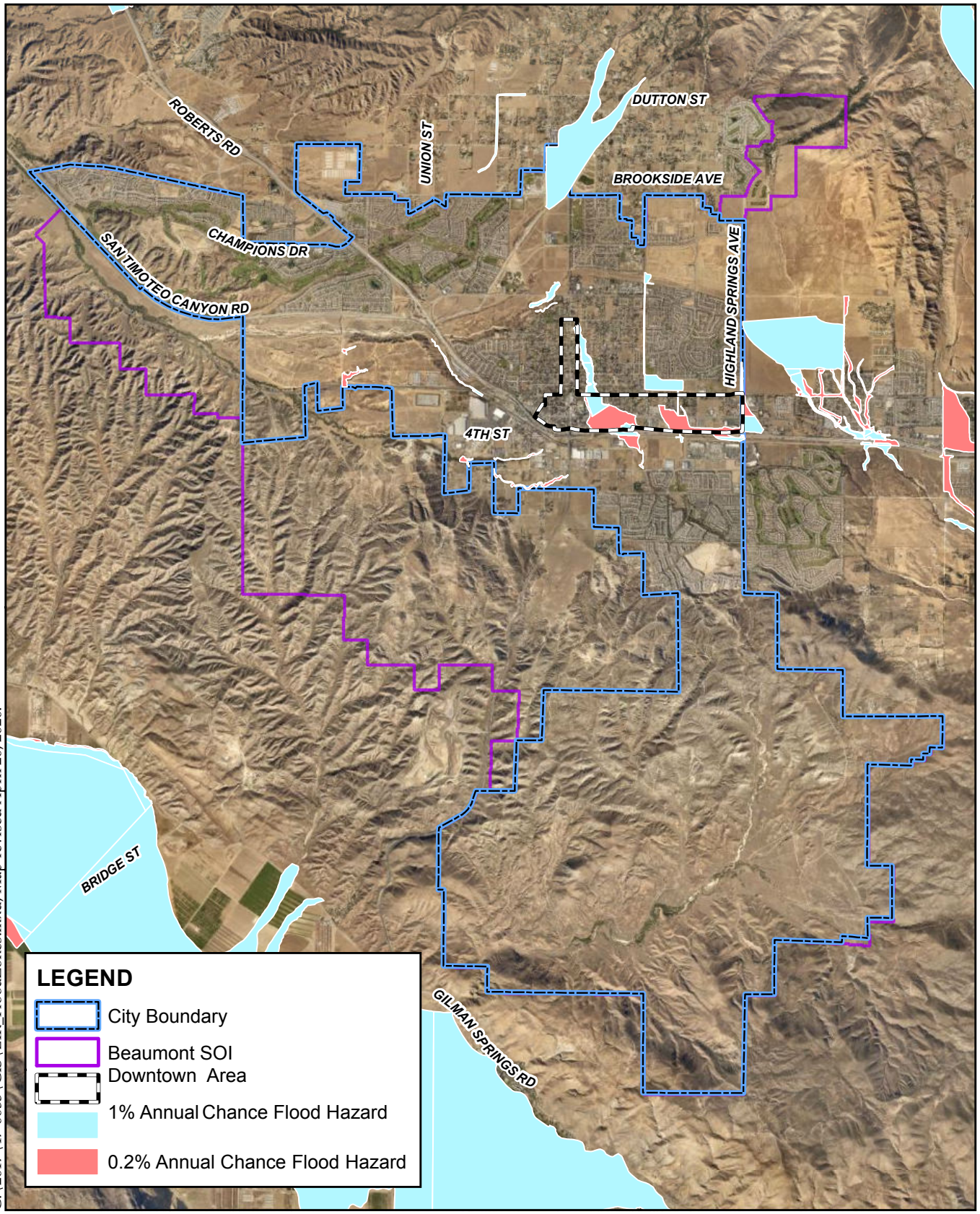
Approximately 198 acres of the City are located within the mapped 100-year flood hazard zone, and approximately 154 acres of the City are mapped within the 500-year flood zone (**Figure 5.9-3**). Within the SOI, there is less than one acre identified to be within the 500-year flood zone.

Development proposed within a flood hazard zone may be required to purchase mandatory flood insurance, submit to FEMA Conditional Letter of Map Revision (CLOMR) for approval, and following construction of any flood control facility(ies), submit for approval from FEMA a Letter of Map Revision (LOMR). A CLOMR is FEMA's comment on a project that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, the effective base flood elevations, or the Special Flood Hazard Area. For example, when a structure is placed in a flood hazard area the structure takes up space that would have otherwise been flooded. Since it no longer can flood there, that floodwater is pushed elsewhere thus resulting in a change in the flood zone and downstream impacts. An approved CLOMR does not revise an effective NFIP map. Once the flood control portion of a project is built, an approved LOMR application will officially modify an effective FIRM.

Groundwater Resources

A majority of the Planning Area overlies the San Timoteo Subbasin of the Upper Santa Ana River Valley. (Department of Water Resources [DWR] Basin No. 8-002.08.) The San Timoteo Subbasin is further divided into several groundwater basins, including the following that are pertinent to the Planning Area: Beaumont Basin, South Beaumont Basin, Singleton Basin, and Edgar Canyon as shown on **Figure 5.9-4 – Groundwater Basins**.

BCVWD is the water supplier to the City of Beaumont, and currently obtains all of its water supply from groundwater in Edgar Canyon and the Beaumont Basin, and percolated imported water (UWMP, p. 6-1). Much of the Planning Area overlies the Beaumont Basin, which is an adjudicated basin pursuant to a court Judgment issued in February 2004 and therefore managed by a Court-appointed Watermaster Committee, of which the City is a member. The Watermaster operates under the Judgment and the Rules and Regulations, which were originally adopted June 8, 2004, and subsequently amended in 2006 and 2008. The Judgment and the Rules and Regulations establish the procedures by which Watermaster accounts for the water resources of the Basin. Watermaster has the power to collect administrative assessments from all Appropriators and replenishment assessments from those parties (Appropriative and Overlying) pumping in excess of their pumping right to fund its operations. Each year, Watermaster publishes an Annual Report, which documents production and recharge activities in the Beaumont Basin.



G:\2017\17-0033\GIS\EIR_FloodZones.mxd; Map revised April 20, 2020.

Sources: FEMA, 2018; Raimi+ Assoc. 2019; RCIT 2016 (imagery).

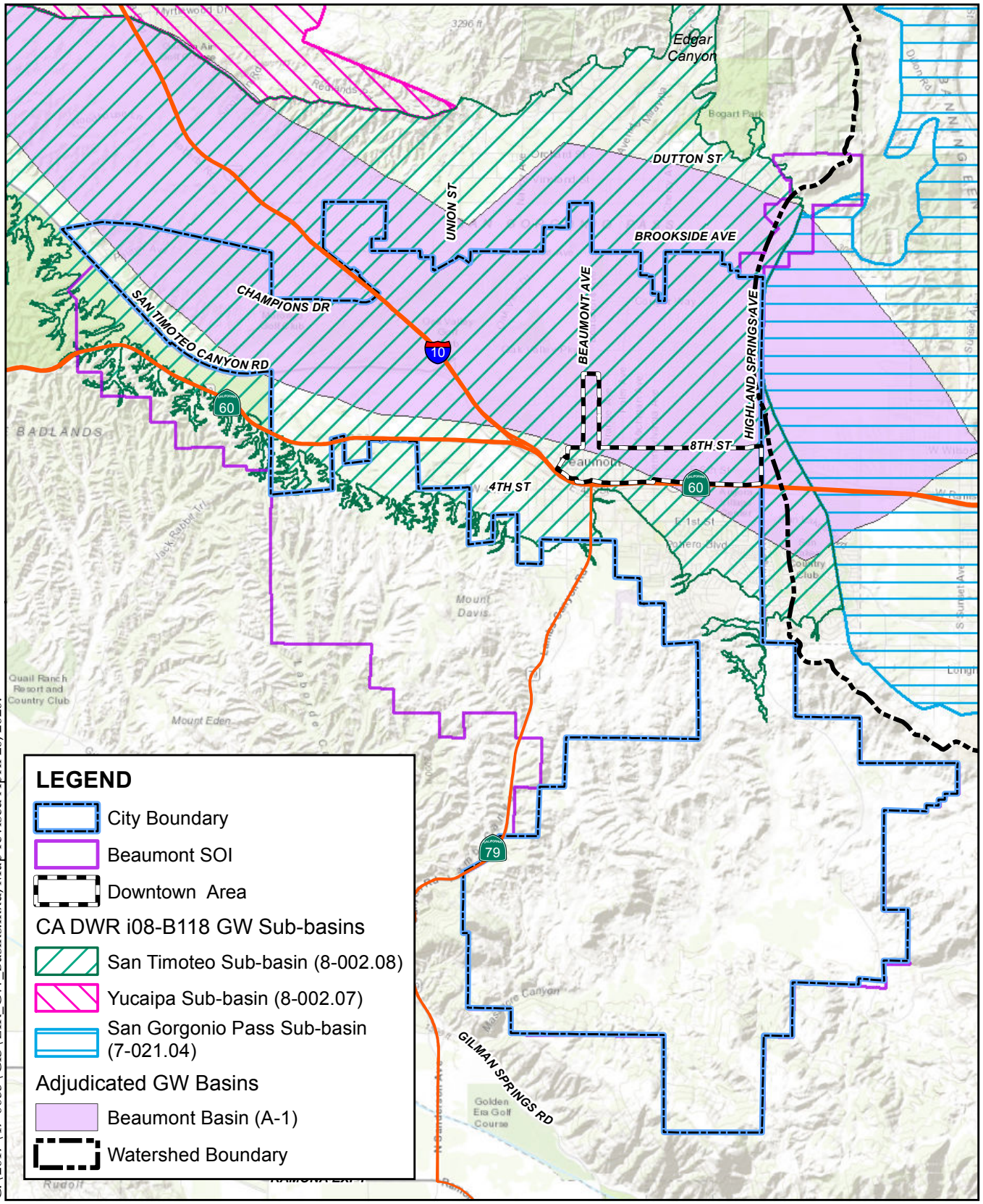
0 1 2 3 Miles

Figure 5.9-3 Flood Hazard Zones

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G:\2017\17-0033\GIS\EIR_GW_Basins.mxd; Map revised April 20, 2020.

Sources: Calif. Dept. of Water Resources, 2018; City of Beaumont, 2018; Raimi+ Assoc. 2019.

0 1 2 3 Miles

Figure 5.9-4 Groundwater Basins

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Under the Judgment, the Watermaster is granted discretionary powers to develop and implement a groundwater management plan for the Beaumont Basin. The Watermaster is responsible for providing the legal and practical means of ensuring that the waters of the Basin are put to maximum beneficial use. (BBW, p. 1-3). The Beaumont Basin is replenished from multiple sources; including infiltration of precipitation within the unlined portions of natural streams; subsurface seepage across fault boundaries; return flow from irrigation and individual septic systems; and artificial recharge with imported water in man-made basins (e.g. Noble Creek Recharge Facility). Groundwater discharges from the Beaumont Basin primarily occur from groundwater production; underflow out of the basin at the downgradient margins; rising water in San Timoteo Creek; and evapotranspiration. (BBW, p. 3-3.)

Pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA), the Yucaipa Valley Water District (YVWD) has formed the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) which will prepare a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin. The requirements of SGMA are discussed further in Section 5.9.2 – Regulations.

Groundwater Quality

The Santa Ana RWQCB regulates the groundwater quality within the Planning Area. They identify them as Management Zones (MZ's) in the Basin Plan, and have assigned different boundaries than DWR. The Beaumont MZ encompasses portions of the Beaumont Basin, the Singleton and South Beaumont basins, and limited portions of Edgar Canyon above the Banning Fault. The Planning Area also includes portions of the San Timoteo and Yucaipa MZ's.

The Santa Ana RWQCB adopted "maximum benefit" groundwater quality objectives for total dissolved solids (TDS) and nitrate-nitrogen (nitrate-N) in the Beaumont, Yucaipa, and San Timoteo MZ's at the request of the City and neighboring agencies to accommodate the recharge of imported water and the reuse of recycled water over the basin. TDS and nitrate are salts that are of particular concern in regulating groundwater quality since they do not naturally degrade with depth, and can be persistent in groundwater. Maximum benefit objectives permit a controlled lowering of water quality; however, if the RWQCB determines that this lowering is not of maximum benefit to the people of the State, more stringent antidegradation objectives would apply. The maximum benefit objectives have resulted in a recent upgrade in the treatment systems of the Beaumont wastewater treatment plant (WWTP) in order to produce higher quality effluent and thus protect groundwater quality.

5.9.2 Related Regulations

Federal Regulations

National Flood Insurance Program

In 1968, Congress passed the National Flood Insurance Act that created the National Flood Insurance Program (NFIP). The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by federal programs, or by federally supervised, regulated, or insured agencies or institutions.

National Flood Insurance Program Reform Act of 1994

In 1994, the National Flood Insurance Program Reform Act went through the first major revision since inception. Included in this revision were provisions that a lender must escrow for flood insurance if a structure is within the floodplain. The revised legislation also included increased flood insurance limits and

the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving federal disaster assistance. If the flood insurance policy was not maintained and in the event of another disaster, there would be no disaster assistance available for that structure.

Executive Order 11988, Floodplain Management

Executive Order 11988 requires the U.S. Army Corps of Engineers to provide leadership and to take action to:

- Reduce the hazards and risks associated with floods;
- Minimize the impacts of floods on human health, safety, and welfare; and
- Restore and preserve the natural and beneficial values of the current floodplain.

To comply with Executive Order 11988, the policy of the Corps is to develop projects that, to the extent possible, avoid or minimize adverse effects associated with use of the floodplain and that avoid development (or the inducement of development) in an existing floodplain; unless, there is no practicable alternative.

State Regulations

Clean Water Act

The Clean Water Act (CWA) requires all states to conduct assessments of water quality to identify water bodies that do not meet water quality standards. In California, the CWA is implemented by the SWRCB, and the nine RWQCB's. The California Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) authorizes the oversight of regulatory activities within each RWQCB basin.

The Project is located in "Region 8", or the Santa Ana RWQCB. Each RWQCB develops its own Water Quality Control Plan, or "Basin Plan," which establishes both the "beneficial uses" of specific waterbodies and the levels of quality (or "water quality objectives") that must be met and maintained to protect those uses. Beneficial uses are all the various ways that water can be used for the benefit of people and/or wildlife. (RWQCB(a), pp. 2-5 to 2-6.)

Water Code Section 13241 identifies the factors that the RWQCB must consider, at a minimum, when establishing water quality objectives to ensure the reasonable protection of beneficial uses and the prevention of nuisance. Among these factors are the "Past, present, and probable future beneficial uses of water." (CWC 13241(a).) Beneficial uses are identified by the RWQCB as "existing," "potential," or "intermittent" uses. Determination of an "existing" use is done with documentation of the existence of those uses. "Potential" beneficial uses are assumed to be the same as "probable future" beneficial uses. "Intermittent" uses are those that occur only seasonably because of limiting environmental conditions, and those uses which are dependent on and occur only when sufficient flow exists (RWQCB(a), p. 2-2). The Basin Plan recognizes the difference between perennial, intermittent and ephemeral streams. Perennial streams have continuous flow all year round during years of normal rainfall, while intermittent streams will normally cease flowing for weeks or months each year. Ephemeral streams will only flow for a short period time following a rainfall. The beneficial use designations given to the receiving waters of the Project site are provided in **Table 5.9-A – Beneficial Uses and Impairments of Receiving Waters.**

Table 5.9-A – Beneficial Uses and Impairments of Receiving Waters

Receiving Water	Beneficial Uses[a]	303(d) List Constituents[b]	TMDL
Reach 3 San Timoteo Creek	GWR, REC1, REC2, WARM, WILD (excepted from MUN)	*Indicator bacteria (proposed)*	Listed 2014 TMDL due 2029
Little San Gorgonio Creek	MUN, GWR, REC1, REC2, COLD, WILD	--	--
Other tributaries to these Creeks-Valley Reaches	(all intermittent) MUN, GWR, REC1, REC2, WARM, WILD	--	--
Beaumont Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
Yucaipa Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
San Timoteo Groundwater Management Zone	MUN, AGR, IND, PROC	--	--

Definitions of Beneficial Uses[a]	
MUN	Municipal and domestic supply waters are used for community, military, municipal or individual water supply systems. These uses may include, but are not limited to, drinking water supply.
AGR	Waters are used for farming, horticulture or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
IND	Industrial service supply waters are used for industrial activities that do not depend primarily on water quality, including mining, cooling water supply, gravel washing, and fire protection.
PROC	Like IND, industrial process supply waters are used for industrial activities that do not depend primarily on water quality, and include process water supply, product manufacturing and food preparation.
GWR	Groundwater recharge waters, used for natural or artificial recharge of groundwater for purposes that may include future extraction, maintaining water quality, or halting saltwater intrusion in freshwater aquifers.
REC1	Water contact recreation waters, used for recreational activities involving body contact with water where ingestion of water is reasonably possible. Uses may include swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.
REC2	Non-contact water recreation waters, used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include picnicking, sunbathing, hiking, beachcombing, camping, boating, sightseeing, and aesthetic enjoyment in conjunction of the above activities.

Table 5.9-A – Beneficial Uses and Impairments of Receiving Waters

Receiving Water	Beneficial Uses[a]	303(d) List Constituents[b]	TMDL
Reach 3 San Timoteo Creek	GWR, REC1, REC2, WARM, WILD (excepted from MUN)	*Indicator bacteria (proposed)*	Listed 2014 TMDL due 2029
Little San Gorgonio Creek	MUN, GWR, REC1, REC2, COLD, WILD	--	--
Other tributaries to these Creeks-Valley Reaches	(all intermittent) MUN, GWR, REC1, REC2, WARM, WILD	--	--
Beaumont Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
Yucaipa Groundwater Management Zone	MUN, AGR, IND, PROC	--	--
San Timoteo Groundwater Management Zone	MUN, AGR, IND, PROC	--	--

Definitions of Beneficial Uses[a]	
WARM	**Warm freshwater habitat waters support warm water ecosystems that may include preservation and enhancement of aquatic habitats, vegetation, fish and wildlife, including invertebrates.**
WILD	Wildlife habitat waters support wildlife habitats that may include the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.

Notes:

(a) RWQCB(a), Table 3-1, p. 3-26; definitions adapted from pp. 3-2 – 3-3. "Excepted from MUN" means the waterbody has been specifically excepted from the MUN designation in accordance with the criteria specific in the "Sources of Drinking Water Policy" (Resolution No. 88-63). "Intermittent" beneficial uses are so designated because water conditions do not allow the beneficial use to occur year-round. Waste discharges that could impair intermittent beneficial uses, whether they are made while those uses occur or not, are not permitted (RWQCB(a), p. 3-21).

(b) From *Resolution R8-2017-0013,* adopted by Santa Ana RWQCB on April 28, 2017. Approved by SWRCB on October 3, 2017 and pending approval by USEPA.

Pursuant to section 303(d) of the CWA, water bodies that fail to meet certain water quality standards are placed on a list of impaired waters (303(d) List). Once listed, the RWQCB must develop a Total Maximum Daily Load (TMDL) that addresses each pollutant causing the impairment. The TMDL defines how much of a pollutant a waterbody can tolerate and still meet water quality standards.

The Basin Plan outlines both narrative and numeric water quality objectives to protect beneficial uses of identified surface waters and groundwater. Narrative objectives apply to all surface waters within the region (RWQCB(a), p.4-6). In addition, certain numeric objectives listed in **Table 5.9-B – Numeric Objectives for Receiving Waters** have been developed. When more than one objective is applicable, the stricter shall apply.

Table 5.9-B – Numeric Objectives for Receiving Waters

Water Body	Water Quality Objectives (mg/L)[a]						
	Total Dissolved Solids	Hardness	Sodium	Chloride	Nitrogen	Sulfate	Chemical Oxygen Demand
Reach 3 San Timoteo Creek	Surface water objectives not established; underlying Management Zone objectives apply. Biological quality protected by narrative objectives.						
Little San Gorgonio Creek	230	125	50	40	3 (total inorganic)	45	5
Other tributaries to these Creeks-Valley Reaches	Numeric objectives have not been established; narrative objectives apply. The division between Mountain and Valley reaches occurs at the base of the foothills of the San Bernardino Mountains.						
Beaumont Management Zone - Maximum Benefit	330	--	--	--	5.0 (nitrate as nitrogen)	--	--
Beaumont Management Zone - Antidegradation	230	--	--	--	1.5 (nitrate as nitrogen)	--	--
San Timoteo Management Zone – Maximum Benefit	400	--	--	--	5.0 (nitrate as nitrogen)	--	--
San Timoteo Management Zone – Antidegradation	300	--	--	--	2.7 (nitrate as nitrogen)	--	--
Yucaipa Management Zone – Maximum Benefit	370	--	--	--	5.0	--	--
Yucaipa Management Zone – Antidegradation	320	--	--	--	4.2	--	--

Notes:
(a) RWQCB(a), Table 4-1.
(b) "Maximum benefit" objectives apply unless Regional Board determines that lowering of water quality is not of maximum benefit to the people of the state; in that case, "antidegradation" objectives apply.

For discussions of CWA Section 401 (Water Quality Certification) and Section 404 Nationwide and Individual permits (U.S. Army Corps of Engineers), as well as California Department of Fish and Wildlife (CDFW) Lake and Streambed Alteration Agreements, please refer to Section 5.4 – Biological Resources of this PEIR.

As noted above, the CWA prohibits the discharge of pollutants to waters of the U.S. unless the discharge is in compliance with a NPDES permit. Some of the NPDES permits are managed on a statewide basis by the State Water Resources Control Board (i.e., General Permits), including the General Industrial Activities Storm Water Permit and the General Construction Activity Storm Water Permit. In addition, the State Board issues two statewide municipal permits for CalTrans-managed storm sewer systems and Municipal Separate Storm Sewer Systems (MS4).

The general construction stormwater permit (currently Order 2009-0009-DWQ) applies to construction sites that disturb one or more acres of soil, or projects less than one acre but are part of a larger common plan of development. The primary requirement of the general construction permit is development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD) and implemented/monitored onsite by a certified Qualified SWPPP Practitioner (QSP). The purpose of the SWPPP is to apply appropriate sediment and erosion control Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater runoff. BMPs can include source control methods such as site housekeeping and secondary containment structures, as well as detention basins for capture and containment of sediments; use of silt fencing, sandbags, and/or straw bales.

The statewide general industrial permit (currently Order 2014-0057-DWQ) regulates post-construction discharges associated with ten federally-defined categories of industrial activities. This permit also requires certain BMPs, a site-specific SWPPP and monitoring plan. The Santa Ana RWQCB also adopted a sector-specific general permit specifically for metal scrap recyclers within the Santa Ana River Watershed (Order R8-2012-0012).

The MS4 permit program regulates all stormwater discharges from municipal storm drains. The Santa Ana RWQCB oversees three MS4 permits: one for Orange, Riverside, and San Bernardino Counties. The Riverside County MS4 permit (Order RB8-2010-0033) requires the principal permittee (District) and co-permittees (County of Riverside and cities, including the City of Beaumont) to develop several items that generally reduce pollutants in urban runoff to the Maximum Extent Practicable (MEP, as previously discussed). This includes "Local Implementation Plans" describing the enforceable elements of an agency's urban runoff compliance program, as well as a "Watershed Action Plan" and "Hydromodification Management Plan" to address impacts from urbanization. Likewise, a "Drainage Area Management Plan" is periodically updated by the principal permittee to document MS4 permit compliance programs and to provide guidance to co-permittees for Local Implementation Plans. In addition, the "Consolidated Monitoring Program" defines the monitoring locations and methods to evaluate BMP effectiveness. Lastly, the MS4 permit requires a "Water Quality Management Plan" (WQMP) for most new development and certain redevelopment projects. Like the construction SWPPP, the WQMP identifies how site design elements, source control methods and treatment control BMPs in the post-construction phase will minimize pollutant loads to the municipal storm drain in the long-term.

Under direction from the Santa Ana RWQCB, the WQMP prioritizes the use of Low Impact Development (LID) principles and BMPs[2] to reduce the discharge of pollutants into urban runoff by mimicking the pre-development hydrologic regime. Therefore, the WQMP template (developed by principal permittee, RCFC&WCD and approved by the Santa Ana RWQCB) forces the applicant to work through a hierarchy of LID BMPs to justify feasibility (or infeasibility) of infiltration methods as the primary treatment mechanism for the urban runoff. The WQMP also requires each onsite drainage area (i.e. roofs, parking lots, landscaping, etc.) be identified as a Drainage Management Area (DMA) as to where it is draining; to either "self-treating" areas,[3] "self-retaining" areas,[4] or areas draining to BMPs. (WQMP Guidance 2012)

[2] Low Impact Development: An approach to stormwater management and land development that combines hydrologically functional design with pollution prevention measures to compensate for land development impacts on hydrology and water quality. LID BMPs and Principles mimic the site's predevelopment hydrology by using techniques that store, infiltrate, evapotranspirate, bio-treat, bio-filter, bio-retain, or detain runoff close to its source (LID, 2012).

[3] Self-treating area: Natural or landscaped area that drains overland off-site or directly to the storm drain system.

Eligible projects submitted to the City are required to provide a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits.

Sustainable Groundwater Management Act of 2014

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package, composed of AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act (SGMA). For the first time in its history, California has a framework for sustainable, groundwater management - "management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results." SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. GSPs are required for "critically overdrafted" basins by 2020, and for all remaining high- and medium-priority groundwater basins by 2022.

Pursuant to SGMA, the San Timoteo Subbasin is a medium priority basin. The Beaumont Basin is not prioritized by SGMA because it is managed through an adjudication.

Cobey-Alquist Flood Plain Management Act (California Water Code Section 8400 et.seq.)

The act states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource. The floodplains of the State are a land resource that requires development in a manner that is in conjunction with economically justified structural measures for flood control, and that would result in the prevention of loss of life and economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is a policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management, and to provide state assistance and guidance.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1984 requires urban water suppliers to develop written "Urban Water Management Plans." This Act was promulgated as a means of encouraging and implementing water conservation measures, while establishing long term planning obligations for water suppliers. Under the Act, Urban Water Management Plans must describe the following:

- Existing and planned water supply and demand;
- Water conservation measures and a schedule for implementing and evaluating such measures; and

[4] Self-retaining area: Area designed to retain runoff, such as graded depressions with landscaping or porous pavements.

- Water shortage contingency measures.

The Urban Water Management Planning Act requires a 20-year planning horizon, and water management plan updates every 5 years. Urban Water Management Plans are statutorily exempt from CEQA.

In preparing their 20-year management plans, water suppliers must directly address the subject of future population growth and related increases in water demands. The Plan must "identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier" intended to satisfy future demands. The BCVWD has recently adopted a Year 2015 Urban Water Management Plan Update which conforms with State law requirements.

Regional Regulations

Flood Control District

The RCFCWCD adopted and maintains the Beaumont MDP, which addresses the locations where flooding is known or likely in the Beaumont area and provides an economical plan that considers flood protection for both existing and future development within the study area. An Area Drainage Plan (ADP) developed in connection with a ADP provides the financing mechanism used to offset taxpayer costs for proposed drainage facilities. An ADP has not been developed between the City and the District.

The MDP encompasses approximately 34 square miles of incorporated and unincorporated land in and around the City. Generally, the MDP study boundary limits are the community of Oak Glen to the north, Highland Springs Avenue to the east, Beaumont City limits to the south, and Interstate 10 and Wildwood Canyon to the southwest and northwest, respectively. The scope of the MDP includes the following (BGP DEIR 2006, p. 4.9-4):

- The quantity and points of concentration of stormwater runoff in the area;
- Drainage boundary map;
- Determine the location, size and capacity of the proposed drainage structures;
- Preliminary plan and profile drawings, and supporting cost estimates.

It was noted at the time the MDP study was undertaken that discharge rates were determined on the basis of ultimate development assumptions from the then-current City of Beaumont and County of Riverside General Plans. As such, the alignment, location and sizing of facilities are general and are subject to more detailed analysis at the design stage. The criteria utilized for the study was based on all underground storm drains proposed in the drainage master plan being able to collect local urban runoff and, with few exceptions, being located in either existing or assumed street rights-of-way. Runoff from a 10-year storm would be allowed to accumulate in the streets until it reaches the top of curb, whereby the MDP initiates an underground drain which will intercept and convey the entire 10-year storm runoff to an outlet downstream. Flows exceeding the 10-year frequency storm would generally be carried within street rights-of-way. As designed and implemented to date, the combination of street and underground storm drain conveyance of water proposed in the MDP provides appropriate flood protection for potentially affected areas of the City. The MDP further proposes open channels to convey large drainage discharge volumes in circumstances where the right-of-way costs for channel improvements are estimated to be less than the cost of underground storm drains. Where open channels are provided, they are designed to carry the runoff from a 100-year frequency storm. (BGP DEIR, pp. 4.9-5 to 4.9-6.)

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address hydrology and water quality topics:

Title 8 – Health and Safety, Chapter 8.32 – Nuisances

This chapter sets the standards of defined public nuisances, including but not limited to, improper grading or excavation that causes erosion, subsidence or surface water runoff problems of such magnitude as to be injurious or potentially injurious to public health, safety, and welfare or to adjacent premises. (BMC, Section 8.32.185.)

Title 13 – Public Services; Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls

The purpose of this chapter is to protect the health, safety and welfare of the public by:

1. Reducing pollutants in stormwater discharges to the maximum extent practicable;
2. Regulating illicit connections and discharges to the storm drain system; and
3. Regulating non-stormwater discharges to the storm drain system.

The intent of Chapter 13.24 is to protect and enhance the water quality of watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act, the State Porter-Cologne Water Quality Control Act and the conditions of any NPDES permit applicable to the City. (BMC, Section 13.24.010.)

Title 15– Buildings and Construction; Chapter 15.24 – Floodplain Management

The purpose of Chapter 15.24 to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas of the City by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land. According to BMC Section 15.24.030, regulations in this chapter of the municipal code are designed to:

A. Protect human life and health;

B. Minimize expenditure of public money for costly flood control projects;

C. Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;

D. Minimize prolonged business interruptions

E. Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone and sewer lines; and streets and bridges located in special flood hazard areas;

F. Help maintain a stable tax base by providing for the sound use and development of special flood hazard areas so as to minimize future blighted areas caused by flood damage;

G. Ensure that potential buyers are notified that property is in an area of special flood hazard area; and

H. Ensure that those who occupy special flood hazard areas assume responsibility for their actions.

BMC Section 15.24.040 indicates the following types of regulations are included in Chapter 15.24 to accomplish the purposes set forth in BMC 15.24.030, These regulations:

A. Restrict or prohibit land uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities;

B. Require that land uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;

C. Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;

D. Control filling, grading, dredging, and other development which may increase flood damage; and

E. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

Title 16 – Subdivisions; Chapter 16.44 – Flood Control and Tract Drainage
This chapter sets flood event design standards, and the flood control facility design calculations (hydrologic and hydraulic) that are required from applicants of Schedules A, B, C, D, and E land divisions as defined in BMC Section 16.40.050 through 16.40.090. According to BMC Section 16.44.010, the required facilities are established as follows:

A. The minimum design for facilities which control drainage water generated within a land division or floodwater flowing into or crossing a land division shall be based on a storm having a frequency of once in 100 years. Hydrologic and hydraulic calculations for the design of drainage facilities which control drainage water generated within a land division shall be submitted for approval to the City Engineer. Hydrologic and hydraulic calculations for the design of flood-control facilities to control floodwater flowing into or crossing a land division shall be submitted for approval to the flood-control agency having jurisdiction and to the City Engineer.

B. The use of streets for flood-control and drainage purposes may be prohibited by the City Engineer if the use thereof is not in the interest of the public health, safety and welfare.

C. *When the City Engineer permits the use of streets for flood-control and drainage purposes, the ten-year frequency design discharge shall be contained between the tops of curbs, and the 100-year frequency design discharge shall be contained within the street right-of-way. If either of these conditions is exceeded, additional flood control facilities shall be provided.*

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a hydrology/water quality report is required for an implementing development project if: the project may require drilling for new utilities, construction activities that require deep excavation, or project is above water table, or may require excavation that will reach water table.

5.9.3 Beaumont 2040 Plan

This section presents those policies of the proposed Project that reduce potential impacts to water quality and hydrology.

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to hydrology and water quality include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

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

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

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

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

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

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

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

Implementation LUCD7 Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions.

Implementation LUCD13 Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.

Implementation LUCD23 Joint Use. Create a joint use agreement with the Flood Control District and other utility companies to allow residents greater park and recreational access.

Beaumont 2040 Plan, Chapter 6 – Health, Equity, and Environmental Justice

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

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

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

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP .

Policy 7.2.6 Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.

Policy 7.2.7 Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Policy 7.4.4 Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

Policy 7.5.1 Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.

Policy 7.5.2 Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

Policy 7.5.3 Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Policy 7.5.4 Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.

Policy 7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Policy 7.5.6 Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.

Policy 7.5.7 Pursue grant funding and partnership opportunities for stormwater capture and/or restoration projects.

Policy 7.5.8 Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.

Policy 7.5.9 Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

Policy 7.5.10 Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.

Implementation CFI1 Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI3 Adequate Water Supply for New Development: Require a Water Supply Assessment for new developments to ensure adequate water supply.

Implementation CFI4 Water System Plans and Rate Study. Participate in the revision the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.

Implementation CFI5 Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI8 Low Impact Development. Develop standards to:

- determine where Low Impact Development (LID) techniques are appropriate and can incorporate best management practices.
- identify and eliminate barriers to incorporate watershed protection principles.

Implementation CFI9 Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI21 Local implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 (“MS4 Permit”).

Implementation CFI22 Site Inspections. Conduct periodic inspections of commercial and industrial facilities for non-stormwater and/or pollutants discharges to the storm drain system.

Implementation CFI23 Construction Site Inspections. Conduct construction site inspections in order to check for inadequate erosion and sediment control measures and/or non-stormwater discharges.

Implementation CFI24 Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.8: A City with reduced potential flood hazards.

Policy 9.8.1 In coordination with the Public Works Department, annually review the City’s Land Use and Flood Hazard Maps to ensure that they accurately reflect areas recognized by FEMA as being subject to flooding.

Policy 9.8.2 Restrict development in Flood Hazard Areas.

Policy 9.8.3 Work closely with Federal and regional partners to perform timely reviews of potential flood hazards and identify mitigation strategies.

Policy 9.8.4 Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.

Policy 9.8.5 Limit future development of critical facilities including, but not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities within the boundaries of the 100-year flood plain.

Policy 9.8.6 Encourage critical facilities to implement feasible design mitigation measures that ensure the building will not flood during a 100-year flood event to greatest extent practical.

Policy 9.8.7 Support regional efforts to control and mitigate existing potential flood related problems.

Policy 9.8.8 Evaluate the feasibility of expanded joint-use of open space lands and utility easements for flood control.

Policy 9.8.9 Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in areas that have experienced flooding in the past.

Implementation S22 Flood Control Maps. Regularly update City's maps to reflect latest FEMA designations.

Implementation S23 Update Municipal Code. Update municipal code to require:

- on site stormwater runoff retention.
- limit stormwater runoff impacts on adjacent properties.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

5.9.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- (Threshold B) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- (Threshold C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:
  - i. result in substantial erosion or siltation on- or off-site.
  - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
  - iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv. impede or redirect flood flows.

- (Threshold D) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- (Threshold E) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.9.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions will serve to ensure potential impacts to cultural resources are reduce to the point where impacts are less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Water quality standards for ground waters and surface waters of the region are established in the RWQCB Basin Plan. The term "water quality standards" includes both the beneficial uses of specific waterbodies and the levels of quality which must be met in the waterbody and maintained to protect those uses. The actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards are in the Basin Plan implementation plan. (Basin Plan, p. 1-1.)

The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities including, wastewater treatment plants and recycled water. WDRs typically contain effluent limitations on major wastewater constituents and receiving water limitations for toxic materials. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. (Basin Plan, p. 1-1.)

Development of natural areas brings with it the increased risk of pollutant discharges to the environment. Impacts to surrounding water quality are discussed in terms of two phases of development: construction-phase and operational (post-construction). Stormwater and point source discharges are highly regulated with systems put in place to allow for growth while requiring mitigation for the adverse impacts of development. And most importantly, the regulatory mechanisms are continually evolving.

Construction

Construction of the Beaumont 2040 Plan will have the potential to result in discharges from soil disturbance that could violate water quality standards if not adequately addressed. Construction projects greater than or equal to one acre in size (unless part of a larger plan of development) would be required to comply with the current NPDES Statewide Construction General Permit (CGP), which also includes

Waste Discharge Requirements (WDRs) for discharges of storm water runoff associated with construction and land disturbance activities. The CGP requires preparation of an effective Storm Water Pollution Prevention Plan (SWPPP), which describes targeted erosion and sediment control BMPs to prevent stormwater pollution during construction. The SWPPP must be prepared by a Qualified SWPPP Developer (QSD) and implemented onsite by a Qualified SWPPP Practitioner (QSP). (CGP, pp. 32-33.) This is consistent with the aforementioned policies and implementation measures of Goal 7.5 in the Beaumont 2040 Plan, which will minimize pollutant discharges (Policy 7.5.3), require construction site inspections of erosion control measures (Implementation CFI23), and provide education to the public about stormwater pollution (Policy 7.4.4 and Implementation CFI6). Further, Policy 3.12.3 controls grading practices to minimize the potential for erosion consistent with Title 13 of the City's Municipal Code ("Stormwater/Urban Runoff Management and Discharge Controls"). Consequently, through compliance with the goals, policies, and implementation measures of the Beaumont 2040 Plan, compliance with the City's Municipal Code requirements for erosion control, and the existing regulatory requirements of the NPDES Statewide CGP, construction of future projects in the Planning Area , Area will not violate water quality standards or WDRs and impacts from construction of each implementing project are considered **less than significant** and no mitigation is necessary.

Operation

Pursuant to the Riverside County MS4 NPDES Permit, qualifying new development and large redevelopment projects are required by the City to prepare a Water Quality Management Plan (WQMP) or similar demonstration of post-construction methods to mitigate downstream impacts to flooding and water quality. The City also requires a Drainage Study for qualifying development proposals to address the hydrologic and hydraulic considerations. The WQMP requires site design features to attempt maintaining the preconstruction hydrologic regime, which can include porous pavement, avoiding natural drainages, disconnecting roof drains, covering land uses with high concentrations of pollution sources (i.e., outdoor industrial activities) and curb cuts to allow runoff to unpaved areas instead of the storm drain. To address pollutants, treatment systems are required to capture and remove the expected pollutants based on the land use type. Stormwater treatment methods can be highly complex (e.g., hydrodynamic separators with chemical precipitation) to relatively simple basins, sand filters, and grass swales. Water quality sampling data is often required and can depend on the level of erosive risk, the type of industry, or frequency of enforcement actions. In the end, regular reporting from the discharger, which includes the City and private entities, to the regulators is required to document activities and gage over the long-term the progress made in complying with the basic provisions of the CWA.

Qualifying industrial facilities (based on SIC codes),[5] are required to comply with the Industrial General Permit (IGP) that is issued by the SWRCB for long-term monitoring/reporting and metal scrap recyclers are also subject to a NPDES permit from the Santa Ana RWQCB (Order No. R8-2018-0069). Industrial facilities such as manufacturers, landfills, mining, steam generating electricity, hazardous waste facilities, transportation with vehicle maintenance, larger sewage and wastewater plants, recycling facilities, and oil and gas facilities are typically required to obtain IGP coverage. The IGP requires an industrial SWPPP for each facility and a Qualified Industrial Storm Water Practitioner (QISP) for certain facilities where site sampling of stormwater runoff is needed, depending on the type and location of the facility. The regulators

[5] Refer to Attachment A of Industrial General Permit but generally includes: manufacturing, oil and gas/mining, hazardous waste treatment, storage or disposal, landfills, land application sites, open dumps, recycling facilities, steam electric power generation, transportation facilities, sewage or wastewater treatment works.

at the state level and the City are charged with ensuring the different stages of development, and sectors of the community, comply with water quality standards and WDRs. Through their systems of reviewing applications, requiring BMPs that are based on the best science available, continually evaluating program effectiveness, as well as having the legal authority to enforce permit violations, the goal of protecting water resources to the MEP is met.

The proposed Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3 require future development to incorporate sustainable and improved stormwater management practices, including LID techniques to improve stormwater quality and reduce runoff quantity. The policies will also require new development and redevelopment projects to reuse stormwater onsite to the MEP and provide adequate stormwater infrastructure for flood control. Further, the policies will result in effectively treating storm water to minimize risk to downstream resources. In turn, this will ensure compliance with the NPDES MS4 permit requirements. The City will require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Through compliance with existing regulations in Section 5.9.2 and the proposed Beaumont 2040 Plan goals, policies, and implementation for the protection of water resources in Section 5.9.3, adoption and implementation of the Project will result in **less than significant** impacts to surface water and ground water quality and no mitigation is necessary.

Threshold B: ***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

BCVWD is the water supplies for the City and City SOI. BCVWD has anticipated significant growth within the City that will be met through maximizing local groundwater production, purchasing more imported water, and increasing recycled water distribution (UWMP, p. 6-62). Most of the groundwater produced by BCVWD is within the Beaumont Basin, which is an adjudicated basin and managed through a court-appointed Watermaster (**Figure 5.9-4 – Groundwater Basins**). Groundwater supplies that are utilized by BCVWD but outside of the Beaumont Basin will be managed by a GSA through a GSP by 2022 pursuant to SGMA.

The bulk of future supplies is forecasted to come from the BCVWD storage account in the Beaumont Basin. BCVWD water supplies are projected to increase from 9,792 AFY supplied in 2015 to 28,960 AFY by 2040. (UWMP, p. 6-62.) This projection will meet BCVWD's projected customer water demand of 25,381 AFY by 2040. BCVWD plans to purchase additional imported water from the State Water Project (SWP) through the San Gorgonio Pass Water Agency when possible to add to the storage account balance to prepare for future shortfalls that may occur during dry years. BCVWD expects the imported water that is requested for purchase in the future (either for storage or distribution) to be supplied, and if in any year the request is not met, the shortfall will be delivered once imported water is available. BCVWD anticipates banking 35,000 AF of water over the next 20 years, thus bringing the storage account to 60,560 AF. When the groundwater storage account reaches this amount, BCVWD will be able to meet year 2040 water demands with no SWP for over three years. (UWMP, p. 7-4.) As of 2015, BCVWD had 25,568 AF stored in their account which has a maximum capacity right of 80,000 AF. (UWMP, p. 8-2.) Because the availability of imported water supplies varies each year, it is critical for recharge to occur in the Beaumont Basin.

In order for BCVWD to construct the facilities to serve build-out of its service area, the estimated cost will be more than $570 million over the next 20 years. BCVWD expects about $490 million to be paid for by development through impact fees to accommodate the growth in demand and facilities. About $82 million may be funded through a combination of depreciation funds and other sources such as front footage fees for pipelines less than 16-inch diameter put in by developers as part of a main extension agreement or installed as part of the tract development. (BCVWD, p. 7-16.)

Continued development of the Planning Area will result in an increased demand for water supplies and less space available for natural groundwater recharge. Because groundwater supplies meet the bulk of the City's water demand, expanding water supplies and reducing water demand through conservation, while also setting aside land for active and passive recharge will be necessary by both the City and BCVWD. The Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 will provide space for such purposes and require coordination and communication between the City and BCVWD to ensure a clean and sustainable water supply. Through these policies, the City will find more recharge opportunities, ensure adequate funding for water facilities is available, and ensure planning for water infrastructure and testing of water quality.

The Beaumont 2040 Plan Policies will not conflict with the management efforts of the Beaumont Basin Watermaster in its oversight of the Beaumont Basin. The other groundwater basin in the Planning Area will be managed by a GSA and a GSP beginning 2022. The Beaumont 2040 Plan goals, policies, and implementation action support efforts that are aligned with sustainable groundwater management, including protecting and monitoring water quality, increasing opportunities for recharge, and funding existing and future water facilities. Therefore, through the implementation of the Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 and compliance with existing regulations for protection of water quality and groundwater management in Section 5.9.2, impacts to sustainable groundwater management from the adoption and implementation of the Beaumont 2040 Plan will be **less than significant.**

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

i. Result in substantial erosion or siltation on or off site.

Implementation of the Beaumont 2040 Plan will result in the development of properties that are currently undeveloped. This is anticipated to increase the area of impervious surfaces and result in alteration of existing drainage patterns. Substantial erosion or siltation is known to result during construction and/or during the post-construction phase if erosion control measures are not used. Erosion or siltation can also occur in the post-construction phase if runoff is not captured and conveyed appropriately.

As discussed previously, future implementing projects of the Beaumont 2040 Plan will be subject to NPDES permit requirements that address the control of erosion and siltation. This includes the CGP which requires for projects greater than one acre in size (or part of a larger plan of development) a SWPPP and the effective implementation of erosion control measures. The Santa Ana RWQCB conducts inspections and enforces the CGP at construction sites.

Implementing projects of the Beaumont 2040 Plan will also be subject to the post-construction requirements of the MS4 NPDES permit. This includes preparation of a project-specific WQMP and drainage study for review and approval by the City prior to issuance of a grading permit(s). The WQMP

ensures that implementing project designs have incorporated current LID methods (or adequately demonstrated why LID will not be feasible) for the effective treatment of pollutants of concern in stormwater runoff from a design storm event. Project-specific drainage studies will demonstrate the pre- and post-construction hydrology and hydraulics of implementing projects, and how the project and any incorporated elements, such as such detention basins, will ensure that adverse downstream impacts to receiving waters and/or receiving drainage facilities have been mitigated for and will not occur. In addition, future projects that encroach on RCFCWCD property will be required to demonstrate how the project will not result in adverse impacts to the RCFCWCD facility (i.e. exceed facility capacity, or contribute pollution).

Implementing industrial projects of the Beaumont 2040 Plan, depending on their SIC Code, may also be subject to the current NPDES IGP, in addition to the CGP and WQMP. The IGP requires an industrial SWPPP and various degrees of long-term site sampling of stormwater runoff, and annual reporting to the state, depending on the type and location of the facility. Likewise, all discharges from Caltrans MS4s, maintenance facilities, and construction activities are subject to the Caltrans MS4 Permit requirements, which are similar to the CGP and WQMP requirements.

Discharges that are not authorized by a NPDES permit must be permitted by other means by the Santa Ana RWQCB or SWRCB (e.g. filing a Report of Waste Discharge, Water Quality Certification).

The control of erosion that may result from implementing projects of the Beaumont 2040 Plan is already a highly regulated, monitored, and enforced system as outlined in Section 5.9.2. The Beaumont 2040 Plan Policies in Section 5.9.3 will provide residents, project applicants, and the City the tools to comply with existing regulations that address erosion and siltation from the addition of impervious surfaces and alteration of existing drainage patterns.

Through implementation of Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3 and existing regulations discussed in Section 5.9.2, erosional/siltation impacts from changes to the existing drainage patterns and increasing imperviousness from adoption and implementation of the Beaumont 2040 Plan are **less than significant** and no mitigation is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

Future implementing projects of the Beaumont 2040 Plan will result in changes to the existing drainage patterns in such a way that flooding could occur on- or off-site of a project. Flooding can occur from an increase in imperviousness which increases the volume and speed of runoff. When the volume and speed of runoff is increased, drainage facilities become inadequate to handle the flows and capacity is exceeded.

RCFCWCD operates and maintains a network of flood control facilities in the City (**Figure 5.9-2 – Flood Control Facilities**). The City is responsible for smaller drainage facilities, typically those that are less than 36 inches in diameter. As such, future implementing projects of the Beaumont 2040 Plan must demonstrate how flooding will be avoided on- and off-site (upstream and downstream) through preparation of drainage studies. Project contributions to RCFCWCD facilities must also be analyzed and mitigated for by each project, taking into account buildout of the entire area tributary to that same drainage facility. WQMPs will be required for qualifying projects to demonstrate to the satisfaction of the City, the benefit of decreasing the area of imperviousness by incorporating LID methods into the drainage system by slowing on- and off-site flow rates and decrease flooding. WQMPs will also evaluate methods

of on-site retention of runoff, such as cisterns, rain barrels, and basins which allow for a metered release of flows, typically after the rain event has passed, when capacity becomes available in the downstream pipes and channels.

Beaumont 2040 Plan Goal 7.4 includes policies to provide adequate stormwater infrastructure for flood control, and reduce run-off quantity (Policy 7.4.1 and 7.4.3). The policies of Goal 7.5 will manage and effectively treat stormwater to minimize risk to downstream resources including drainage studies and WQMPs for new developments (Policy 7.5.5). Implementation measures CFI9 will develop an ADP with the flood control district to accompany the existing master drainage plan. The policies of Goal 9.8 will reduce potential flood hazards in the City by updating flood maps, restricting development in flood hazard areas, and requiring new development to mitigate potential flooding and adverse impacts to adjacent properties (Policy 9.8.4). Beaumont Municipal Code Chapters 8.32, 13.24, 15.24 and 16.44 include measures to address the avoidance and minimization of flooding, as well as proper design and planning for flood control facilities. Through implementation of Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3 and existing regulations discussed in Section 5.9.2, flooding impacts from changes to the existing drainage patterns and increasing imperviousness from implementing projects of the Beaumont 2040 Plan are **less than significant** and no mitigation is required.

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

Refer to previous Threshold C.ii. for discussion of existing regional stormwater drainage facilities and pollutants in runoff water. Beaumont 2040 Plan policies will support practices that promote LID, prevention of urban runoff and mitigation of industrial pollution (3.10.7, 7.4.1, 7.4.3), and distribute information on how to reduce or eliminate surface and groundwater contamination (6.7.7, 7.4.4). Implementation action CFI2 includes updating ordinances to enable innovative stormwater capture and reuse systems and CFI8 will develop standards for use of LID. Through implementation of existing regulations in Section 5.9.2, and future project-specific analyses and planning required by Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3, adoption and implementation of the Beaumont 2040 Plan will not exceed the capacity of drainage systems, or provide substantial additional sources of polluted runoff. Therefore, impacts to existing or planned stormwater drainage systems from the alteration of drainage patterns and the addition of impervious area in the Planning Area will be **less than significant.**

iv. Impede or redirect flood flows.

The FEMA-designated 100-year and 500-year flood hazard zones that are within the City and City's SOI are shown on **Figure 5.9-3.** Approximately 154 acres within the City limits are in the 500-year flood zone, and approximately 198 acres are within the 100-year flood zone. The City's SOI contains less than one acre of 500-year flood zone. With continued development of regional drainage facilities pursuant to the Beaumont MDP (**Figure 5.9-2**), these flood hazard areas are expected to decrease. The proposed Beaumont 2040 Plan plans for some residential land uses in the area of the flood hazard zones. Therefore, future developments that are within a flood hazard zone will have to reduce the threat of flooding pursuant to current floodplain development regulations and the pertinent Beaumont 2040 Plan Policies. Through implementation of existing regulations as described in Section 5.9.2 above, and the Beaumont 2040 Plan goals, policies, and implementation described in Section 5.9.3, adoption and implementation of the Beaumont 2040 Plan and revised Zoning Map, future projects within the Planning

Area will not substantially alter existing drainage patterns so as to impede or redirect flood flows, and impacts from flood flows are **less than significant**.

Threshold D: ***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

The FEMA-designated 100-year and 500-year flood hazard zones that are within the City and City's SOI are shown on **Figure 5.9-3 – Flood Hazard Zones.** Within the City limits, approximately 154 acres are within the 500-year flood zone, and approximately 198 acres are within the 100-year flood zone. The City's SOI contains less than one acre within the 500-year flood zone. Should structures proposed by the Beaumont 2040 Plan become inundated during a future flood event, there is a risk of pollutants being released inadvertently into the environment. The regulations of Beaumont Municipal Code chapter 15.24 (Floodplain Management) restrict land uses that are dangerous to health, safety, and property due to water or erosion hazards and require land uses vulnerable to flood be protected against flood damage at the time of initial construction. Further, Beaumont 2040 Plan Policy 6.7.1 prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow necessary services. Future implementing projects will be required to incorporate flood control methods to minimize the risk to life and property pursuant to current regulations, City Municipal Code, and Beaumont 2040 Plan goals, policies, and implementation actions discussed in Sections 5.9.2 and 5.9.3, respectively.

The City is located approximately 52 miles from the nearest (Pacific) ocean. Therefore, the Planning Area is too far away from the nearest ocean to have any meaningful tsunami risk.

Seiches can occur in bodies of water both near and far from an earthquake epicenter. Future projects developed consistent with the Beaumont 2040 Plan may propose the creation of community lakes, ponds, or pools in the Planning Area. Seiches as a result of ground shaking could occur in the region that may adversely impact property owners down-gradient from these bodies of water. Pursuant to Beaumont 2040 Plan goals, policies, and implementation, future projects will be required to mitigate potential flooding, such as preventing adverse drainage impacts to adjacent properties and the adequate siting of structures located within flood plains. Therefore, with implementation of Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 and compliance with existing regulations discussed in Section 5.9.2, impacts associated with the risk of pollutants from seiches and flooding that may result from adoption and implementation of the Beaumont 2040 Plan and revised Zoning Map will be **less than significant** and no mitigation is required.

Threshold E: ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

The local water quality control plan (Basin Plan) is maintained by the Santa Ana RWQCB (updated June 2019). The Basin Plan specifies the state's water quality standards (i.e. beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB's regulatory programs. When permittees and projects comply with the provisions of applicable NPDES permits and water quality permitting, as discussed herein in Section 5.9.2 – Existing Regulations, they are consistent with the Basin Plan. The Beaumont 2040 Plan Policies include measures to implement NPDES requirements and enforcement of said regulations, such as inspecting construction sites. Through implementation of existing regulations in Section 5.9.2 and Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3, adoption and implementation of the proposed Beaumont 2040 Plan and revised Zoning Map will not conflict or obstruct a water quality control plan. Therefore, impacts in this regard will be **less than significant** and no mitigation is needed.

Much of the Planning Area overlies the Beaumont Basin, which is managed by the Beaumont Basin Watermaster Committee, of which the City is a member. The Watermaster operates under the Judgment and the Rules and Regulations, which were originally adopted June 8, 2004, and subsequently amended in 2006 and 2008. The Judgment and the Rules and Regulations establish the procedures by which Watermaster accounts for the water resources of the Basin. Watermaster has the power to collect administrative assessments from all Appropriators and replenishment assessments from those parties (Appropriative and Overlying) pumping in excess of their pumping right to fund its operations. Each year, Watermaster publishes an Annual Report, which documents production and recharge activities in the Beaumont Basin. Under the Judgment, the Watermaster is granted discretionary powers to develop and implement a groundwater management plan for the Beaumont Basin. The Watermaster is responsible for providing the legal and practical means of ensuring that the waters of the Basin are put to maximum beneficial use. (BBW, p. 1-3.)

The Beaumont 2040 Plan goals, policies, and implementation in Section 5.9.3 include policies to support the monitoring, protection, and development of groundwater resources which is consistent with the tasks of the Watermaster. Thus, adoption and implementation of the Beaumont 2040 Plan and revised Zoning Map will not conflict with or obstruct implementation of the Beaumont Basin Judgment and efforts of the Watermaster. Therefore, impacts will be **less than significant** and no mitigation is required.

The surrounding groundwater basins in the Planning Area are not subject to a management plan currently. Pursuant to SGMA, the surrounding groundwater basins will be managed beginning 2022 by state-approved GSAs following a state-approved GSP. A GSP details the plan for how groundwater basins will reach long-term sustainability. Because the Beaumont 2040 Plan preceeds the forthcoming GSPs, the proposed land use plan and Beaumont 2040 Plan goals, policies, and implementation actions are expected to become a baseline assumption in the GSP. Therefore, through compliance with the regulations listed in Section 5.9.2 and the Beaumont 2040 Plan goals, policies, and implementation actions in Section 5.9.3, adoption and implementation of the proposed Beaumont 2040 Plan will not conflict or obstruct a sustainable groundwater management plan. Therefore, impacts in this regard will be **less than significant** and no mitigation is required.

5.9.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the proposed Project will not result in significant adverse impacts with regards to hydrology and water quality resources, no mitigation measures are necessary.

5.9.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation actions, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to hydrology and water quality resources from the Project is considered less than significant and no mitigation is necessary.

The significance of impacts to hydrology and water quality resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.9.8 References

The following references were used in the preparation of this section of the Draft PEIR:

303(d) List — Santa Ana Regional Water Quality Control Board, *Approval of Recommendations for the Federal Clean Water Act Section 3030(d) List, Resolution No. R8-2017-0013.* Adopted by Santa Ana RWQCB on April 28, 2017. Approved by SWRCB on October 3, 2017 and pending approval by USEPA. (Available at https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2017/R8-2017-0013.pdf, accessed July 12, 2019).

BBW — Beaumont Basin Watermaster, *2018 Consolidated Annual Report and Engineering Report,* Draft, February 2019. (Available at http://documents.yvwd.dst.ca.us/bbwm/documents/2017finalAnnualReport180300.pdf , accessed July 12, 2019).

BCVWD — Beaumont Cherry Valley Water District, *Potable Water System Master Plan*, adopted January 13, 2016. (Available at https://bcvwd.org/wp-content/uploads/2017/08/2016-Potable-Water-System-Master-Plan.pdf, accessed April 20, 2020.)

Beaumont 2040 Plan — *Beaumont General Plan*, Public Draft August 2020. (Available at [https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft]`

BMC — City of Beaumont, *Beaumont Municipal Code.* (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=COORBECA01. Accessed April 22, 2020.)

Caltrans MS4 — State Water Resources Control Board, *Caltrans MS4 Permit, Order WQ 2017-0026-EXEC, NPDES No. CAS000003 (unofficial draft).* (Available at https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/caltrans/conformed_order_2012-0011-dwq_unofficial_draft.pdf, accessed July 12, 2019).

CGP — State Water Resources Control Board. *Order No. 2009-0009-DWQ, NPDES No. CAS000002, National Pollutant Discharge Elimination System General Permit (and Waste Discharge Requirements) for Storm Water Discharges Associated with Construction and Land Disturbance Activities*. Adopted September 2, 2009. (Available at http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml, accessed March 5, 2019).

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

EPA — U.S. Environmental Protection Agency, *Protecting Water Quality from Urban Runoff*, EPA 841-F-03-003. (Available at https://www3.epa.gov/npdes/pubs/nps_urban-facts_final.pdf, accessed July 12, 2019).

FEMA Federal Emergency Management Agency, (Federal Emergency Management Agency, (Available at https://www.fema.gov/floodplain-management, accessed July 12, 2019.)

IGP State Water Resources Control Board, *Industrial General Permit, Order No. 2014-0057-DWQ, NPDES No. CAS000001, effective July 1, 2015.* (Available at https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/industrial/2014indgenpermit/wqo2014_0057_dwq_revmar2015.pdf, accessed July 12, 2019).

LID 2012 Riverside County Flood Control and Water Conservation District. *Design Handbook for Low Impact Development Best Management Practices*. September 2011. (Available at http://www.floodcontrol.co.riverside.ca.us/NPDES/LIDBMP.aspx, accessed March 5, 2019).

MDP Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area, Zone Five,* July 1983. (Available at http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%205/Reports/BeaumontMDP_report.pdf, accessed July 11, 2019).

MS4 State of California, Regional Water Quality Control Board, Santa Ana Region. *Order No. R8-2010-0033, NPDES No. CAS 618033, National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the Count of Riverside, and the Incorporated Cities of Riverside County within the Santa Ana Region, Area-Wide Urban Runoff Management Program*. Adopted January 29, 2010. (Available at http://waterboards.ca.gov/santaana/water_issues/programs/stormwater/index.shtml, accessed March 5, 2019).

RBF RBF Consulting. *Hydromodification Susceptibility Documentation Report and Mapping: Santa Ana Region*, prepared for Riverside County Flood Control and Water Conservation District. January 2012. (Available at https://www.waterboards.ca.gov/santaana/water_issues/programs/stormwater/docs/rcpermit/wap/Appendix_A-SAR_Hydromodification_Mapping-Final_with_maps.pdf, accessed March 5, 2019)

RWQCB(a) California Regional Water Quality Control Board, Santa Ana Region. *Water Quality Control Plan Santa Ana River Basin*. January 24, 1995, updated February 2016 to include approved amendments. (Available at www.swrcb.ca.gov/rwqcb8/water_issues/programs/basin_plan/index.shtml, accessed March 5, 2019)

UMWP Beaumont-Cherry Valley Water District, *2015 Urban Water Management Plan*, January 2017. (Available at http://www.bcvwd.org/pdf/BCVWD_UWMP2015.pdf, accessed July 12, 2019.)

WQMP Guidance 2012 Riverside County Flood Control and Water Conservation District. *Water Quality Management Plan: A Guidance Document for the Santa Ana Region of Riverside County*. Approved October 22, 2012. (Available at http://rcflood.org/NPDES/SantaAnaWS.aspx, accessed March 5, 2019).

5.10 LAND USE AND PLANNING

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to divide an established community, or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

In response to the Notice of Preparation, the City received comment letters from Caltrans, Riverside County Department of Waste Resources, and Ron Roy, regarding land use and planning. The City also received a comment letter from the Southern California Association of Governments (SCAG). Consistency with SCAG's regional plans are discussed in Section 6 of this Draft PEIR. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding land use and planning at the Project's public scoping meeting.

5.10.1 Setting

The Planning Area

The City and City's SOI (collectively referred to as the "Planning Area") encompasses approximately 26,566 acres (41.51 square miles), of which 19,381(approximately 30 square miles) acres are within the boundaries of the City of Beaumont and 7,185 acres (approximately 11 square miles) are located within the City's Sphere of Influence (SOI). The City is bordered by unincorporated County of Riverside and City of San Jacinto to the south, unincorporated County of Riverside and City of Banning to the east, the unincorporated County of Riverside to the west, and the City of Calimesa and unincorporated community of Cherry Valley to the north.

The existing City limits generally extend north and south of Interstate 10 and State Route (SR) 60. The City's SOI encompasses areas to the south of Interstate 10 and State Route 60 in the regions referred to as Lamb Canyon, Laborde Canyon, portions of the San Timoteo Badlands and Poppet Flats. (Refer to **Figure 3-1 – Regional Map** and **Figure 3-2 – Project Vicinity Map.)**

Development History and Patterns

The City's early development was directly linked with its location in the San Gorgonio Pass, which served as a major route connecting the Los Angeles Basin with points east. Historically, the San Gorgonio Pass has served as a natural gateway between desert and coastal regions, and was well-traversed during both pre-contact (aboriginal) and historic times. The origin of the City of Beaumont dates back to 1866, when the Summit Station mail stop was established on a passenger stage route through the San Gorgonio Pass.

In 1876, with the advent of the railroad, the Pass area became readily accessible. In 1900, the first plans for the City were laid out, and a water system was developed. The City's sparsely scattered population at this time was estimated at between 200 and 300 persons.

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

Beaumont was incorporated as a City on November 18, 1912, and has grown steadily since. A rapid population influx following World War II brought the City's 1950 population to almost 3,000 persons. In the late 1990s and early 2000s, Beaumont experienced a housing boom, including several new master planned communities: Oak Valley Greens, Three Rings Ranch, Solera, Sundance, and Tournament Hills.[1] Together, these specific plans comprise over 25,000 new residential units. While the pace of development has slowed, there are still development projects that are entitled or currently under construction. Most of the new residential developments are operated under Homeowner Associations (HOAs) and several are gated with restricted access. Additionally, new arterial roads and freeway intersections are also under development.

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

Existing Land Uses Within the Planning Area

The City has a relatively small built footprint compared to its overall size. The SOI portion of the Planning Area includes residential and undeveloped land outside of City limits. There is limited data on existing use in land outside of the City limits. Existing land uses within the Planning Area are presented in **Table 5.10-A** and shown on **Figure 5.10-1 – Existing Land Uses within the Planning Area** on page 5.10-5.

Table 5.10-A – Existing Land Use within the Planning Area

Land Use[(a)]	Approximate Percentage of Planning Area
Unknown	1.0
Multi-Family R3	0.1
Commercial	5.7
Religious	0.1
Farmland	1.3
Manufactured Home	0.3
Miscellaneous Structures	0.7
Multi-Family Residential 2 to 3 Units	0.5

[1] See **Figure 5.10-2 – Existing Specific Plans within the Planning Area** on page 5.10-9.

Table 5.10-A – Existing Land Use within the Planning Area

Land Use[a]	Approximate Percentage of Planning Area
Parks	1.2
Single Family on CM[b] Zone	0.1
Single Family Residential	10.4
Private Recreation	2.7
Vacant Land	75.8
Total	99.9[c]

Source: ECR, Figure 4.2

Notes

(a) Location as shown on **Figure 5.10-1**

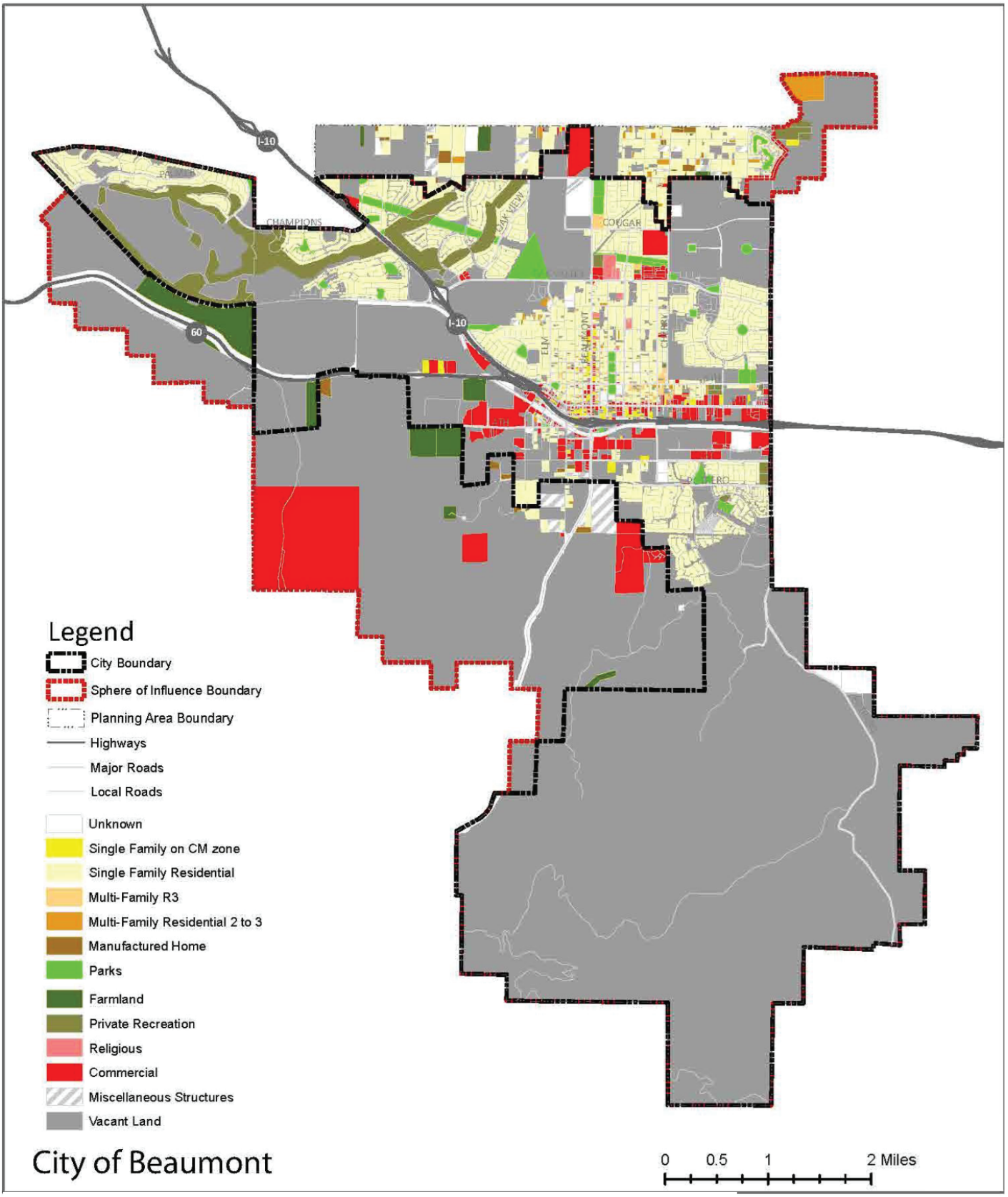
(b) CM – Commercial Manufacturing

(c) Total is less than 100 due to rounding.

As shown in the above table, the largest land use category within the Planning Area encompassing approximately 76% of the Planning Area is vacant. The next largest category is single family residential at just more than 10%, followed by commercial at approximately 6%. Vacant land within the City includes lands that are reserved for open space as well as land designated for urban uses that have not been developed yet. Residential development is primarily found north of SR-60 and I-10 in the flatter areas of the city. As shown on **Figure 5.10-1**, most of the neighborhoods are single-use neighborhoods without supporting commercial uses or services in close proximity. Most of the vacant land, especially that land designated by the 2007 General Plan as open space, is found in the southern end of the city in areas generally characterized with steeper slopes and more rugged topography. While there is a substantial amount of vacant land within the core area of the city, as well as along the freeways, much of this land has already been entitled for development. This pattern of existing uses indicates that Beaumont is a bedroom community[2] with much potential for growth. (ECR, p. 38.)

[2] A bedroom community describes an area where most of the residents commute outside of the city in which they reside.

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

Figure 5.10-21- Existing Land Use: Planning Areas

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There are seventeen Specific Plans currently in place within the City, which were adopted for the development of master planned residential communities and commercial uses. While almost 25,000 housing units were entitled, approximately 7,500 units remain to be built. A brief description and status of these specific plana are presented **Table 5.10-B – Existing Specific Plans** and their locations are shown on **Figure 5.10-2 – Existing Specific Plans**.

Table 5.10-B – Existing Specific Plans

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

Source: Beaumont 2040 Plan, Table 3.1

Notes

(d) Location as shown on **Figure 5.10-2** on page 5.10-9**.**

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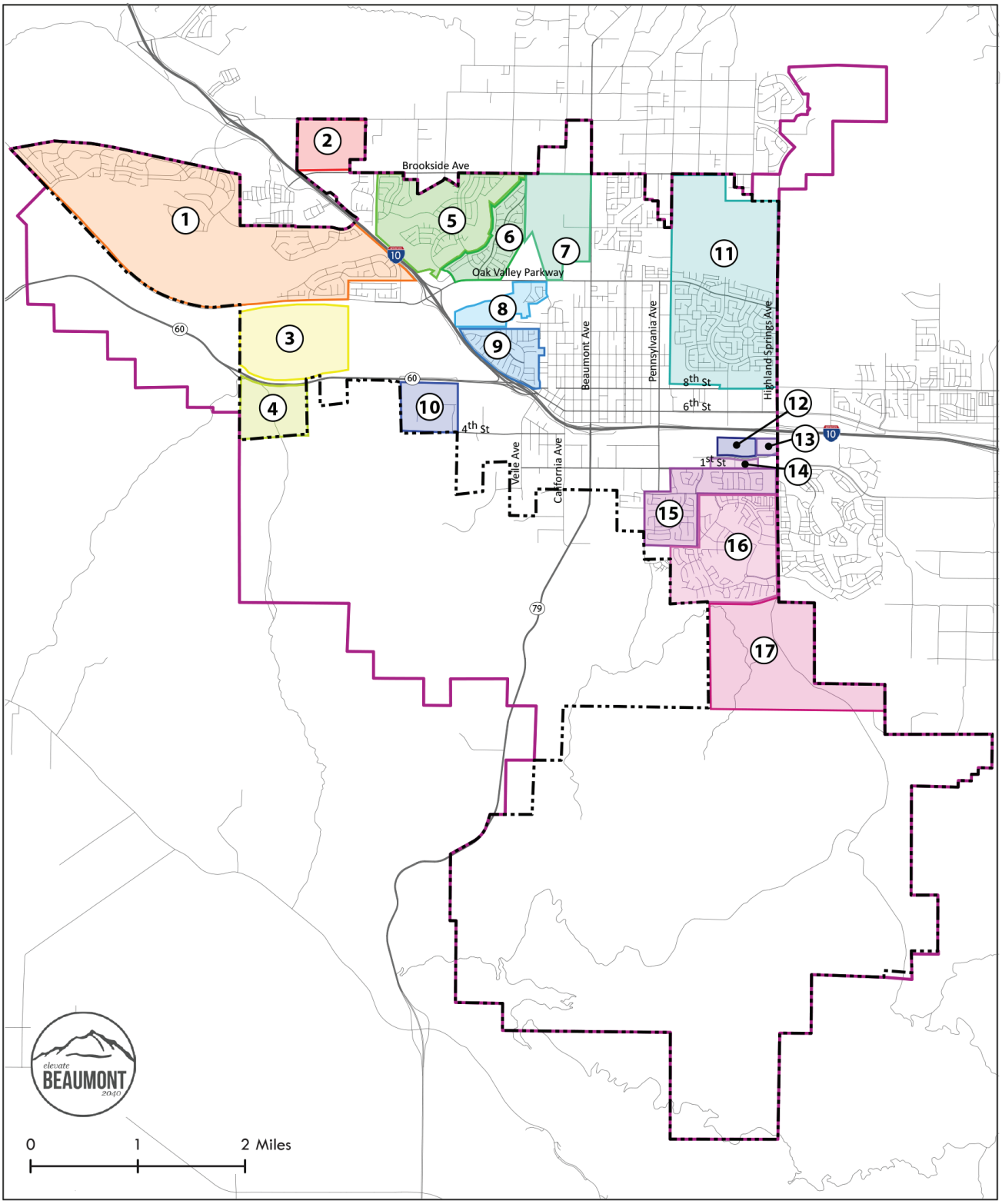


Figure 5.10-2 - Existing Specific Plans

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Existing zoning designations within the Planning Area recognize adopted Specific Plans. By combining policy statements and implementation mechanisms, these Specific Plans provide criteria and standards tailored to individual development proposals, and become the effective zoning for the properties within each Specific Plan area.

5.10.2 Related Regulations

Federal Regulations

There are no federal regulations related to land use that are applicable to the proposed Project.

State Regulations

California Government Code

The California Government Code (Section 65300) describes the scope and authority of local jurisdictions to prepare, adopt, and amend general plans. Communities prepare general plans to guide the long-term physical development of the jurisdiction and any land within the jurisdiction's sphere of influence. At a minimum, the California Government Code requires general plans to address land use, circulation, housing, noise, conservation, open space, and safety issues.

Additionally, California Government Code assigns equal importance to each general plan element and requires general plan elements to be internally and externally consistent, meaning that policies between elements should not be in conflict with one another, nor should subsequent plans or implementation programs, such as the zoning ordinance, capital improvement plan, or specific plans, conflict with general plan policies.

The land use portion of a general plan is expected to describe and identify the general location and extent of uses of land for housing, business, industry, open space, public facilities, and categories for public or private uses of land. The land use element is also expected to establish and define population density and building standards for each district and other territories covered by the plan.

California Building Code

The State of California provides minimum standards for building design through the California Building Code (CBC) (California Code of Regulations, Title 24). The City enforces the CBC through its Municipal Code. The City Building Code incorporates the CBC, including recent changes. The CBC is based on the Uniform Building Code, which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the Uniform Building Code are reflected in the CBC requirements. Through the CBC, the State of California provides a minimum standard for building design and construction.

Surface Mining and Reclamation Act of 1975

The State of California has recognized that mineral resources are essential to the needs of society and the economic well-being of the state. In 1975, the State Legislature passed the Surface Mining and Reclamation Act (SMARA), Public Resources Code (PRC) Section 2710, et seq. The intent of SMARA is to promote production and conservation of mineral resources, minimize the environmental effects of mining and ensure mined lands are reclaimed to conditions suitable for alternative uses. Reclaiming land for other uses once mining operations are completed is important for the general health, safety and welfare of the community. Under SMARA, permits are required for all mining activities commencing operation on or after January 1, 1976. All cities and counties in California must incorporate such

designated mineral resource zones into their general plans. Please refer to the MRZ classifications previously outlined under Section 5.11.1 of this section.

Regional Regulations

SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities

The Southern California Association of Governments (SCAG) is responsible for developing, implementing, and funding the *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) for the Southern California region, including the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2016 RTP/SCS was adopted in 2016 and had three subsequent amendments. The latest amendment, Amendment No. 3, was adopted on September 6, 2018. This 2016 RTP/SCS prioritizes investment in land use, housing, and transportation solutions to improve mobility, safety, air quality, and financial challenges in the region.

The Project's consistency with the 2016 RTP/SCS is discussed in Section 6 – Consistency with Regional Plans.

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Local Agency Formation Commission (LAFCO) of Riverside County is a state-mandated local agency that administers California Government Code Sections 56000 et seq., known as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Among the purposes of LAFCO are discouraging urban sprawl and encouraging the orderly formation and development of local government agencies, including cities and special districts, based on local conditions and circumstances (Section 56301). LAFCO regulates, through approval and denial, the boundary changes proposed by other public agencies or individuals. In reviewing proposals for boundary changes, LAFCO is required to consider certain factors such as the conformity between city and county plans, current service levels, and the need for future services to the area, as well as the social, physical, and economic effects that agency boundary changes present to the community. (Government Code Section 56841.) Any annexation to the City must be approved by LAFCO.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP Plan Area provides a regional vision for balanced growth by complying with federal and state endangered species laws. The MSHCP is discussed in detail in Section 5.4.2.

County of Riverside General Plan – The Pass Area Plan (2014)

The County of Riverside General Plan applies to land in Beaumont's SOI. This land is under the County's jurisdiction and not currently located in City limits; however, it could be annexed at some time in the future. Beaumont's SOI is located within The Pass Area Plan of the County's General Plan.

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address land use and planning.

Title 16 – Subdivisions

Title 16 is the City's subdivision ordinance and is adopted pursuant to the provisions of the Subdivision Map Act of 1975 with current amendments and govern all land divisions within the City. (BMC 16.04.010A and B.) According to Section 16.04.01C, BMC Title 16 was adopted to promote orderly growth and

development of the City; to protect existing and future citizen rights; to develop a harmonious and workable relationship between the citizens of the City, employees of the City and applicants for land division; and to provide a means whereby the process, from submission to approval, is completed in a minimum time frame.

BMC Section 16.04.020 establishes the City Planning Commission is designated as the "advisory agency" charged with the duty of making investigations and reports on the design and improvement of all proposed parcel map land divisions and tentative subdivision maps in the City. This section also authorizes the Planning Commission to conditionally approve or disapprove all tentative parcel maps and tentative subdivision maps and land divisions and submit to the City Council for final approval.

BMC Section 16.04.030 establishes the City's Land Division Committee, which consists of representatives from the following departments and districts: Planning, Engineering, Building and Safety, Public Works, Riverside County Flood Control and Water Conservation District, and the Fire Department. The Land Division committee shall be chaired by the Planning Department representative. All land division maps shall be considered by the Land Division Committee and the committee report its findings and recommendations on subdivision maps and parcel maps to the advisory agency with jurisdiction over the map.

Title 17 – Zoning

Title 17 is known as the City's Zoning Ordinance and consists of the Zoning Ordinance and Zoning Map. (BMC 17.01.010.) The primary purposes of the Zoning Ordinance is to serve the public's health, safety, and general welfare through the promotion of compatible land uses. Additionally, the Zoning Ordinance establishes development standards related to heath and safety, protection and enhancement of the environment, maintenance of property values, and enhancement of the City's appearance. (BMC, 17.01.020.) The Zoning Ordinance establishes standards and procedures for development in each zoning district in addition to setting forth the procedures for amendments to the Zoning Map and Zoning Ordinance. (BMC, Section 17.02.080.)

5.10.3 Beaumont 2040 Plan

The Beaumont 2040 Plan includes an entire chapter on Land Use and Community Design that focuses on setting forth the City's long-term vision, goals, and policies to accommodate change and growth in the City while preserving and enhancing the features that make Beaumont a desirable place to live. The goals, policies, and implementation actions identified in this section are limited to those that will reduce impacts regarding physically dividing an established community (e.g., promote connectivity) and/or reduce or eliminate conflicts with land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect.

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

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

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

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

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

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

Policy 3.1.5 Invest in existing residential neighborhoods adjacent to Downtown.

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

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

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities as well as be well-connected to transit.

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

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

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

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

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

Policy 3.3.3 Continue to maintain and conserve existing residential neighborhoods.

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

Policy 3.3.6 Encourage developers to build supportive commercial uses by the time 75% of the residential uses are constructed.

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

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

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

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

Policy 3.4.3 Encourage development of employment-generating uses in the SR-79 West Subarea.

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

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

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

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

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

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

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

Policy 3.12.2 Develop policies for hillside development in order to protect the natural environment.

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

Implementation LUCD 9 Regulatory Barriers. Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development.

Implementation LUCD 16 Core Service Areas. Prioritize capital spending in neighborhoods that promote active transportation, mixed use support improvements to its core service areas

Implementation LUCD 17 Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development.

Implementation LUCD 25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Beaumont 2040 Plan, Chapter 4 – Mobility

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

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

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

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

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

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

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

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

Policy 4.3.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

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

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

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

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

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

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

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

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

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M7 Grant Funding. Submit grant funding applications consistent with grant opportunities to SCAG and RCTC for multi-modal infrastructure projects that promote complete streets.

Implementation M10 Traffic Study Methodology. Update the City's traffic study requirements to implement the VMT methodology and impact thresholds adopted by the City.

Implementation M13 ATP Grants. Annually submit applications in coordination with WRCOG to pursue grant funding opportunities to implement the active transportation system, including in the downtown and adjacent to schools that improve bicycle and pedestrian facilities.

Implementation M19 Multi-Use Trail. Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.

Implementation M20 Transit Station Location. Engage RCTC frequently and participate in meetings to ensure that the Pass transit station is in the City of Beaumont.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- provide a reduction in parking standards if comprehensive TDM programs are provided.

- increase the number of electric vehicle charging stations in parking areas,
- be consistent with the Downtown Area Plan.

Implementation M30 Curbside Management. Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

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

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

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

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

Implementation EDF 27 Coordination with Nearby Cities. Establish regular coordination with neighboring jurisdictions, including the City of Banning, City of Calimesa and Riverside County to explore strategies for efficient infrastructure maintenance and delivery of services and economic development programs.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy 7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP.

Implementation CFI 5 Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.

Implementation CFI 9 Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI 26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.8: A City where the natural and visual character of the community is preserved.

Policy 8.8.3 Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

5.10.4 Threshold of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Physically divide an established community; and/or
- (Threshold B) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.5 Environmental Impacts before Mitigation

A variety of regulatory measures, including compliance with and implementation of Federal, State, regional, and local regulations as well as City's applicable Beaumont 2040 Plan goals, policies, and implementation would serve to ensure potential land use and planning impacts are reduced to the point where impacts are less than significant. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Project.

For purposes of this analyses, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project physically divide an established community***.

An established community is commonly physically divided when the development and construction of physical features result as a barrier to easy and frequent travel between two or more parts of a community. Beaumont is traversed by two major freeways, SR-60 and I-10. The existing land use pattern in the City includes residential, mixed-use, commercial, and open space, which is oriented around these major east-west regional transportation corridors. Since much of the City and the shape of its future communities are already determined by previously approved Specific Plans (see **Figure 5.10-2 – Existing Specific Plans** and **Table 5.10-B – Existing Specific Plans**), the Beaumont 2040 Plan identifies 12 smaller subareas that contain residential subdivisions (see **Figure 3-3**), commercial and industrial areas, which can evolve into walkable neighborhoods.

The Beaumont 2040 Plan does not propose, for example, any new significant open space areas, roadway networks or other large-scale infrastructure (canals, freeways, etc.) that could physically divide an established community. In terms of land use, there are no new large-scale changes to land use, especially to open space, that could physically divide an established community. The Beaumont 2040 Plan identifies subarea strategies that define and clarify expected land use for each of the City's subareas. These strategies provide guidance to enhance future development, rather than cause future

disruptions or divisions. Rather than dividing a community, the Beaumont 2040 Plan intends to connect new growth areas together with established City neighborhoods, provide active and comfortable places that encourage social interaction and community gathering, and provide high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Section 5.10.3 of this Draft PEIR identifies applicable Beaumont 2040 Plan Goals, Policies, and Implementation actions that support a cohesive community, promote connectivity, and encourage transit use in order to reduce vehicle miles traveled and greenhouse gas emissions. Policies 3.1.2, 3.1.10, 3.1.11, 3.1.4, 3.1.8, 3.3.7 address the provision of pedestrian oriented development and connection to transit facilities. Policy 3.1.11 addresses development patterns that put most residents within one-half mile walking distance of neighborhood serving commercial uses and Implementation LUCD9 directs the City to address potential regulatory barriers to mixed use development. New development would be connected with established neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design per Policy 3.1.7. The Beaumont 2040 Plan discourages the construction of new gated communities and in those instances when a gated community is allowed, requires pedestrian and bicycle connections to encourage non-vehicular mobility (Policy 3.3.11).

Through compliance with the Goals, Policies, and Implementation identified in Section 5.10.3, land use and development types will be balanced, pedestrian oriented facilities will be reestablished in downtown, mixed-use districts will be establish and preserved, existing districts would be preserved, new development would connect with existing development, gated communities will be discouraged, and vacant lands within the City (infill) would be developed with new development, schools, and parks.

Mobility Goals 4.1, 4.2, 4.3, and 4.4 and Policies 4.1.2, 4.1.3, 4.1.4, 4.1.5, 4.2.2, 4.2.3, 4.2.5, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.4, and 4.4.5 discuss how the City will provide and integrate land use and transportation infrastructure to support pedestrian, bicycle, and vehicular connections. Implementation actions M3, M4, 47,13, M19, M20, M29. and M30 sets forth the actions to support the vision of the Mobility Element.

Economic Development and Fiscal Goal 5.1 and Policy, 5.1.8 discuss how the City will align City investments with areas of desired growth in the existing commercial and industrial areas, and how the City's infrastructure would support new development.

No aspect of the proposed Project would divide the existing city. In addition, the Beaumont 2040 Plan includes provisions that directly address land use connectivity, mobility access, and encroachment of new development on existing neighborhoods and land uses. The proposed Zoning Code and Zoning Map revisions will implement the goals and policies of the Beaumont 2040 Plan though development standards and identification of zoning districts that provide for mixed-use development. Therefore, through compliance with the provisions of the Beaumont 2040 Plan and the revised Zoning Ordinance and Zoning Map, implementation of the proposed Project would result in **less than significant impacts** with regard to physically dividing an established community. No mitigation is necessary.

Threshold B: ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.***

The Beaumont 2040 Plan changes are intended to clarify existing policies, correct errors and oversights and provide additional guidance where appropriate to further the physical growth and development of City. As such, the Beaumont 2040 Plan will enhance, rather than impede, the land use plans, policies and programs of the Beaumont 2040 Plan, ordinances and other regulatory programs.

The Beaumont 2040 Plan, if approved, would instigate the state requirement to update the City's Zoning Ordinance, Zoning Map, and other regulations to be consistent with the new Beaumont 2040 Plan and/or to address compatibility issues. State law requires zoning to be consistent with General Plan land use designations. The proposed Project includes revisions to the Zoning Ordinance and Zoning Map so that they will be consistent with the Beaumont 2040 Plan. As such inconsistency with City land use plans and regulations would be less than significant.

The changes in the Beaumont 2040 Plan to the Land Use Designations within the City's SOI area, which is under Riverside County's jurisdiction, are the City's vision for the SOI, should all or a portion of that area be annexed to the City in the future. The City is not currently planning SOI annexation. If a property owner in the SOI requests annexation in the future, the Beaumont 2040 Plan will provide guidance for future development. Since the SOI land use is governed and approved by the County of Riverside, the Beaumont 2040l Plan would not conflict the Riverside County General Plan.

The City is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The City of Beaumont is committed to working with all surrounding jurisdictions in an effort to deal with cross-border and regional issues. Beaumont 2040 Plan Goal 5.6 and Implementation actions EDF 27, CFI , CFI 9, and CFI 26 address how the City will cooperate and work with other agencies to development and implement regional plans for groundwater, drainage, and solid waste.

The County of Riverside has an Airport Land Use Compatibility Plans (ALUCPs) which is tasked with the compatibility planning for land uses surrounding 16 private, public, and military airports throughout Riverside County. The purpose is to protect the public health, safety, and welfare through compatible development with airports and minimize the public's exposure to noise and safety hazards. This is achieved through the implementation of policies in Compatibility Plans for each of the airports. As noted in Section 5.8 – Hazards and Hazardous Materials of this Draft PEIR, the City is not within an airport land use plan; there are no airports within the City. and the closest airport, Banning Municipal Airport, is located over four miles from the City.

The Project's consistency with other regional plans is discussed in the applicable topical section of the Draft PEIR. Section 5.4 – Biological Resources discusses the Project consistency with the MSHCP, Section 5.7 – Greenhouse Gas Emission discusses the Project's consistency with California's greenhouse gas reduction plans (e.g., AB 32), Section 5.11 – Mineral Resources discusses the City's compliance with SMARA, and Section 6 – Compliance with Regional Plans discusses the Project's consistency with the 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast (RTP/SCS).

For the reasons set forth above, implementation of the proposed Project will not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; therefore, impacts are considered **less than significant**.

5.10.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impact related to land use; therefore, mitigation measures are not necessary.

5.10.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to land use. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable state, and local standards/regulations discussed herein, the Project's potential land use impacts were found to be less than significant.

5.10.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC City of Beaumont, *Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 31, 2020.)

DOF State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark,* May 2019. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed September 10, 2019.)

ECR City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

5.11 MINERAL RESOURCES

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to potential impacts to the loss of availability of known mineral resources and to the loss of availability of a locally important resource site delineated on a local general plan, specific plan, or other land use plan.

5.11.1 Setting

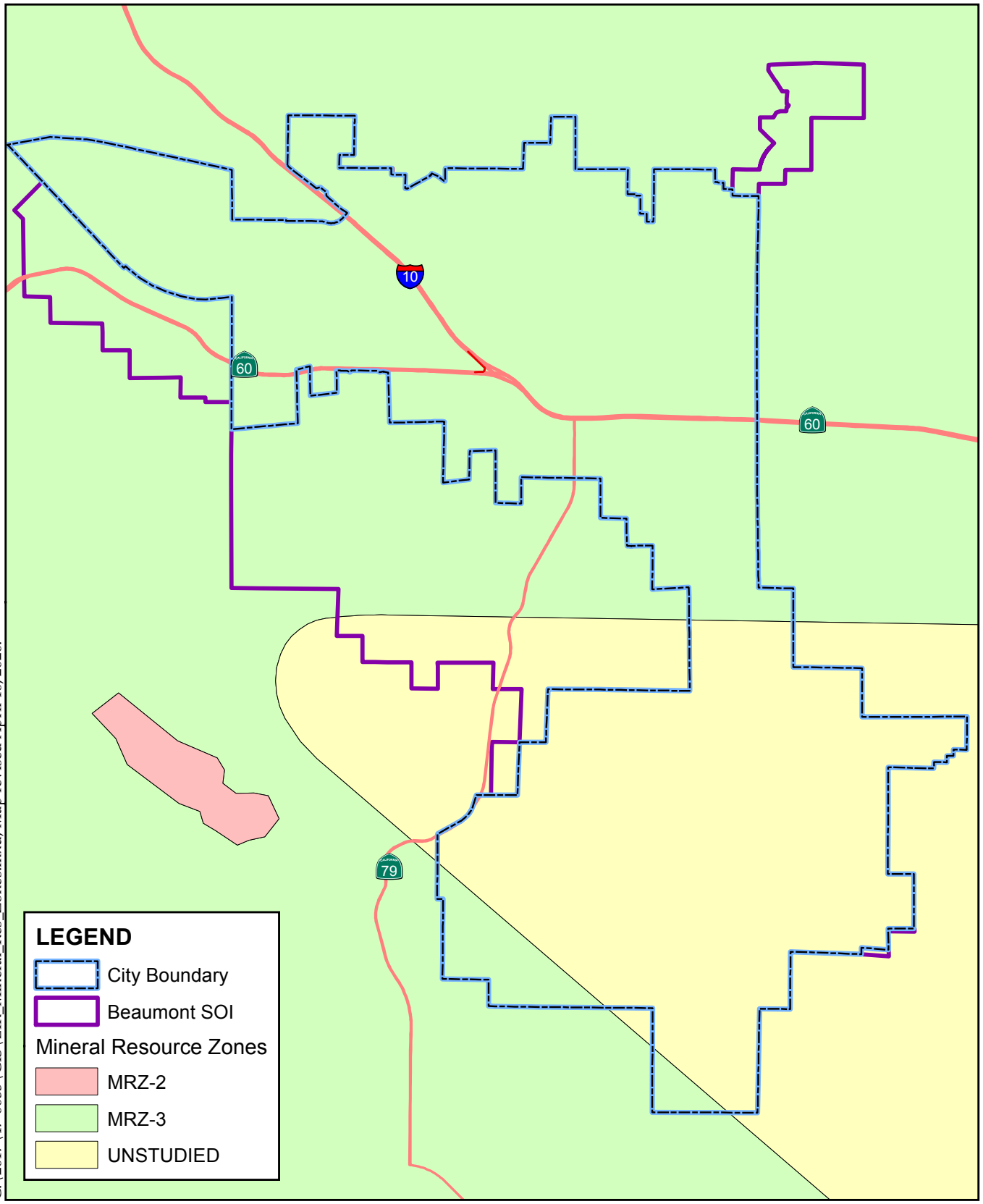
In the context of the California Environmental Quality Act (CEQA), mineral resources are land areas or deposits deemed significant by the California Department of Conservation (DOC). Mineral resources include oil, natural gas, and metallic and nonmetallic deposits, including aggregate resources.

The State Mining and Geology Board (SMGB) is responsible for administration of a mineral lands inventory process termed classification designation. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The SMGB has established Mineral Resources Zones (MRZ) using the following classifications:

- MRZ-1: Areas where adequate geologic information indicates no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2a: Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present.
- MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present.
- MRZ-3a: Areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRZ-2a or MRZ-2b categories.
- MRZ-3b: Areas that may have inferred mineral deposits which may qualify as mineral resources. Further exploration work could result in the reclassification of all or part of these areas into the MRZ-3a category or specific localities into the MRZ-2a or MRZ-2b categories.
- MRZ-4: Areas where there is not enough geologic information available to determine the presence or absence of mineral resources.

As depicted on **Figure 5.11-1 – Mineral Resource Zones**, the upper portion of the City limits and SOI is located in MRZ-3 where the significance of mineral deposits are undetermined; the lower portion of the City limits and SOI is located either in MRZ-3 or in an unstudied area (no MRZ designation issued).

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G:\2017\17-0033\GIS\EIR_Mineral_Res_Zones.mxd; Map revised April 16, 2020.

Sources: Riverside Co. GIS, 2007; Raimi+ Assoc. 2019.

Figure 5.11-1 Mineral Resource Zones

City of Beaumont General Plan Update

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There have been no significant amounts of mineral deposits found in the City. However, since much of the Planning Area is characterized by alluvial materials, which eroded and washed down from the mountains resulting in areas of aggregate mineral resources from open spaces adjacent to drainage courses. There are no delineated sites of locations of mineral resources with the Planning Area. Although there are likely accretions of aggregate along watercourses and drainage within the Planning Area. These resources occur primarily within the westerly portions of the City and its SOI.(Beaumont 2040 Plan, p. 8-7.)

5.11.2 Related Regulations

Federal Regulations

There are no federal regulationsrelated to mineral resources that are applicable to the proposed Project.

State Regulations

Surface Mining and Reclamation Act of 1975

The State of California has recognized that mineral resources are essential to the needs of society and the economic well-being of the state. In 1975, the State Legislature passed the Surface Mining and Reclamation Act (SMARA), Public Resources Code (PRC) Section 2710, et seq. The intent of SMARA is to promote production and conservation of mineral resources, minimize the environmental effects of mining and ensure mined lands are reclaimed to conditions suitable for alternative uses. Reclaiming land for other uses once mining operations are completed is important for the general health, safety and welfare of the community. Under SMARA, permits arerequired for all mining activities commencing operation on or after January 1, 1976. All cities and counties in California must incorporate such designated mineral resource zones into their general plans. Please refer to the MRZ classifications previously outlined under Section 5.11.1 of this section.

Mineral Resources and Mineral Hazards Mapping Program

California's Mineral Resources and Mineral Hazards Mapping Program (MRMHMP) provides data about nonfuel mineral resources, naturally occurring mineral hazards (such as asbestos, radon, and mercury), and historic mining activities throughout the state. The MRMHMP is divided into two projects; the Mineral Resources Project, which provides information about California's nonfuel mineral resources, and the Mineral Hazards Project, which maps and monitors minerals related to public health and safety concerns.

Regional Regulations

County of Riverside Ordinance No. 555

Ordinance No. 555 implements SMARA and addresses the importance of mineral extraction to the economic well-being of Riverside County. It regulates all surface mining operations in the unincorporated portions of Riverside County, as authorized by SMARA, to ensure that:

- The production and conservation of minerals is encouraged while considering and balancing values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment. And, at the same time, eliminating or minimizing the residual hazards to public health and safety.
- The adverse effects of surface mining operations are prevented or minimized and that mined lands are reclaimed to a useable condition readily adaptable for alternative land use.

- The reclamation of mined lands is carried out in a way that permits the continued mining of minerals.

This ordinance is intended to ensure the conservation of mineral resources within the City's SOI which currently is under the jurisdiction of Riverside County.

Local Regulations

Beaumont Municipal Code Section 17.03.160 – Mineral Resources Overlay Zone

This section of the Beaumont Municipal Code is intended to facilitate mining and quarry activities within the properties subject to the land use regulations of the City. Mining, quarrying, excavating, beneficiating, concentrating, processing, and stockpiling of rock, sand, gravel, decomposed granite, clay gypsum, limestone, metallic ores, and similar materials, the reclamation of the resulting excavations and the manufacturing of cement, rock crushing plants, aggregate washing, screening and drying facilities and equipment, and concrete batching plants are permitted uses in conformance with certain development and performance standards provided the operator holds a valid surface mining permit issued pursuant to this section.

5.11.3 Beaumont 2040 Plan and Revised Zoning Ordinance and Revised Zoning Map

Beaumont 2040 Plan

Indicating the relative absence of specific mineral resources in the Planning Area, the Beaumont 2040 Plan does not establish goals, policies, and implementation which directly address such resources.

Revised Zoning Ordinance and Revised Zoning Map

The Revised Zoning Map does not include any land uses designations regarding mineral resources. To be consistent with the lack of a mineral resources designation in the Beaumont 2040 Plan and Revised Zoning Map, one of the proposed revisions to the Zoning Ordinance is the deletion of the Mineral Resources Overlay Zone currently set forth in Section 17.03.160.

5.11.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- (Threshold B) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

5.11.5 Environmental Impacts before Mitigation

For purposes of the below analyses, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

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

The City has no known or identified mineral resources of regional or statewide importance. As shown on **Figure 5.11-1 – Mineral Resource Zones**, the upper portion of the Planning Area is located in MRZ-3 where the significance of mineral deposits are undetermined; the lower portion of the Planning Area is located either in MRZ-3 or in an unstudied area (no MRZ designation issued). Approximately 11,00 acres within the City limits is and approximately 5,730 acres within the City's SOI are within MRZ-3; approximately 7,930 acres within the City limits and approximately 1,420 acres within the City's SOI are within an unstudied area.

Where no mineral resource information is available (e.g., MRZ-3 and unstudied areas), no impacts to "known mineral resources" would occur with implementation of the Beaumont 2040 Plan, Revised Zoning Ordinance, and Revised Zoning Map since the presence and extent of important mineral resources has not been established for the Planning Area. Development pursuant to the Beaumont 2040 Plan, Revised Zoning Ordinance, and Revised Zoning Map will not restrict access to mineral resources outside of the Planning Area. Therefore, the potential for adoption and implementation of the Beaumont 2040 Plan and Revised Zoning Map to result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State is considered **less than significant.**

Threshold B: ***Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan*.**

As shown in **Figure 5.11**, the Planning Area does not contain any "locally important mineral resource recovery sites." Although the current Zoning Ordinance has a Mineral Resources Overlay Zone (Section 17.03.160, neither the City's 2006 General Plan, existing Zoning Map, or any specific plan within the Planning Area identifies a locally-important mineral resource recovery site. Therefore, impacts in this regard are considered to be **less than significant.**

5.11.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impact related to mineral resources; therefore, mitigation measures are not necessary.

5.11.7 Levels of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to mineral resources, because the Project's potential impacts were found to be **less than significant.**

5.11.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC City of Beaumont, *Beaumont Municipal Code, Section 17.03.160 Mineral Resources Overlay Zones. (Available at* https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.40PEST_ARTIGEPR_15.40.030DE, accessed April 16, 2020.)

5.12 NOISE

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.[1]

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to noise because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Planning Area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generation of excessive groundborne vibration or groundborne noise levels; and the exposure of people residing or working in the Planning Area to excessive aircraft noise. A variety of noise and vibration sources within the Planning Area are assessed, including vehicular traffic on roadways and highways, as well as aircraft, railway, and stationary sources.

In response to the Notice of Preparation, the City received a comment letter from Caltrans regarding noise. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding noise at the Project's public scoping meeting.

5.12.1 Setting

Overview of Sound Measurement

Noise is defined as unwanted sound. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1 to 2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while areas adjacent to arterial streets are typically in the 50 to 60 or more

[1] The analysis in this section was prepared by Rincon Consultants.

dBA range. Normal conversational levels are usually in the 60 to 65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source can reduces noise levels by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 10 dBA. (FTA, pp. 2-10, 6-6.) The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows. (FTA, p. 3-10.)

The duration of noise is important because sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest RMS (root mean squared) sound pressure level within the measurement period, and L_{min} is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using the Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. (Caltrans TeNS, p. 2-48.) The L_{dn} and CNEL typically do not differ by more than 1 dBA. (Caltrans TeNS, p. 2-53.) In practice, CNEL and L_{dn} are often used interchangeably.

Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. According to the Federal Transit Administration *Transit Noise and Vibration Impact Assessment*, a vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. (FTA, p. 7-5.)

The general human response to different levels of groundborne vibration velocity levels is described in **Table 5.12-A – Human Response to Different Levels of Groundborne Vibration**.

Table 5.12-A – Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many humans.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: FTA, p. 7-8, Table 7.1

Overview of the Existing Ambient Noise Environment

Noise sources in the Planning Area fall into five basic categories: freeways, aircraft over flights, traffic from local streets, noise from railroad operations, and stationary sources. Ambient noise in the City is dominated by transportation-related noise, mainly from Interstate 10 (I-10) and State Route 60 (SR-60). (ECR, p. 116, Beaumont 2040 Plan, pp. 254-255.) These noise sources are described below, as well as any potentially significant sources of vibration.

Ambient Noise Monitoring and Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each land use type. The Beaumont 2040 Plan identifies noise-sensitive land uses as residential dwellings, hotels, hospitals, nursing homes, educational facilities, libraries, and biological open space. Golf courses, recreational areas, and parks can also be sensitive to noise disturbances. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with the use. (Beaumont 2040 Plan, p. 254.) Sensitive noise receptors are located throughout the City, as shown in **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors**. These noise-sensitive receptors may also be sensitive to high levels of ground-borne noise and vibration, but are not generally located in close proximity to the railroad, which is the only area in Beaumont where long-term ground-borne noise and vibration may rise to this level of significance.

Motor vehicle and train traffic are the predominant source of ambient noise in the Planning Area. Motor vehicle noise is of concern due to the high number of individual events that create sustained noise levels. As such, ambient noise levels would be expected to be highest during daytime and rush hour, unless congestion substantially slows vehicle speeds. (ECR, p. 119.) Sensitive noise receptors such as residential neighborhoods, hospitals, recreational areas, and schools are located throughout the Planning Area and are exposed to varying ambient noise levels based on proximity to high volume roadways, the railroad, and commercial or industrial operations.

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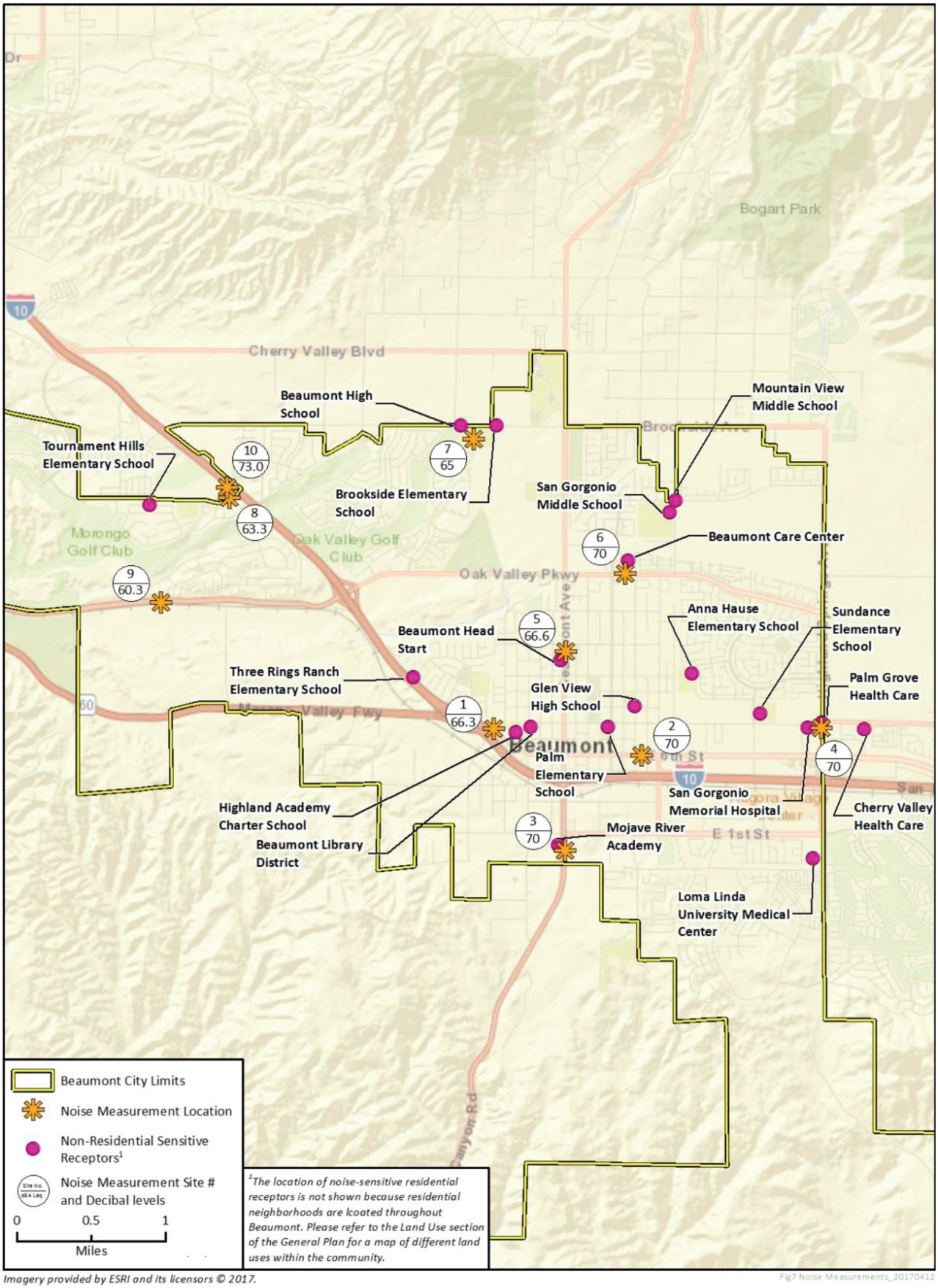


Figure 5.12-1- Community Noise Survey

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In order to characterize current ambient noise levels in Beaumont, a Community Noise Survey was carried out for the *Existing Conditions Report* by Rincon Consultants. Ten 15-minute noise measurements were recorded during afternoon peak traffic hours, between 3:35 p.m. and 6:15 p.m. on April 12, 2017, using an ANSI Type II integrating sound level meter.[2] The locations for these measurements were chosen based on proximity to roadways, developed uses, and noise sensitive receptors, during PM peak traffic hours, in order to show peak noise levels from these transportation noise sources. **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors** shows these noise measurement locations and nearby noise sensitive receptors. **Table 5.12-B – Project Vicinity Noise Monitoring Results** lists the ambient noise levels measured at these locations, along with other information about each measurement.

The results of the Community Noise Survey demonstrate that, as expected, noise levels are highest near high-volume roadways such as I-10 (73 dBA, Location 10), SR-79 (70 dBA, Location 3), 6th Street (70 dBA, Location 2), and Highland Springs Avenue (70 dBA, Location 4). Noise levels were lowest near lower-volume roadways such as Oak Valley Parkway (60.3 dBA, Location 9), Champions Drive (63.3 dBA, Location 8), and Oak View Drive (65 dBA, Location 7).[3] These Noise Survey results are compared to the results of roadway traffic noise contour modeling, described under the subheading **Vehicular Traffic Noise** below.

Table 5.12-B – Project Vicinity Noise Monitoring Results

Location Number[(a)]	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)[(b)]	L_{min} (dBA)	L_{max} (dBA)
1	NW corner of W 6th St & Veile Ave, near residential, across street from church	4:20 p.m. – 4:35 p.m.	140 ft from centerline of 6th St	66.3	60.6	74.2
2	1055 E 6th St, Pioneer Mobile Village	5:53 p.m. – 6:09 p.m.	40 ft from centerline of E 6th St	70.0	52.8	91.0
3	East side of Hwy 79, South of 1st St, across from Mojave River Academy	5:10 p.m. – 5:25 p.m.	30 ft from centerline of Beaumont Ave/Hwy79	70.0	54.5	91.3
4	West side of Highland Springs Ave, between 6th & 8th St, across from San Gorgonio Memorial Hospital	5:23 p.m. – 5:38 p.m.	30 ft from centerline of Highland Springs Ave	70.0	53.6	79.9
5	Beaumont Ave directly across from Beaumont Head Start	5:49 p.m. – 6:04 p.m.	30 ft from centerline of Beaumont Ave	66.6	44.4	84.8
6	In front of church at 960 Oak Valley Pkwy	4:54 p.m. – 5:09 p.m.	30 ft from centerline of Oak Valley Pkwy	70.0	49.1	83.8

[2] Noise measurement data is in Technical Appendix B of the *Existing Conditions Report*, which is included as Appendix B of this Draft PEIR.

[3] Locations as shown on **Figure 5.12-1– Community Noise Locations and Sensitive Receptors**.

Table 5.12-B – Project Vicinity Noise Monitoring Results

Location Number[a]	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)[b]	L_{min} (dBA)	L_{max} (dBA)
7	Oak View Dr, across from Brookside Elementary School	4:24 p.m. – 4:39 p.m.	40 ft from centerline of Oak View Dr	65.0	37.4	81.1
8	Champions Dr, by Desert Lawn Dr	3:37 p.m. – 3:52 p.m.	40 ft from median of Champions Dr	63.3	55.8	83.8
9	South side of Oak Valley Pkwy, between Apron Ln & Linksman Dr	3:37 p.m. – 3:52 p.m.	30 ft from centerline of Oak Valley Rd	60.3	34.5	78.4
10	Desert Lawn Dr, by Champions Dr	3:57 p.m. – 4:12 p.m.	130 ft from I-10 median	73.0	66.3	84.9

Notes:

(a) Location shown on **Figure 5.12-1**.

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

The results of the Community Noise Survey demonstrate that, as expected, noise levels are highest near high-volume roadways such as I-10 (73 dBA, Location 10), SR-79 (70 dBA, Location 3), 6th Street (70 dBA, Location 2), and Highland Springs Avenue (70 dBA, Location 4). Noise levels were lowest near lower-volume roadways such as Oak Valley Parkway (60.3 dBA, Location 9), Champions Drive (63.3 dBA, Location 8), and Oak View Drive (65 dBA, Location 7).[4] These Noise Survey results are compared to the results of roadway traffic noise contour modeling, described under the subheading **Vehicular Traffic Noise** below.

Vehicular Traffic Noise

The predominant noise source in Beaumont, as in most communities, is motor vehicles. The roadway system in the Planning Area includes a range of facilities: regional freeways, major highways, and other arterial, collector, and local streets. Regional connectivity to the Planning Area is provided by I-10, SR-60, and State Route 79 (SR-79). Major roadways within Beaumont include Potrero Boulevard, 6th Street, Oak Valley Parkway/14th Street, Beaumont Avenue, Highland Springs Avenue, and Brookside Avenue. Higher volume roadways within the Planning Area include Beaumont Avenue/SR-79 (30,000 average daily vehicle trips (ADT) on Beaumont Avenue/SR-79 south of 1st Street, 31,000 ADT on Beaumont Avenue/SR-79 south of California Avenue, and 28,000 ADT on Beaumont Avenue/SR-79 south of 4th Street); Highland Springs Avenue (25,760 ADT between the I-10 eastbound ramps and 1st Street, 23,810 ADT between 5th Street and 6th Street, 16,511 ADT north of Oak Valley Parkway, and 15,241 ADT south of Oak Valley Parkway), and 6th Street (17,150 ADT east of Veile Avenue). (Fehr and Peers) Traffic volumes are even higher on the freeways that pass through the Planning Area, with SR-60 west of I-10 carrying 59,500 ADT and I-10 carrying 103,700 ADT west of SR-60, 135,700 ADT between SR-60 and

[4] Locations as shown on **Figure 5.12-1– Community Noise Locations and Sensitive Receptors**.

SR-79, 139,300 ADT between SR-79 and Pennsylvania Avenue, and 146,900 ADT between Pennsylvania Avenue and Highland Springs Avenue.

Existing roadway noise levels were quantified using the United States Department of Housing and Urban Development (HUD) Day/Night Noise Level (DNL) Calculator, based on ADT data and railroad data obtained from Amtrak, California Department of Transportation (Caltrans), the Federal Railroad Administration, and a Draft Transportation Impact Analysis for the proposed project completed by Fehr & Peers.[5] (Amtrak 2018, Caltrans 2017a, Caltrans 2017b, Federal Railroad Administration 2018, Fehr & Peers 2020.) The HUD DNL Calculator noise level estimates are based on traffic volume, vehicle mix, and vehicle speed to estimate roadway noise levels in CNEL and generate roadway noise contours. Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map represent lines of equal elevation. The 60 dBA CNEL roadway contour was calculated using the HUD DNL Calculator for each modeled roadway and an attenuation rate of 4.5 dBA per doubling of distance was used to extrapolate the 65 dBA, 70 dBA, and 75 dBA CNEL noise contours. Roadway noise level estimates do not account for intervening barriers or topography that may shield individual receptors from the noise source. Therefore, the noise contours depicted in this section represent a reasonable, conservative worst-case estimate of noise levels and do not represent a specific estimate of sound levels at any particular location in the City.

The results of this noise contour modeling are depicted in **Figure 5.12-2 – Existing Noise Contours**, a map of existing noise contours along the roadways and railways that are the major source of noise in Beaumont. As show on **Figure 5.12-2**, the I-10 (which carries the most traffic through the area) and the Union Pacific Railroad (which also passes through the City) are the greatest contributors to noise within the City. Other roadways in and around Beaumont that carry sufficient traffic to produce audible noise at a substantial distance include SR-60, SR-79, Beaumont Avenue, and Oak Valley Parkway.

The contour map also shows that noise levels exceed 60 dBA CNEL along all modeled roadways and generally reflect the measured noise levels shown in **Table 5.12-B – Project Vicinity Noise Monitoring Results** and **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors**.

In addition to collecting ambient noise measurements (refer to **Table 5.12-B**), and preparing noise contour maps, Rincon Consultants also calculated existing noise levels along existing roadways, which are presented in **Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways**, below.

Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways

Roadway Segment	ADT	Noise Level (dBA, CNEL)
1st St (from Pennsylvania Ave to Highland Spring Ave)	12,901	69.0

[5] Subsequent to preparation of the noise analysis, the Project's Transportation Impact Assessment was revised to include a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania. Fehr & Pees completed an assessment to ascertain how that change would affect the transportation network. Fehr & Peers concluded that other than a reduction in daily trips along 1st Street near Pennsylvania Avenue, the change in the remainder of the volumes identified in the 2019 Draft Transportation Impact Analysis is negligible. (Refer to Appendix F.2) Therefore, no revisions to the noise analysis completed by Rincon Consultants is required.

Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways

Roadway Segment	ADT	Noise Level (dBA, CNEL)
6th St from east of Veile Ave	17,150	69.2
6th St from east of Beaumont Ave	14,059	68.4
6th St from east of Pennsylvania Ave	11,352	67.3
Beaumont Ave from north of Oak Valley Parkway	16,511	70.1
Beaumont Ave from 8th St to 12th St	12,081	68.7
Beaumont Ave from 5th St to 6th St	11,093	67.3
Beaumont Ave from south of 4th St	28,000	73.0
Beaumont Ave/SR-79 from south of 1st St	30,000	73.2
Highland Springs Ave from 5th St to 6th St	23,810	71.1
Highland Springs Ave from I-10 eastbound ramps to 1st St	25,760	71.5
Highland Springs Ave from south of Oak Valley Parkway	15,241	70.9
Oak Valley Parkway from east of Potrero Blvd	5,379	66.4
Oak Valley Parkway from west of Potrero Blvd	2,546	63.2
Oak Valley Parkway from I-10 westbound ramps to Oak View Dr	16,600	70.7
Oak Valley Parkway from west of Starlight Ave	8,471	66.6
Pennsylvania Ave from 6th St to I-10 westbound ramps	14,009	68.9
Pennsylvania Ave from I-10 eastbound ramps to 3rd St	10,628	67.7
Veile Ave from north of 4th St	2,870	61.9
Xenia Avenue from north of 6th St	2,487	61.3
Beaumont Avenue/SR-79 from south of California Ave	31,000	76.3
SR-60 Freeway from City's western boundary to I-10	59,500	73.4
I-10 Freeway from City's northwestern boundary to SR-60 West	103,700	78.7
I-10 Freeway from SR-60 to SR-79 South	135,700	79.9
I-10 Freeway from SR-79 South to Pennsylvania Ave	139,300	80.0
I-10 Freeway from Pennsylvania Ave to Highland Springs Ave	146,900	80.2

Table 5.12-C – Calculated Existing Noise Levels Along Existing Roadways

Roadway Segment	ADT	Noise Level (dBA, CNEL)
Union Pacific Railroad[1]	35	79.0

Notes:

[1] Union Pacific Railroad was assumed to have an average of 35 trips per day with 50 railway cars per trip; a night fraction of 50 percent; two engines per train; and an average speed of 30 miles per hour (default).

Source: Amtrak 2018, Caltrans 2017a, Caltrans 2017b, Federal Railroad Administration 2018, Fehr & Peers 2020, HUD 2019.

Aircraft Noise

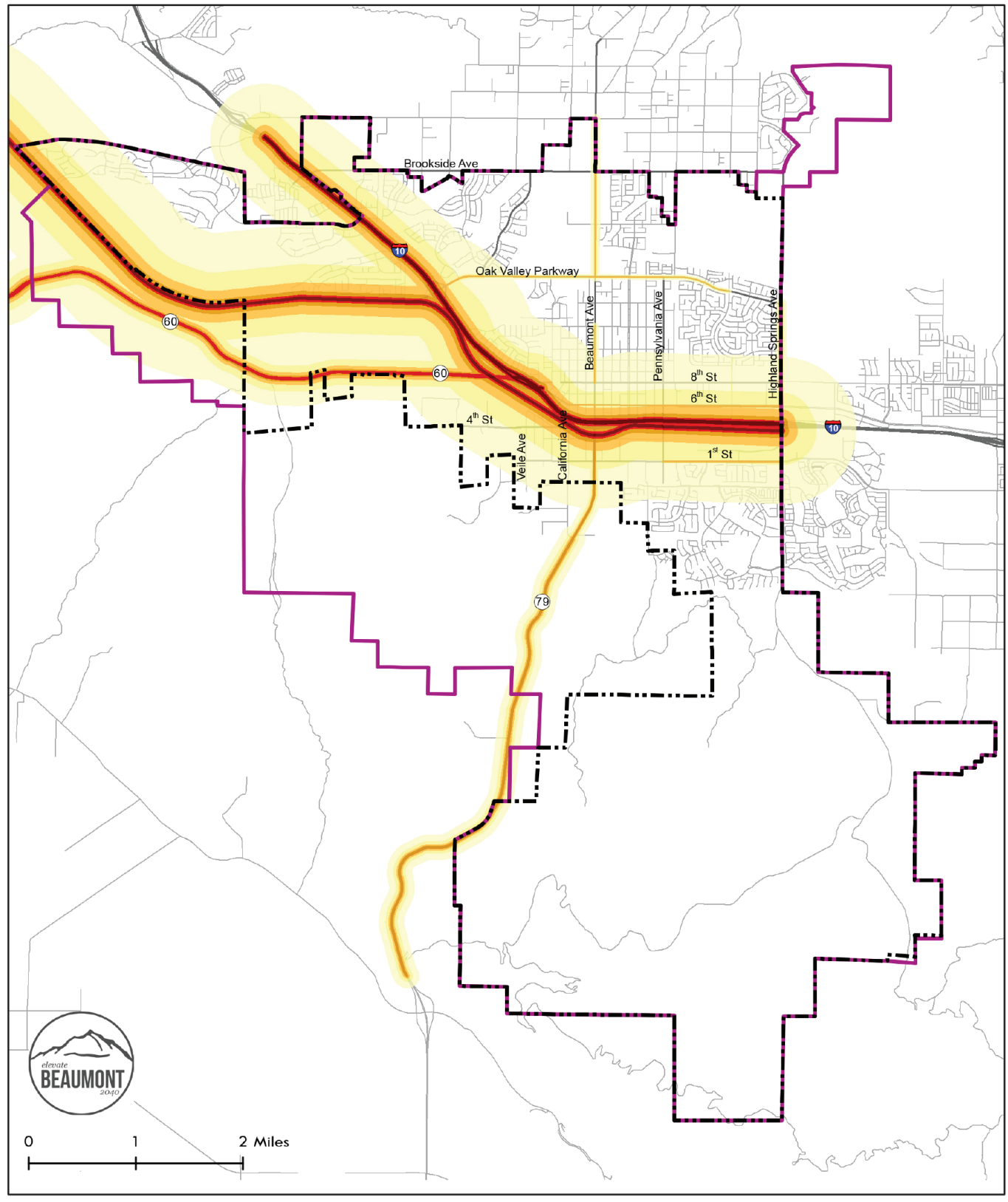
There are no airports in the City of Beaumont. However, the Banning Municipal Airport is located approximately five (5) miles east of the Planning Area eastern boundary. Therefore, aircraft noise may intermittently affect noise-sensitive receptors in the Planning Area, but noise levels will be outside of all identified 55 dBA CNEL, 60 dBA CNEL, and 65 dBA CNEL airport noise contours. (Banning 2007, Figure 5-2.)

Railway Noise

Freight rail service along the Union Pacific Railroad lines located south of and parallel to Oak Valley Parkway and I-10 are also responsible for generating substantial noise levels in the Planning Area (see **Figure 5.12-2 – Existing Noise Contours**). According to the Federal Railroad Administration, the Union Pacific Railroad carries up to 17 daytime trains (6 a.m. to 6 p.m.) and 17 nighttime trains (6 p.m. to 6 a.m.) on a daily basis. (Federal Railroad Administration 2018b.) The railroad is also a potential source of ground-borne vibration and noise.

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City of Beaumont General Plan Update, 2018 & Riverside County, 2017.

Figure 5.12-2- Existing Noise Contours

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

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Construction, Stationary, and Operational Noise Sources

Other noise generators in Beaumont include industrial operations, construction activities, special event noise, commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems. Loading and materials transfer areas, outdoor materials warehousing operations, and other acoustically unscreened operations may also create issues of noise impact and use compatibility. Certain types of construction activities, such as pile driving, can also be temporary but significant sources of ground-borne vibration. (ECR, pp. 116–117; Beaumont 2040 Plan, p. 10-5.)

The operation of mechanical equipment is another important source of potentially significant noise. This category includes refrigerator units, chillers, and heating/air conditioner equipment associated with commercial centers. Noise from roof-mounted equipment is especially effective at penetrating into bordering neighborhoods and impacting sensitive receptors. The continual drone associated with fans and compressors can degrade the enjoyment of the outdoors and negatively affect the quality of life for nearby residents. (ECR, p. 117. Beaumont 2040 Plan, p. 10-5.)

5.12.2 Related Regulations

Federal Regulations

Federal Transit Administration Vibration Impact Criteria

The Federal Transit Administration (FTA) does not have regulatory authority over activities in Beaumont. However, the Vibration Impact Criteria thresholds adopted by the FTA are designed to identify acceptable noise levels for noise-sensitive buildings, residences, and institutional land uses near railroads. The thresholds that apply to residences and buildings where people normally sleep (e.g., nearby residences) are 72 VdB for frequent events (more than 70 events of the same source per day), 75 VdB for occasional events (30 to 70 vibration events of the same source per day), and 80 VdB for infrequent events (less than 30 vibration events of the same source per day). (FTA, p. 8-3, Table 8-1.)

State Regulations

California Government Code § 65302

The California Government Code encourages each local government entity to implement a noise element as part of its general plan. In addition, the California Governor's Office of Planning and Research (OPR) has developed Guidelines for the Preparation and Content of Noise Element of the General Plan (2017). The guidelines include recommendations for evaluating the compatibility of various land uses as a function of community noise exposure.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The act declares that the State of California has a responsibility to protect the health and welfare of its citizens through the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Code of Regulations, Title 24 (California Noise Insulation Standards)

The state's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are

applied to new construction in the state for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

California Vehicle Code

A number of California vehicle noise regulations can be enforced by local authorities, as well as the California Highway Patrol. These include Sections 23130, 23130.5, 27150 and 38275 of the California Vehicle Code (CVC), as well as excessive speed laws, which may also be applied to curtail traffic noise.

California Vehicle Code (CVC Sections 23130 and 23130.5 establish maximum noise emission limits for the operation of all motor vehicles at any time under any conditions of grade, load, acceleration or deceleration.

CVC Section 27150 requires motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

CVC Section 38275 requires off-highway motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

Local Regulations

City of Beaumont Municipal Code

The following chapter of the Beaumont Municipal Code addresses noise standards:

Title 9 – Public Peace, Morals and Welfare, Chapter 9.02 – Noise Control

Section 9.02.010 of the Beaumont Municipal Code (BMC) states the purpose of Chapter 9.02 is to establish criteria and standards for the regulation of noise levels within the City and to implement the noise provisions contained in the City's General Plan.

BMC Section 9.02.050 establishes base ambient noise levels (BANL) for outdoor noise in residential zones of 55 dBA from 7:00 a.m. to 10:00 p.m., and 45 dBA from 10:00 p.m. to 7:00 a.m. The standard used for maximum outdoor noise levels in residential areas in California is a CNEL of 65 dBA. This section of the BMC also establishes a BANL of 75 dBA from 7:00 a.m. to 10:00 p.m., and 50 dBA from 10:00 p.m. to 7:00 a.m. in industrial and commercial zones.[6]

BMC Section 9.02.070 establishes the maximum exterior residential noise levels set forth below in **Table 5.12-D.**

[6] Actual decibel measurements exceeding the levels set forth above at the times and within the shall be used as the "base ambient noise level" for purposes of Title BMC Chapter 9.02. referred to in this Chapter. Otherwise, no ambient noise shall be deemed to be less than the above specified levels.

Table 5.12-D – Beaumont Municipal Code
Maximum Exterior Residential Noise Levels

Noise Level Exceeded	Maximum Duration Period
5 dBA above BANL[(a)]	15 minutes any hour
10 dBA above BANL[(a)]	5 minutes any hour
15 dBA above BANL[(a)]	1 minute any hour
20 dBA above BANL[(a)]	Not permitted

Source: Beaumont Municipal code, Section 9.02.070

Notes:
[(a)] BANL as defined in BMC Section 9.02.050

BMC Section 9.02-.080A establishes the maximum interior nose levels for residences, schools, and hospitals set forth below in **Table 5.12-E.**

Table 5.12-E – Beaumont Municipal Code
Interior Base Ambient Noise Levels[(a)]

Decibels	Time	Land Use
35 dBA	10:00 p.m. – 7:00 a.m.	Residential
40 dBA	7:00 a.m. – 10:00 p.m.	Residential
45 dBA	7:00 a.m. – 10:00 p.m. while school is in session	School
45 dBA	Anytime	Hospital

Source: Beaumont Municipal Code Section 9.02.080A

Notes:
[(a)] BANL as defined in BMC Section 9.02.080

Section 5.02.080B of the BMC states that no person shall operate or cause to be operated any source of sound which causes the noise level, when measured in another dwelling unit, school, or hospital to exceed the levels set forth below in **Table 5.12-F**.

Table 5.12-F – Beaumont Municipal Code
Maximum Interior Noise Levels
for Residences, Schools, and Hospitals

Noise Level Exceeded	Maximum Duration Period
5 dBA above interior BANL[(a)]	5 minutes any hour
10 dBA above interior BANL[(a)]	1 minutes any hour
Over 10 dBA above interior BANL[(a)]	Not permitted

Source: Beaumont Municipal Code, Section 9.02.080B

Notes:
[a] BANL as defined in BMC Section 9.02.080A. According to BMC Section 9.02.080C, If the measured interior ambient noise level exceeds that permissible within Section 9.02.080A and 9.02.080B, the allowable noise exposure standard shall be increased in five decibel increments in each category as appropriate to reflect the interior ambient noise level. In the event the interior ambient noise level exceeds the third noise limit category, the maximum allowable interior noise level under said category shall be increased to reflect the maximum interior ambient noise level.

BMC Chapter 9.02.110F states that no construction activities may occur within one-quarter mile from an occupied residential dwelling between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. between the months of October through May, unless such activities are permitted under written consent of the City's building official.

The regulations and policies discussed above are intended to protect the community from excessive noise and vibration to ensure quality of life for residents and workers in the City. The City is responsible for continued enforcement of federal, state, and local regulations pertaining to noise generation and impacts, and for implementing Safety Element policies and applicable regulations of the BMC to ensure continued protection of the community from excessive noise and vibration in future growth and development.

5.12.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential noise impacts include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

Beaumont 2040 Plan, Chapter 10 – Noise

Goal 10.1: A City where noise exposure is minimized for those living, working, and visiting the community

Policy 10.1.1 Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.

Policy 10.1.2 ` Adopt, maintain, and enforce planning guidelines that establish the acceptable noise standards identified in Table 10.1 and 10.2.

Policy 10.1.2 Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, parks and places of worship, from excessive noise levels through land use adjacency, building design, and noise ordinance enforcement.

Policy 10-1.4 Incorporate noise considerations into land use planning decisions. Require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new development projects in the City.

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

Policy 10.1.6 Encourage reduction of stationary noise impacts from commercial and industrial land uses, activities, events, and businesses on noise-sensitive land uses.

Policy 10.1.7 Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.

Policy 10.1.8 Promote the effective enforcement of Federal, State, and City noise standards by all appropriate City departments.

Goal 10.2: A City with minimal mobile source-generated noise levels.

Policy 10.2.1 Work with Caltrans and the Federal Highway Administration to reduce noise impacts to sensitive receptors along I-10, SR-60 and SR-70.

Policy 10.2.2: Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.

Policy 10.2.3: Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

Policy 10.2.4: Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.

Policy 10.2.5: Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range.

Policy 10.2.6 Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses.

Policy 10.2.7: Consider the noise effects of City purchases and or leases of vehicles and other noise generating equipment. Take reasonable and feasible actions to reduce the noise generated from City-owned or leased vehicles and equipment, where possible.

Policy 10.2.8 Ensure that noise and vibration from existing rail lines is considered during the land use planning and site development processes.

Policy 10.2.9 If Metrolink or other passenger rail service is initiated, work with the rail service providers to address noise and vibration considerations adjacent to the rail corridor.

Implementation N1 Update the City's Noise Ordinance. Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City's noise standards.

Implementation N2 Requirement for Acoustical Studies. Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code.

Implementation N3 Project Design Guidelines. Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities.

Implementation N4 Freeway Noise Reduction. Work collaboratively with Caltrans and the Federal Highway Administration to install measures that mitigate noise impacts along freeways.

Implementation N5 Traffic Noise Assessment. Periodically review and assess the sources of noise and vibration, strategies for mitigating impacts, and specific actions that can be applied.

Implementation N6 Construction Noise Limits. Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations.

Implementation N7 Stationary Equipment. Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors.

Implementation N8 Equipment Staging Areas. Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.

Implementation N9 Additional Noise Attenuation Techniques. Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/conditioning phases of construction.

Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors.

Implementation N10 Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.7: Design buildings that are at a human-scale and create quality environments.

Policy 11.7.6 Ensure that loading docks and service entrances are screened from the right-of-way and adjacent properties; are accessed via alleys, side streets, or service access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise. .

5.12.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project would result in:

- (Threshold A) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- (Threshold B) Generation of excessive groundborne vibration or groundborne noise levels; and/or
- (Threshold C) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

This analysis uses the FTA's Transit Noise and Vibration Impact Assessment (FTA 2006), thresholds to determine potential excessive groundborne vibration or noise generated by future development with implementation of the proposed Project. The FTA sets the following thresholds for vibration:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios;
- 72 VdB for residences and buildings where people normally sleep, including hotels;
- 75 VdB for institutional land uses with primary daytime use, such as churches or schools; and
- 100 VdB for physical damage to buildings.

Traffic noise modeling was conducted by Rincon Consultants using the HUD DNL Calculator to determine potential increases in roadway noise generated by development facilitated by the proposed Project. Noise contours were created for the purposes of defining a "significant" increase in traffic noise per the FTA recommendations, which are summarized in **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure**.

Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA Ldn or Leq)	Allowable Noise Exposure Increase (dBA Ldn or Leq)
45-49	7
50-54	5

Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA Ldn or Leq)	Allowable Noise Exposure Increase (dBA Ldn or Leq)
55-59	3
60-64	2
65-69	1
69-74	1
75+	0

Source: FTA 2006

Under the FTA criteria, the allowable noise exposure increase is reduced with increasing ambient existing noise exposure, such that higher ambient noise levels have a lower allowable noise exposure increase.

5.12.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this Draft PEIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation are intended to reduce potential noise impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies***

Development associated with future land uses consistent with the Beaumont 2040 Plan and Revised Zoning Map could result in substantial temporary increases in ambient noise levels during construction and permanent increases in ambient noise levels during operation. Permanent and temporary noise increases are discussed separately.

Permanent Noise Sources

As previously discussed under the subheading **Overview of the Existing Ambient Noise Environment**, noise levels are generally highest along or adjacent to major roadways and railways. Because roadway and railway traffic are the greatest noise sources in the City, noise-sensitive receptors located adjacent to high-volume roadways and railways would be exposed to the greatest noise increases generated by new development consistent with the Beaumont 2040 Plan. Potential sources of roadway noise exposure associated with growth and development under the proposed Project include increased traffic on the I-10

freeway and arterial roadways, such as Oak Valley Parkway, Veile Avenue, 6th Street, and Beaumont Avenue. As such, existing noise-sensitive receptors would be exposed to increased traffic noise. The analysis contained within this section, therefore, relies primarily upon analysis of the location of current and potential future noise-sensitive receptors in relation to existing and projected future roadway noise contours.

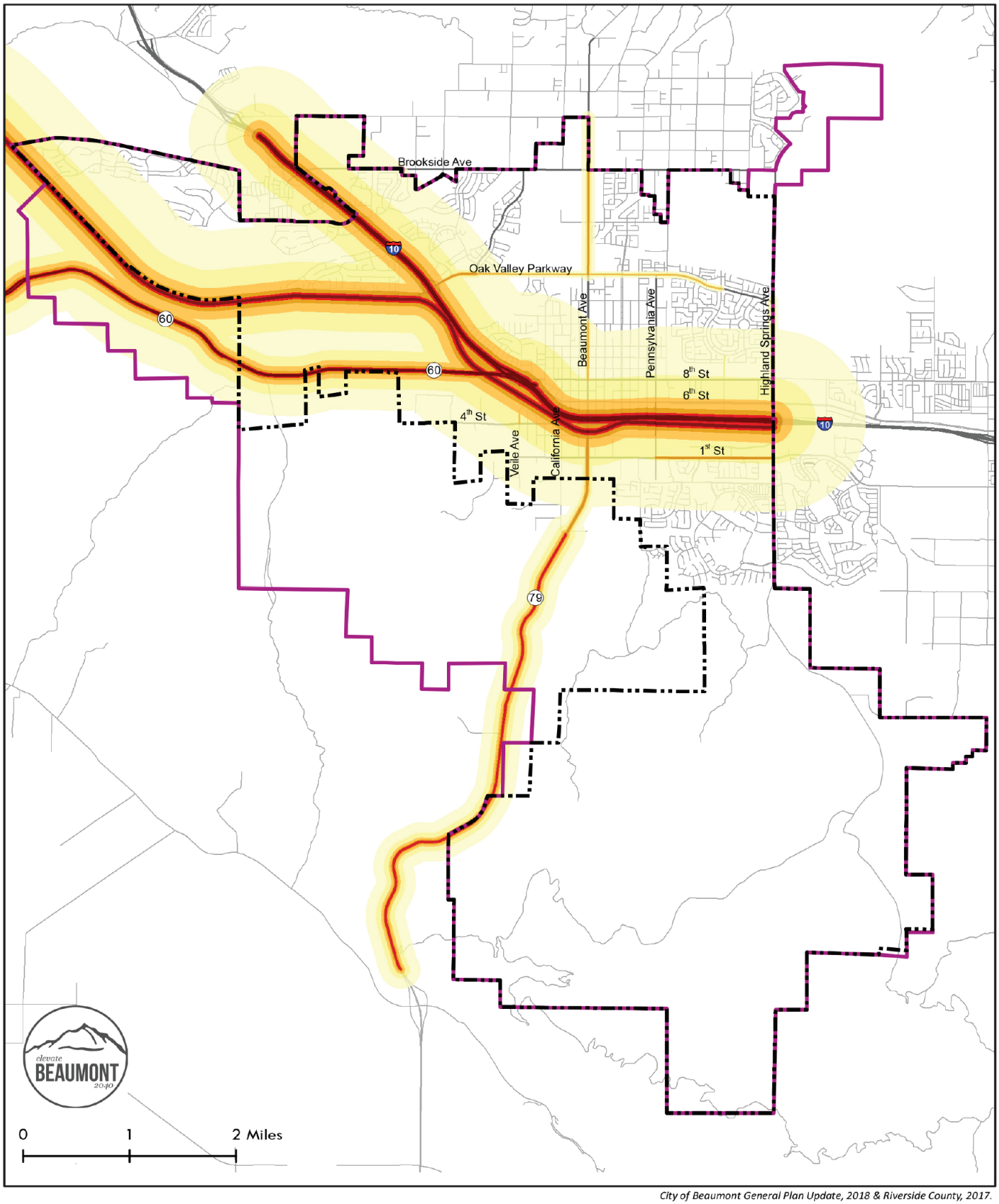
As discussed under the subheading **Overview of the Existing Ambient Noise Environment**, existing roadway and railway noise levels were quantified by Rincon Consultants using the HUD DNL Calculator based on ADT and railroad data from Amtrak, Caltrans, the Federal Railroad Administration, and a Draft Transportation Impact Analysis for the proposed Project completed by Fehr & Peers.[7] The data was used to generate roadway noise contours for studied roadway and railway segments. **Figure 5.12-2 – Existing Noise Contours** shows a map of existing traffic noise contours along major roadways and railways in the City. The location of future roadway noise contours was determined by using the ADT traffic volumes for the future-year 2040 scenario, which would include buildout under the proposed Project. Roadway and railway noise level estimates do not account for intervening barriers or topography that may shield individual receptors from the noise source. Therefore, the noise contours depicted in this section represent a reasonable, conservative worst-case estimate of noise levels and do not represent a specific estimate of sound levels at any particular location in the City. **Figure 5.12-3 – Future Noise Contours – 2040** shows a map of future traffic and railway noise contours, which shows marginal roadway and railway increases when compared to existing traffic and railway noise contours shown in **Figure 5.12-2**. As shown on **Figure 5.12-3**, noise levels along all modeled roadways and railways are expected to exceed 60 dBA CNEL with peak noise levels reaching up to 75 dBA CNEL along various segments of Oak Valley Parkway, Beaumont Avenue, and 1st Street.

Along SR-60, the Union Pacific Railway, and the I-10 freeway, roadway noise levels are anticipated to reach 85 dBA CNEL, and along SR-79 freeway, roadway noise levels are anticipated to reach 80 dBA CNEL.

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[7] Subsequent to preparation of the noise analysis, the Project's Transportation Impact Assessment was revised to include a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania. Fehr & Pees completed an assessment to ascertain how that change would affect the transportation network. Fehr & Peers concluded that other than a reduction in daily trips along 1st Street near Pennsylvania Avenue, the change in the remainder of the volumes identified in the 2019 Draft Transportation Impact Analysis is negligible. (Refer to Appendix F.2.) Therefore, no revisions to the noise analysis completed by Rincon Consultants is required.

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City of Beaumont General Plan Update, 2018 & Riverside County, 2017.

City Boundary
Sphere of Influence

60 dbA
65 dbA
70 dbA
75 dbA
80 dbA
85 dbA

Figure 5.12-3 Future Noise Contours

City of Beaumont General Plan Update

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Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways (which commences on the following page) provides a quantitative analysis of traffic noise increases for comparison to the thresholds for changes in roadway noise (see **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure**). **Table 5.12-H –** includes the 30 roadway and highway segments that would experience the highest traffic volume increases. There are no anticipated changes in the number of railway trips along the Union Pacific Railroad in the future year 2040. In order to provide a valid point of comparison for existing and future noise conditions, CNELs were calculated at a distance of 200 feet from the Union Pacific Railroad, 150 feet from the roadway centerline for the I-10 freeway and SR-60, and 50 feet from the roadway centerline for all other roadways in order to represent noise levels at the railway and roadway edge. Noise farther away from the modeled distances would be lower than noise levels shown in **Table 5.12-H**.

All roadway segments except Highland Springs Avenue from south of Oak Valley Parkway and the Union Pacific Railway could experience a noise level increase exceeding the thresholds described in **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure** (2.0 dBA increase when the pre-project noise level exceeds 60 dBA CNEL, 1.0 dBA increase when the pre-project noise level exceeds 65 dBA CNEL, and 0 dBA increase when the pre-project noise level exceeds 75 dBA CNEL). As modeled by Rincon Consultants, the traffic noise impacts at the roadway segments, except Highland Springs Avenue from south of Oak Valley Parkway, would be potentially significant. However, actual noise levels (both existing and future) may be lower in some locations. For example, **Figure 5.12-1 – Community Noise Survey Locations and Sensitive Receptors** shows that the measured noise level at Site 1, on 6th Street and Veile Avenue, in central Beaumont, almost directly adjacent to the I-10 freeway, but at a lower elevation than the freeway, was 66.3 dBA, a lower perceivable sound level than the approximate 71-73 dBA that would be expected without the presence of barriers or intervening topography, according to the noise contour modeling.

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Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways

Roadway Segment	Existing		Future (2040) with General Plan Buildout				
	ADT	Noise Level (dBA, CNEL)	ADT	Noise Level (dBA, CNEL)	Noise Level Increase (dBA)[1]	Threshold[2] (dBA)	Threshold Exceeded?
1st St (from Pennsylvania Ave to Highland Spring Ave)	12,901	69.0	23,800	71.7	+2.7	+1.0	Yes
6th St from east of Veile Ave	17,150	69.2	25,500	70.7	+1.5	+1.0	Yes
6th St from east of Beaumont Ave	14,059	68.4	23,800	70.6	+2.2	+1.0	Yes
6th St from east of Pennsylvania Ave	11,352	67.3	25,100	70.9	+3.6	+1.0	Yes
Beaumont Ave from north of Oak Valley Parkway	16,511	70.1	28,100	72.5	+2.4	+1.0	Yes
Beaumont Ave from 8th St to 12th St	12,081	68.7	19,400	70.9	+2.2	+1.0	Yes
Beaumont Ave from 5th St to 6th St	11,093	67.3	23,700	70.5	+3.2	+1.0	Yes
Beaumont Ave from south of 4th St	28,000	73.0	46,300	75.1	+2.1	+1.0	Yes
Beaumont Ave/SR-79 from south of 1st St	30,000	73.2	40,800	74.6	+1.4	+1.0	Yes
Highland Springs Ave from 5th St to 6th St	23,810	71.1	30,800	72.3	+1.2	+1.0	Yes
Highland Springs Ave from I-10 eastbound ramps to 1st St	25,760	71.5	40,200	73.4	+1.9	+1.0	Yes
Highland Springs Ave from south of Oak Valley Parkway	15,241	70.9	15,900	71.1	+0.2	+1.0	No

Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways

Roadway Segment	Existing		Future (2040) with General Plan Buildout				
	ADT	Noise Level (dBA, CNEL)	ADT	Noise Level (dBA, CNEL)	Noise Level Increase (dBA)[1]	Threshold[2] (dBA)	Threshold Exceeded?
Oak Valley Parkway from east of Potrero Blvd	5,379	66.4	27,700	73.5	+7.1	+1.0	Yes
Oak Valley Parkway from west of Potrero Blvd	2,546	63.2	9,700	69.0	+5.8	+2.0	Yes
Oak Valley Parkway from I-10 westbound ramps to Oak View Dr	16,600	70.7	33,500	73.7	+3.0	+1.0	Yes
Oak Valley Parkway from west of Starlight Ave	8,471	66.6	12,400	68.4	+1.8	+1.0	Yes
Pennsylvania Ave from 6th St to I-10 westbound ramps	14,009	68.9	22,800	71.0	+2.1	+1.0	Yes
Pennsylvania Ave from I-10 eastbound ramps to 3rd St	10,628	67.7	27,800	71.8	+4.1	+1.0	Yes
Veile Ave from north of 4th St	2,870	61.9	15,300	69.2	+7.3	+2.0	Yes
Xenia Avenue from north of 6th St	2,487	61.3	5,000	64.3	+3.0	+2.0	Yes
Beaumont Avenue/SR-79 from south of California Ave	31,000	76.3	62,900	79.3	+3.0	+0.0	Yes
SR-60 Freeway from City's western boundary to I-10	59,500	73.4	109,800	76.1	+2.7	+1.0	Yes
I-10 Freeway from City's northwestern boundary to SR-60 West	103,700	78.7	156,700	80.5	+1.8	+0.0	Yes

Table 5.12-H – Comparison of Calculated Existing (2018) and Future (2040) Noise Levels along Major Roadways and Railways

Roadway Segment	Existing		Future (2040) with General Plan Buildout				
	ADT	Noise Level (dBA, CNEL)	ADT	Noise Level (dBA, CNEL)	Noise Level Increase (dBA)[1]	Threshold[2] (dBA)	Threshold Exceeded?
I-10 Freeway from SR-60 to SR-79 South	135,700	79.9	222,000	82.0	+2.1	+0.0	Yes
I-10 Freeway from SR-79 South to Pennsylvania Ave	139,300	80.0	220,000	82.0	+2.0	+0.0	Yes
I-10 Freeway from Pennsylvania Ave to Highland Springs Ave	146,900	80.2	234,700	82.2	+2.0	+0.0	Yes
Union Pacific Railroad[2]	35	79.0	35	79.0	+0.0	+0.0	No

[1]. Union Pacific Railroad was assumed to have an average of 35 trips per day with 50 railway cars per trip; a night fraction of 50 percent; two engines per train; and an average speed of 30 miles per hour (default).

Source: Amtrak 2018, Caltrans 2017a, Caltrans 2017b, Federal Railroad Administration 2018, Fehr & Peers 2020, HUD 2019

[2] Based on FTA 2006 standards depicted on Table 5.12-G

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Noise levels at new noise-sensitive receptors in the Planning Area would be compared to the City's compatibility standards to determine if additional noise reduction features are necessary. In general, it is easier to ensure proper noise attenuation for new uses, which can be required to incorporate noise-attenuating features into their design before they are built, than it is to ensure proper noise attenuation for existing uses. Noise impacts from new development will be mitigated on a project-level basis through the use of appropriate location-specific design and engineering techniques, including building setbacks, appropriate building siting, sound barriers, and sound attenuating construction techniques. Therefore, the use of such techniques in new development in Beaumont would maintain an acceptable noise environment.

Implementation of Beaumont 2040 Plan Policies 10.1.2, 10.1.3, 10.1.4, 10.1.5, 10.31.8, 10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.5, 10.2.6, and 10.2.7 and Implementation actions N2, N3, N5, and N10 would ensure that noise impacts are considered as individual development projects and transportation improvements are proposed; and, if necessary, appropriate, site-specific noise attenuation techniques are incorporated into future development and transportation project designs. As necessary, the City may consider a range of traffic noise attenuation techniques, potentially including the use of traffic calming measures (Policy 10.2.5), sound reducing paving materials (as described in Policy 10.2.6) and, in certain instances, the use of sound barriers. Noise impacts to sensitive receptors along I-10, SR-60, and SR-70 may be reduced by working with Caltrans and the Federal Highway Administration per Policy 10.2.1. With implementation of proposed Project policies and implementation actions, increases in roadway noise at existing noise-sensitive receptors would be reduced to the degree feasible. However, as shown in **Table 5.12-H – Comparison of Calculated existing (2018) and Future 2040 Noise Levels along Major Roadways and Railways**, future noise levels, could still exceed thresholds. Also as depicted in Table 5.12-H, the existing noise levels for sensitive receptors around the studied roadways indicates that the City's noise standard of 55dBA for daytime exterior noise level as well as the State standard of 65dBA for daytime exterior noise levels may be exceeded for existing receptors. Therefore, since the existing conditions already exceed the City and State noise standards, as well as exceeding acceptable noise increase standards from FTA, impacts from permanent noise are considered **significant and unavoidable**.

Temporary Noise Sources

Residences and other noise-sensitive land uses adjacent to potential development would be the most affected by construction noise associated with individual projects facilitated by the proposed Project. Since there are no specific plans or time scales for individual development projects, it is not possible to determine exact noise levels, locations, or time period for construction. However, construction noise would be highest and of the longest duration in those portions of the Planning Area where more future development and redevelopment is anticipated to occur, such as the City's SOI.

Most of the time construction noise impacts result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), when construction occurs in areas immediately adjacent to noise sensitive land uses, or when the duration of construction extends over long periods of time. Major noise-generating construction activities could include demolition activities, site grading and excavation, paving, and landscaping. These activities could occur in areas immediately adjacent to existing noise-sensitive receptors or future receptors developed within the City.

The highest construction noise levels would be generated during grading and excavation, with lowest levels occurring during construction. Large earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 90 to 95 dBA at a distance of 25 feet. **Table 5.12-I – Typical Noise Levels Generated by Construction Equipment** presents the noise levels generated by common types of construction equipment. Typical hourly, average, construction-generated noise levels

are about 85 to 90 dBA when measured at a distance of 25 feet from the site during busy construction periods. These noise levels drop off at a rate of about 6 dBA for each doubling of distance between the noise source and the receptor. In addition, intervening structures or terrain would also attenuate noise and reduce levels.

Table 5.12-I – Typical Noise Levels Generated by Construction Equipment

Equipment	Type	Typical Lmax (dBA) Distance from the Source	
		25 Feet	50 Feet
Air Compressor	Stationary	87	81
Backhoe	Mobile	86	80
Compactor (ground)	Mobile	89	83
Concrete Mixer	Stationary	91	85
Dump Truck	Mobile	82	76
Excavator	Mobile	87	81
Flatbed Truck	Mobile	80	74
Front-end Loader	Mobile	85	79
Generator	Stationary	87	81
Grader	Mobile	89	83
Paver	Mobile	95	89
Pickup Truck	Mobile	81	75
Pneumatic Tools	Stationary	91	85
Roller	Mobile	86	80
Saw	Stationary	76	70
Warning Horn	Stationary	89	83
Welder/Torch	Stationary	80	74

Source: Federal Highway Administration 2006

Noise from construction activities associated with development consistent with the proposed Project would increase the existing ambient noise at noise-sensitive receptors adjacent to potential development sites. In addition, construction activities may last for extended periods of time, which would generate sound levels in excess of ambient noise in the City.

The City has adopted specific standards for construction noise under Title 9 Public Peace, Morals and Welfare, Chapter 9.02 Noise Control. Section 9.02.110F of the BMC specifically exempts noise sources associated with landscape maintenance, construction, including erection, excavation, demolition, alteration, or repair of any structure or improvement, provided that such activities do not take place between the hours of 6 p.m. and 7 a.m. However, sound levels are not permitted to exceed 55 dBA for more than 15 minutes per hour, as measured in the interior of the nearest occupied residence or school. Typical construction in California generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with closed windows. (FTA 2006.). As shown in **Table 5.12-I – Typical Noise Levels Generated by Construction Equipment**, construction equipment noise levels could reach up to 89 dBA 50 feet from the source. With the typical 25 dBA reduction of exterior-to-interior noise level, this would equate to up to a 64 dBA interior noise level, which would exceed City standards. Beaumont 2040 Plan Implementation action N2, which requires project-specific acoustical studies, and Implementation actions N7, N8, and N9,

which set forth standards for the operation of construction equipment, require equipment staging areas to be located to as far away for noise sensitive receptors as feasible, and incorporation noise attenuation measures such as temporary bound barriers during certain construction phases.

In addition, per Section 9.02.110(F) of the BMC, whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to the standards shall be allowed only with the written consent of the building official.

Therefore, through implementation of the Beaumont 2040 Plan Noise Element and compliance with the BMC, temporary construction-related noise impacts are considered **less than significant**

Threshold B*: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels*

Vibration from construction activities could also have an impact on nearby noise-sensitive land uses. The FTA's *Transit Noise and Vibration Impact Assessment* (2006) sets a 72 VdB threshold for frequent events affecting residences and buildings where people normally sleep and a 100 VdB threshold for minor cosmetic damage to fragile buildings (vibration levels below 100 VdB produce no damage to buildings). The primary sources of man-made vibration during construction are blasting, grading, pavement breaking and demolition. The primary vibratory source during construction in the City would likely be large bulldozers used to demolish existing structures and large trucks loaded with supplies and debris. **Table 5.12-K – Vibration Source Levels for Construction Equipment** identifies vibration velocity levels for the common types of equipment that could be used in the City during construction. As shown in **Table 5.12-K**, typical bulldozer or loaded truck activities generate an approximate vibration level of 58 to 87 VdB at a distance of 25 feet. As such, existing and future residences located 25 feet from potential future construction facilitated by the proposed Project may intermittently be disturbed by vibration noise. However, vibration levels are not anticipated to exceed 100 VdB, which can cause minor damage in fragile buildings.

Table 5.12-K – Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB[(a)]	
	25 feet	50 feet
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

Source: FTA 2006

Notes:
[(a)] Vibration levels assume an attenuation rate of 6 VdB per doubling of distance.

Per Section 9.02.110F of the BMC, whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00

p.m. and 7:00 a.m. during the months of October through May. Exceptions to the standards shall be allowed only with the written consent of the building official. These restrictions on hours of construction would keep most construction activities from exceeding 72 VdB at the nearest sensitive receptor and interfering with people's sleep. In addition, construction would not be expected to exceed the 100 VdB threshold and damage fragile buildings.

In addition to vibration from construction, new development within the Planning Area in proximity to the rail lines may be subject to groundborne vibration.

The Noise Element of the Beaumont 2040 Plan includes Policies 10.2.8 and 10.2.9 and Implementation action N6 to reduce impacts associated with vibration from transportation and construction vibration, Implementation N2 requires acoustical studies, which could include an analysis of groundborne vibration and identify project-specific mitigation measures as needed.

Compliance with the applicable provisions of Chapter 9.02 of the BMC and the Beaumont 2040 Plan policies and implementation actions listed above would limit construction hours, identify appropriate project-specific mitigation, and reduce construction-related vibration impacts. Therefore, **impacts are considered less than significant**.

Threshold C: ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No private or public airport is located within two miles of the Beaumont Planning Area. The closest airport is the Banning Municipal Airport, located approximately five (5) miles east of the eastern Planning Area boundary. Because the Planning Area is not located in the 55 dBA CNEL, 60 dBA CNEL, or 65 dBA CNEL noise contours of the Banning Municipal Airport (Banning 2007), impacts related to the exposure of people to excessive airport noise levels would be **less than significant**. Mitigation is not required.

5.12.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures, which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Although the Beaumont 2040 Plan includes feasible policies and implementation actions, future development per the Beaumont 2040 Plan could result in vehicular noise in excess of FHWA standards. At a program level, there are no feasible mitigation measures that have not been incorporated as policies or implementation actions in the Beaumont 2040 Plan.

5.12.7 Level of Significance After Mitigation

Because implementation of the Beaumont 2040 Plan could result in new vehicular traffic which could exceed the FHWA thresholds, proposed Project noise impacts could exceed applicable standards (Threshold A) and could substantially increase the ambient noise levels in the Planning Area. Although Beaumont 2040 Plan policies and implementation actions contained in the Noise Element would reduce these impacts to the furthest extent feasible, impacts, at a program level remain **significant and unavoidable**.

The significance of noise impacts from specific future development and public improvement projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards

and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.12.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Amtrak 2018 — Amtrak. 2018. *Company Profile (FY 2017).* March 2018.

Banning 2007 — City of Banning, *Banning Municipal Airport, Airport Master Plan Update Final Report,* 2007. (Available at http://banning.ca.us/DocumentCenter/View/470/Airport_MP?bidId=, accessed June 2019.)

Beaumont 2007 — City of Beaumont, *City of Beaumont General Plan.* March 2007. (Available at https://www.beaumontca.gov/121/General-Plan, accessed June 2019.)

Caltrans 2017a — California Department of Transportation (Caltrans), 2017. Traffic Census Program. *Traffic Volumes: Annual Average Daily Traffic (AADT).* U.S. Department of Transportation, Federal Highway Administration. (Available at http://www.dot.ca.gov/trafficops/census/, accessed June 2019.)

Caltrans 2017b — California Department of Transportation (Caltrans), 2017. Traffic Census Program. *Truck Traffic: Annual Average Daily Truck Traffic.* U.S. Department of Transportation, Federal Highway Administration. (Available at http://www.dot.ca.gov/trafficops/census/, accessed June 2019.

Caltrans TeNS — California Department of Transportation, Division of Environmental Analysis, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. (Available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed May 9, 2020.)

California Governor's Office of Planning and Research (OPR) 2017 — California Governor's Office of Planning and Research (OPR). 2017. *State of California General Plan Guidelines.* July 2017. (Available at http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf, accessed June 2019.)

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016. (Included as Appendix B.)

FHWA 2006 — Federal Highway Administration (FHWA). 2006. *Construction Noise Handbook*. FHWA-HEP-06-015. August 2006.

Federal Railroad Administration 2018a — Federal Railroad Administration Office of Safety Analysis, *US DOT Crossing Inventory Form for Union Pacific Railroad Company [UP] in and near Beaumont,* October 2018. (Available at https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/XingLocResults.aspx?state=06&countycity=0290%2c&railroad=UP&reportinglevel=INDIVIDUAL&radionm=City&street=&xingtype=3&xingstatus=1&xingpos=1, accessed August 2018.)

Federal Railroad Administration 2018b — Federal Railroad Administration Office of Safety Analysis, *US DOT Crossing Inventory Form for Union Pacific Railroad Company [UP] in and near Beaumont,* October 2018. (Available at https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/XingLocResults.aspx?state=06&countycity=0290%2c&railroad=UP&reportinglevel=INDIVIDUAL&radionm=City&street=&xingtype=3&xingstatus=1&xingpos=1, accessed October 2018.)

Fehr & Peers — Fehr & Peers, *Final Transportation Impact Analysis. Beaumont General Plan Update and Downtown Area Plan*, July 2020. (Included as Appendix F.1.)

FTA — Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06, May 2006. (Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf, accessed October 2018.)

HUD 2019 — U.S. Department of Housing and Urban Development (HUD), *DNL Calculator*. (Available at https://www.hudexchange.info/environmental-review/dnl-calculator/, accessed June 2019.)

5.13 POPULATION AND HOUSING

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

The proposed revisions to the Zoning Ordinance and Zoning Map are intended to implement and be compatible with the Beaumont 2040 Plan. Therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation, the focus of the following discussion is related to the Project's potential to cause an impact by directly or indirectly inducing substantial unplanned population growth or displacing substantial number of existing people or housing necessitating construction of replacement housing elsewhere.

5.13.1 Setting

The Planning Area encompasses approximately 41.51 square miles (26,566 acres) and includes land within the existing City limits consisting of approximately 19,381 acres and approximately 7,185 acres of lands within the City's SOI. The City was incorporated in 1912 and with its proximity to Los Angeles, idyllic setting, and affordable housing, led to a population boom starting in 2000; the highest population growth from 2000 to the present, throughout the Riverside County region. In the first two decades of the 21st century, several residential subdivisions were built which more than tripled the population in the City (11,384 in 2000 to 36,877 in 2010 and projected at almost 47,000 in 2017). (GP, p. 16).

This rapid growth seen within the last two decades, has created a population growth rate significantly higher today than prior to the year 2000. Between the years 1990 and 2000, the City experienced a population increase of approximately 17 percent. The population forecast for the years 2000-2030 was an approximate 693 percent increase (GP DEIR, pp. 4.2-2, 4.2-4). Based on current census data, the City of Beaumont has seen an approximate 79 percent increase in population since the year 2000. As identified in Section 5.13-5 (Table 5.13-I) below, projected population growth under the Beaumont 2040 plan is just under 19 percent (GP DEIR, pp. 4.2-4 – Table 4.2-1, DOF). Much of the suburban growth has been in the form of low-density single-family subdivisions and strip commercial development located away from the City's original grid-pattern town center (GP, pp. 12). This growth has contributed to tremendous demographic changes in the last several decades providing for an estimated existing population of 45,188. (GP, pp. 129, 181).

Under the existing 2007 General Plan Draft EIR document, buildout projections were forecast for population, employment, and households through the buildout year 2030. Projections for the City from the Southern California Association of Governments (SCAG) who plans for growth within the region, were also identified. These projections are reflected below in **Table 5.13-A – Existing 2007 General Plan Buildout Projections**. (GP 2007 DEIR, p6. 4.2-4, 4.2-21.)

Table 5.13-A – Existing 2007 General Plan Buildout Projections

Forecast Category	2007 General Plan Post Year 2030	SCAG Year 2030
Population	107,200	90,290
Employment	29,755	25,061
Households	35,497	29,333

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10

The City's current demographics derive a larger proportion of its population to youth (nine years old and younger) at 18 percent of the population which is higher than Riverside County (15 percent) and the State (14 percent). The population of retirees (individuals 55 to 69 years of age) has increased most rapidly since 2000 and comprises approximately 15 percent of the population, slightly higher than State levels. Additionally, Beaumont residents are attaining higher levels of education with 64 percent of those 25 years old and older having some college education or higher, which is an increase from 56 percent in 2010. Median household income has also more than doubled over 15 years, from $29,721 in 2000 to $64,830 in 2015. (GP, p, 129.)

The City's population base can be characterized as predominantly white or Hispanic, with smaller representations by other ethnic groups. In 2018, approximately 40 percent of the City's population was identified as white, and approximately 43 percent of the City's population was identified as Hispanic. Other demographic statistics reported in the 2018 census included: approximately 6.5 percent African-American, 8.0 percent Asian, 0.3 percent Native American, and 2.6 percent all other non-Hispanics. (SCAG-A, pp. 6-7.)

Regional and Local Data Forecasts

Population, housing, and employment data for the City and surrounding area are available from the United States Census Bureau (USCB) and SCAG's Regional Growth Forecasts. SCAG is the regional planning agency with responsibility for reviewing the consistency of local plans, projects, and programs with regional plans. It is a federally-designated metropolitan planning organization (MPO) for six Southern California counties, including Riverside County. As such, SCAG is mandated to create regional plans that address among other things, growth management.

Population

Population forecasts for the City and surrounding area have been provided by SCAG in the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast* (RTP/SCS). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals so that the region can grow smartly and sustainably. SCAG updates the growth forecast every four years. The RTP/SCS Growth Forecast is broken down into separate growth forecasts for individual cities and unincorporated County areas. **Table 5.13-B – SCAG Growth Forecasts**, reflects SCAG's population forecasts for Riverside County as a whole as well as the City for Year 2040.

Table 5.13-B – SCAG Growth Forecasts

Forecast Category	2012	2020	2035	2040
Riverside County				
Population	2,245,100	2,479,800	3,055,100	3,183,700
Employment	616,600	848,700	1,111,800	1,174,300
Households	694,400	802,400	1,009,000	1,054,300
Employment/Housing Ratio	0.89:1	1.06:1	1.10:1	1.11:1
City of Beaumont				
Population	39,400	51,600	78,800	80,600
Employment	5,900	11,400	17,200	18,000
Households	12,400	18,200	26,700	27,200
Employment/Housing Ratio	0.48:1	0.63:1	0.64:1	0.66:1

Source: SCAG-B

Employment

SCAG data identified that approximately 9,708 jobs existed within the City in 2017, with only 8.6 percent of the population working and living within the City, leaving the remaining 91.4 percent of the City's working population to commute outside the City. The largest employment sectors within the City are comprised of Education (25 percent); followed by Retail (24.9 percent); Leisure (11.4 percent) Public Administration (7.7 percent); Manufacturing (6.6 percent); Professional/Management (6.1 percent); and Construction (5.4 percent). The remaining 12.9 percent of employment is comprised of Wholesale, Transportation, Finance, Information and Other trades. (SCAG-A, pp. 3, 21, 27.)

Housing

The California State Department of Finance (DOF) provides the population and housing estimates for the state, counties, and cities which incorporates 2010 census counts for the years 2011-2020 and provisional population and housing estimates for January 1, 2020. **Table 5.13-C – Existing Housing Supply (2020),** provides the existing supply of housing composition within the City. (DOF.)

Table 5.13-C – Existing Housing Supply (2020)

Unit Type	Number of Units	Percent of Supply
Single-Family (Detached)	14,577	86.2
Single-Family (Attached)	242	1.4
2-4 Units	686	4.1
5+ Units	881	5.2
Mobile Homes	523	3.1
Total	**16,909**	**100%**

Source: DOF, Table E-5

Of the 16,909 total number of units available, a total of 16,049 are occupied leaving the City with a vacancy rate of 5.1 percent (DOF).

The 2013-2021 Beaumont Housing Element (HE) described in Section 5.13.2 – Related Regulations, Local Regulations, below, the City's housing stock in 2013 was identified as having a total of 11,801 occupied housing units with an 8.6 percent vacancy rate. (HE, pp. A-2, A-4.) Of that total, 8,846 units (75 percent) were owner-occupied while 2,955 units (25 percent) were renter occupied. Assuming the same 75/25 breakdown rate for 2020 DOF data results in 12,037 owner occupied units and 4,012 renter occupied units.

Household Income

The 2013-2021 Beaumont Housing Element identified 2013 income limits for four income groups based on the Riverside County median household income, adjusted by household size as follows:

- Extremely low income <30% of the median household income
- Low income 30%-50% of the median household income
- Lower income 50%-80% of the median household income
- Moderate income 80%-120% of the median household income

The HE identified the County of Riverside median 3–person household income as $67,750. The income limits identified above determine eligibility for programs that provide financial assistance to owners and renters. **Table 5.13-D – Income Limits for 3-Person Household** identifies the annual income and monthly income limits for Riverside County for a 3-person household in each of the four income groups per the 2013-2021 Housing Element. Additionally, this table identifies the number of households falling within these income categories by owners and renters. (HE, pp. A-6 – A-8.)

Table 5.13-D – Income Limits for 3-Person Household

Income Category	Yearly Income Limit	Monthly Income Limit	Owner Household	Renter Households	Total Households
Extremely Low	Less than $18,100	Less than $1,508	645	435	1,080
Very Low	$18,101-$30,150	$1,509-$2,513	680	405	1,285
Low	$30,151-$48,250	$2,514-$4,021	635	1,155	1,790
Moderate[1]	$59,251-$80,200	$4,022-$5,850	N/A	N/A	3,955
Above Moderate[1]	$70,201+	$5,851+	N/A	N/A	2,945
TOTAL					**11,055**

Source: HE, Table A-6, pp. A-7 – A-8

Notes:

1. HE does not provide break down between owner versus renter household for Moderate and Above Moderate Income levels.

Employment/Housing Balance

Jobs-to-housing ratio is used as an indicator of a community's jobs-rich or jobs-poor status. SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California* (SCAG-D), states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply."

The concept of employment/housing balance has been widely discussed by SCAG and the South Coast Air Quality Management District (SCAQMD) over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated employment/housing balance into its growth forecast, transportation, and air quality policies. The term employment/housing balance is the concept that if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions have ratios greater than the regional average, and housing-rich subregions have ratios lower than the regional average. An appropriate employment/housing ratio for any given geographic area is area specific, in that each locale presents differing demographic characteristics. Jobs/housing ratios are also dynamic and fluctuate over time. Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of one or more than 1 to 1 indicates a jobs-rich area (SCAG-D, p.15). As noted above, the majority of Beaumont residents commute to cities within Riverside and San Bernardino.

As reflected in **Table 5.8-B** above, the 2016 RTP/SCS growth forecast indicates that in the year 2012 the jobs-to-housing ratio for Riverside County was 0.89:1, which by is considered jobs-poor. The jobs-to-housing disparity in Riverside County is not projected to continue as reflected in the year 2040, Riverside County is projected to have a jobs-to-housing ratio of 1.11:1. By contrast, the City's growth forecast indicates that in the year 2012 the jobs-to-housing ratio was 0.48:1 and, although it is expected to increase to 0.66:1 by the year 2040, the City's forecast shows that the City will remain jobs-poor.

5.13.2 Related Regulations

Federal Regulations

There are no federal regulations that pertain to regulations for housing and population.

State Regulations

California Planning and Zoning Law - State Housing Element Law

The California legislature has declared the attainment of affordable housing and a suitable living environment for every Californian to be of vital importance. Attaining the state's housing goals requires efforts from all sectors including the private sector and all levels of government. Each local government has power to facilitate the improvement and development of housing for all economic segments of the community accounting for economic, environmental, and fiscal factors as well as community goals and regional housing needs. One tool used by local governments to achieve these goals is the housing element of the general plan. The housing element identifies and analyzes existing and projected housing needs and presents goals, policies, quantified objectives, and programs to address those needs. Housing elements also provide implementation measures for these programs. The Housing Element is the only General Plan element that must be updated according to a schedule set by the state. The current City of Beaumont Housing Element was adopted in 2014 for the 2013–2021 cycle.

Regional Housing Needs Assessment (RHNA)

State law requires that jurisdictions provide their fair share of regional housing needs and adopt a general plan for future growth (California Government Code Section 65300). The California Department of Housing and Community Development (HCD) is mandated to determine state-wide housing needs by income category for each Council of Governments (COG) throughout the state. The housing need is determined based on four broad household income categories: very low (households making less than 50 percent of median family income), low (50 to 80 percent of median family income), moderate (80 to 120 percent of median family income), and above moderate (more than 120 percent of median family

income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner. SCAG is the COG for Riverside County and has determined that Beaumont's RHNA for the 1/1/2014 - 10/1/2021 planning periods is 5,250 housing units including 2,121 units within the low and very low income categories as per **Table 5.13-E – RHNA Allocation**.

Table 5.13-E – RHNA Allocation

Income Category	Housing Allocation
Very Low	1,267
Low	854
Moderate	969
Above Moderate	2,160
Total	5,250

Source: SCAG-C

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast* (RTP/SCS). SCAG has placed a greater emphasis than ever on sustainability and integrated planning in the RTP/SCS. The RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act.

Western Riverside Council of Governments

The Western Riverside Council of Governments (WRCOG) is a joint-powers agency that conducts interagency regional coordination and planning for local governments in western Riverside County and serves as the council of governments and local transportation planning agency for the western Riverside subregion of SCAG. Its member agencies are 17 cities, including the City of Beaumont; Riverside County, and the Eastern and Western Municipal Water Districts. WRCOG administers the Riverside County

Measure A, a half-cent transportation sales tax that supports freeway construction projects and designates smaller revenue allocations for arterial roadway improvements in western Riverside County. WRCOG also administers western Riverside County's Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of new development on the subregion's arterial highway system identified on the Regional System of Highways and Arterials. Other areas overseen by WRCOG include housing, planning for regional growth, and planning for solid waste and hazardous waste management.

Local Regulations

Beaumont Housing Element

The current Housing Element for the City is a "fifth cycle" Housing Element that covers the years 2013-2021. Beaumont's Housing Element is intended to ensure that the City establishes policies, procedures, and incentives in its land use planning activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in the City. The Housing Element provides the policies that guide City decision-making and implement housing goals through the year 2021 to ensuring a balance of housing types and costs are available to meet the needs of the City. As identified above, SCAG determined the City's RHNA for the 2013-2021 planning period is a total of 5,250 housing units.

5.13.3 Beaumont 2040 Plan

The City's Beaumont 2040 Plan includes the following goals and policies relative to population and housing:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

Policy 3.15 Invest in existing residential neighborhoods adjacent to Downtown and promote connectivity to surrounding neighborhoods.

Goal 3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.

Policy 3.3 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.

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

Policy 3.3.4 Continue to explore future opportunities for new residential development.

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

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

Implementation LUCD14 Develop financial and regulatory incentives (e.g., reduced fee permits, expedited building permits, impact fee waivers) to promote new development in the Sphere of Influence that conforms with the vision of the General Plan, including support for employment uses, mixed use housing, active transportation, and jobs.

Implementation LUCD15 Establish an infill housing incentive program. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.

Beaumont 2040 Plan, Chapter 5 – Economic Development

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

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

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

Implementation EDF9 Create a rental assistance program as a recruitment incentive to attract targeted, desired retailers and restaurants to key locations, such as in the Downtown area.

Beaumont 2040 Plan, Chapter 11 – Downtown Aare Plan

Goal 11.2: Preserve existing housing stock and create opportunities for additional housing choices.

Policy 11.2.1 Preserve existing residential neighborhoods and provide connectivity with amenities and neighborhood commercial uses.

Policy 11.2.2 Provide regulations that encourage the preservation of existing housing, including development of new housing that accommodates households that are diverse in size, type and level of affordability.

Policy 11.2.3 Encourage a diversity of housing types in the Downtown such as large apartments, walk-up apartments, stacked flats, townhomes, live-work housing, fourplexes, triplexes and duplexes.

Policy 11.2.4 Encourage a diversity of small, medium, and large units for individuals, families, seniors, students, and other demographics to encourage a diverse and vibrant population.

Policy 11.2.5 Encourage housing in Downtown to encompass a range of deeper affordability levels, including for those with moderate, low, very low, and extremely low incomes, as well as market rate housing.

Goal 11.13: Provide for a mix of funding alternatives to include but not be limited to: Public Funds, Public/Private Funds, Special District Funds, and regional, State and Federal Grant Funds

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP7 Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed- use development.

5.13.4 Threshold of Significance

According to CEQA Guidelines Appendix G, a project would have a significant impact on population and housing, if it would:

- (Threshold A) Include substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); and/or
- (Threshold B) Displace substantial numbers of existing people or housing, necessitating the construction of replacing housing elsewhere.

5.13.5 Environmental Impacts before Mitigation

Threshold A: ***Include substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).***

The Beaumont 2040 Plan may potentially include substantial unplanned population growth as it includes the potential to increase the density/intensity of the Planning Area.

Population/Housing
The Beaumont 2040 Plan does propose to include a number of land use designations intended to provide a range of housing types to meet the varying needs of its residents as reflected in **Table 5.13-F – Land Use Designations Allowing for Housing**, below.

Table 5.13-F – Land Uses Designations Allowing for Housing

Land Use Designation	Density Range
Rural Residential 40 (RR40)	1 DU per 40-acre (minimum) lot
Rural Residential 10 (RR10)	1 DU per 10-acre (minimum) lot
Rural Residential 1 (R1)	1 DU per 1-acre (minimum) lot
Single Family Residential (SFR)	0 – 5 DU/AC
Traditional Neighborhood (TN)	4 – 6 DU/AC
High-Density Residential (HDR)	12 – 30 DU/AC
Downtown Mixed Use (DMX)	0 – 22 DU/AC
Urban Village (UV)	12 – 24 DU/AC
Transit Oriented District Overlay (TOD Overlay)	18 – 30 DU/AC

Source: City of Beaumont General Plan Update, Table 3.3: Land Use Designations
Notes:
DU/AC = dwelling units per acre

Additionally, the plan projects a future number of dwelling units for buildout year 2040 which may increase the City's existing housing supply. **Table 5.13-G – Proposed Dwelling Units,** identifies the total number of dwelling units for both single family and multi-family residential dwelling units projected under the Beaumont 2040 Plan.

Table 5.13-G – Proposed Dwelling Units

Land Use Designation	Single Family Residential	Multi-Family Residential	Total Dwelling Units
Rural Residential 40 (RR40)	60	--	60
Rural Residential 10 (RR10)	60	--	60
Rural Residential 1 (R1)	383	--	383
Single Family Residential (SFR)	22,735	--	22,735
Traditional Neighborhood (TN)	1,824	203	2,206
High-Density Residential (HDR)	--	5,692	5,692
Downtown Mixed Use (DMX)	89	1,693	1,782
Urban Village (UV)	1,114	4,457	5,571
Transit Oriented District Overlay (TOD Overlay)	508	2,032	2,540
Total Residential Units	**26,773**	**14,077**	**40,849**

Source: Raimi + Associates 2019

To determine if the Beaumont 2040 Plan will result in an increase over anticipated future growth, **Table 5.13-H – Buildout Project Comparisons**, below provides a comparison between projections for the existing General Plan and the proposed Beaumont 2040 Plan for each plans respective buildout year as it relates to SCAG while **Table 5.13-I – General Plan Buildout Comparisons**, below provides a comparison between the existing and proposed General Plan population, employment and household projections.

Table 5.13-H – Buildout Projection Comparisons

Forecast Category	Year 2030		Increase beyond SCAG 2030		Year 2040		Increase Beyond SCAG 2040	
	2007 GP	SCAG	Qty	%	2040 GP	SCAG	Qty	%
Population	107,200	90,290	16,910	15.8	131,949	80,600	51,349	38.9
Employment	29,755	25,061	4,694	15.8	38,224	18,000	20,224	52.9
Households	35,497	29,333	6,164	17.4	40,849	27,200	13,649	33.4

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10

Table 5.13-I – General Plan Buildout Comparisons

Forecast Category	2007 General Plan Post Year 2030	2040 General Plan Year 2040	Increased Quantity	Increased Percent
Population	107,200	131,949	24,749	18.8
Employment	29,755	38,224	8,469	22.2
Households	35,497	40,849	5,352	13.1

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10, GP

As reflected in **Table 5.13-I** above, the Beaumont 2040 Plan buildout projections result in 13,649 more (or a 38.9 percent increase in) dwelling units and 51,349 more (or 38.9 percent increase in) population than that forecast by SCAG for 2040. However, the resultant increase between the existing General Plan and the proposed General Plan is only 5,352 more (or a 13.1 percent increase in) dwelling units and 24,749 more (or 18.8 percent increase in) population; similar to the percentage increases projected between the existing general plan and SCAG's year 2030 buildout. Further, as identified in Section 3 – Project Description, the Planning Area now includes a SOI which accounts for 9,453 of the dwelling units and 30,533 people as reflected in **Table 5.13-J – City Limits Only vs. SCAG,** below which factors out the SOI numbers which reflects provides a more consistent comparison to the SCAG numbers projected strictly within City limits.

Table 5.13-J – City Limits Only vs. SCAG

Forecast Category	GP 2040			SCAG 2040	City Limits vs. SCAG	
	Total	SOI	City Limits Only		Quantity Increase	Percent Increase
Population	131,949	30,533	101,416	80,600	20,816	21.5
Employment	38,224	16,727	21,497	18,000	3,497	16.3
Households	40,849	9,453	31,022	27,200	3,822	12.3

Source: Section 3 – Project Description

In comparing the increases between SCAG projections and City limits only, dwelling units will increase by 3,822 (or 12.3 percent) and population will increase by 20,816 (or 21.5 percent); similar to the previous general plan increases of 17.4 percent and 15.8 percent respectively. As these are not considered to be a substantial increase, impacts are less than significant with respect to population growth and density.

Housing

The need for housing to support forecast population increases within the Planning Area is apparent in the recently approved and proposed residential entitlements. As identified in **Table 5.13-C** above, the City has an existing housing supply of 16,909 dwelling units with a 5.1 percent vacancy rate. Under 2040 buildout conditions, residential land uses within the Planning Area are projected to accommodate an additional approximately 23,940 housing units. Please refer also to Draft PEIR Section 5.10 – Land Use, for further details regarding projected buildout intensities for land uses proposed within the Planning Area.

Consistent with California Housing Element requirements, the existing 2013 – 2021 City Housing Element identifies the number and types of local housing required to satisfy the City's "fair share" of regional

housing needs, as determined by the SCAG Regional Housing Needs Assessment (RHNA). The "fair share" allocation ensures that each jurisdiction accepts equitable housing responsibilities for all current and future residents. A jurisdiction's "fair share" of the regional housing need is the projected total number of additional dwelling units that will be required to accommodate the anticipated growth in households, replace expected demolitions or conversions to other uses, and allow a reasonable vacancy rate providing for healthy functioning of the housing market. The City of Beaumont RHNA fair share of regional housing needs is provided in **Table 5.13-E,** above. (HE, pp. 3-4.)

Within the context of the above-cited SCAG RHNA estimates, and consistent with State Housing Law, the City's Housing Element establishes quantified objectives which identify the maximum actual numbers of housing units that can be constructed over a five-year time frame. The quantified objectives can be the same, more, or less than the City's share of the regional housing needs as identified by SCAG. The City's quantified housing objective for 2013 – 2021 time frame is 5,250 housing units.

The objective includes 969 moderate-income housing units, which is consistent with the RHNA estimate for this category of housing. This housing need was fulfilled within the 2000-2005 timeframe. The City's quantified objective also includes 1,477 very low and low-income housing units. This is approximately 20 percent of the RHNA estimate for this category of housing. As of 2013 (the date of the most recently adopted Housing Element) fifty-one of these units had been constructed. In addition to the above housing units, the City projects an additional 25 units (5 extremely low, 10 very low, and 10 low units) to be made available through housing rehabilitation efforts. Regional Housing Needs Assessments, related City quantified objectives, and evaluation of objectives attainment status are periodically revised as components of the City's five-year Housing Element update process.

Employment

Additionally, the City's non-residential (i.e., commercial, office, industrial, etc.) land use development potential is approximately 33.1 million square feet. The employment projection associated with these non-residential land uses is approximately 38,223 jobs as reflected in **Table 5.13-K – Employment Forecasts,** below.

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Table 5.13-K – Employment Forecasts

Land Use Designation	Square Feet		
	Retail/Service[1]	Office[2]	Industrial[3]
General Commercial	3,422,681		
TOD Overlay	658,703	131,741	
Downtown Mixed Use	617,520	205,840	
Neighborhood Commercial	441,157	49,017	
Industrial	589,404	392,936	18,664,451
Employment District	1,229,088	614,544	2,253,327
Single Family Residential	270,876		
Traditional Neighborhood	105,080		
High Density Residential	59,037		
Urban Village	1,333,361	266,672	533,344
Urban Village South	773,011	154,602	309,205
Total Square Feet	***9,499,918***	***1,815,352***	***21,760,327***
Total Jobs per Sector	***8,170***	***7,261***	***22,792***
Total Future Employment	**38,224**		

Source: Raimi + Associates 2019

Notes:

1. Based on employment factor of 0.2 employees per 40,849 households.
2. Based on employment factor of 1 employee per 250 square feet
3. Based on employment factor of 1 employee per 1,000 square feet for Heavy Industrial based on 18,664,451 square feet and 1 employee per 750 square feet for Light Industrial based on 3,095,876 square feet.

As reflected in **Table 5.13-B – SCAG Growth Forecasts** above, SCAG forecasts 18,000 jobs in the City of Beaumont by the buildout year 2040. However, the Beaumont 2040 Plan has in fact been forecast to provide 21,497 jobs just within the City limits; exceeding SCAG forecasts. With the addition of 16,727 jobs within the SOI, the total jobs within the Planning Area is forecast to be 38,224.

Employment/Housing Ratio

The imbalanced jobs/housing ratio projected for the Planning Area is indicated by the increasing population growth within the Inland Empire as families newly locate or relocate to this region to take advantage of relatively plentiful and affordable housing and favorable climate. New employment centers within the Planning Area and relocation of existing business near residential areas can slowly improve the jobs/housing balance. SCAG projections for the region anticipate that housing-rich/job-poor areas will persist in the Inland Empire as noted in **Table 5.13-B** above and peripheral areas of northern Los Angeles County and southern Orange County, with the majority of job creation occurring in central/southern Los Angeles and Orange counties. **Table 5.13-L – Employment/Housing Ratio**, below provides the employment/housing ratio forecast by the existing General Plan and the Beaumont 2040 Plan.

Table 5.13-L – Employment/Housing Ratio

Forecast Category	Buildout Year 2030	Buildout Year 2040
	SCAG – City of Beaumont	
Employment	25,061	18,000
Households	29,333	27,200
Employment/Housing Ratio	0.85:1	0.66:1
	Existing General Plan	**Beaumont 2040 Plan**
Employment	29,755	38,224
Households	35,497	40,849
Employment/Housing Ratio	0.83:1	0.93:1
Source: SCAG-B, GP 2007 DEIR, Tables 4.2-1 and 4.2-10, GP		

Table **5.13-L**, above. identifies the existing General Plan forecast of employment/housing ratio anticipated to increase to 0.83:1 based on the existing land plan; still jobs-poor. The Beaumont 2040 Plan forecasts the employment housing ratio to increase to 0.93:1; better than that forecast by SCAG. While still jobs-poor, the Beaumont 2040 Plan would increase to employment/housing ratio to a factor much closer to 1:1 providing for a better jobs/housing balance.

Conclusion

The updated General Plan includes land use designations that would allow new residential uses and nonresidential development, generally focused on revitalization including a mixed-use downtown and developing the City with a mix of housing types and new commercial and industrial opportunities involving an average overall growth rate of 18 percent at buildout or an annual projected growth rate of 0.9 percent.[1] Land Use & Design Element Goal 3 along with Implementation actions LUCD-14 and LUCD-15 would ensure affordable housing with a variety of types of neighborhoods, including in-fill developments in downtown, and manage growth in a manner that is fiscally sustainable and protects and/or enhances community value. The Beaumont 2040 Plan proposes a land use concept that anticipates and plans for growth in the city in a flexible manner, understanding that ultimately market forces, demographics, and migration will dictate how much growth the city actually realizes.

The land use concept in the Beaumont 2040 Plan has been developed to accommodate projected population increases and make sure Beaumont is strategically positioned to manage future growth and to capture positive growth opportunities. The proposed Land Use Map and policy orientation of the Beaumont 2040 Plan seek to make an efficient and appropriate use of land. The physical environmental impacts associated with population growth consists of traffic (commuting for jobs) and the related impacts of traffic noise, air quality, and greenhouse gas emissions. These environmental issues are addressed elsewhere in this Draft PEIR. Thus, adoption and implementation of the Beaumont 2040 Plan would not result in a substantial increase in population growth because the City has planned for the growth forecast in the Beaumont 2040 Plan. Therefore, impacts would be **less than significant**.

[1] Overall Average Growth Rate = Percent increase in Population + Employment + Housing (as identified in Table 5.13-I above)/3. Annual growth rate = Overall Average Growth Rate/20 years.

Threshold B: ***Displace substantial numbers of existing people or housing, necessitating the construction of replacing housing elsewhere.***

The intent of the Beaumont 2040 Plan is to accommodate anticipated growth through efficient use of existing infrastructure and public services, thus minimizing the need for new or significantly expanded infrastructure that could be the impetus for the removal of housing units and/or businesses. Where new infrastructure will be required, roadway sizing and alignments set forth in the Beaumont 2040 Plan were designed to largely avoid impacts to existing developed areas.

In addition, while implementation of the Beaumont 2040 Plan does not directly result in the construction of any new development, the Beaumont 2040 Plan focuses future growth development of the downtown area, industrial/commercial as well as residential. New development and infill development would not result in displacement of housing or people.

Thus, the Beaumont 2040 Plan will not displace substantial numbers of housing units or people and will not necessitate the construction of replacement housing elsewhere. No demolition or substantial change in land use designation that would result in the displacement of residents is proposed in the General Plan. Therefore, impacts associated with implementation of the Beaumont 2040 Plan relative to displacement of a substantial number of persons or housing are considered **less than significant**.

5.13.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the Beaumont 2040 Plan will not result in significant adverse impacts with regards to **population and housing**, no mitigation measures are necessary.

5.13.7 Levels of Significance after Mitigation

No mitigation measures are necessary. Based on the analysis above, the Project was not found to create significant impacts related to unplanned growth having impacts on development or infrastructure. Additionally, the Project provides a clear plan for housing and allows housing to occur in a way that will not displace residents. The residual impacts are less than significant.

5.13.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2007 DEIR — City of Beaumont, *2007 General Plan Update Draft Environmental Impact Report, SCH# 2004061001*, certified March 2007. (Available at the City of Beaumont

GP — City of Beaumont, Draft General Plan Update, dated August 21, 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft, accessed August 27, 2020).

DOF — State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020, with 2010 Benchmark*. May 2020. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/, accessed August 27, 2020.)

HE City of Beaumont, *2013-2021 Housing Element*. Adopted December 17, 2013. (Available at https://www.beaumontca.gov/DocumentCenter/View/68/Housing-Element?bidId=, accessed August 27, 2020.)

RTP/SCS Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy*, adopted April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 26, 2020.)

SCAG-A Southern California Association of Governments, *Profile of the City of Beaumont Local Profiles Report 2019*, May 2019. (Available at http://www.scag.ca.gov/Documents/Beaumont.pdf , accessed August 27, 2020.)

SCAG-B Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, dated April 11, 2016. (Available at http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed August 27, 2020.)

SCAG-C Southern California Association of Governments, 5th Cycle *Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 - 10/1/2021,* September 4, 2012. (Available at http://rtpscs.scag.ca.gov/Documents/rhna/5thCyclePFinalRHNAplan.pdf, accessed August 26, 2020.)

SCAG-D Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at http://www.scag.ca.gov/DataAndTools/Pages/SMDL.aspx, accessed August 27, 2020.)

5.14 Public Services

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Code and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to whether the Project would result in substantial physical effects associated with the provision of new or altered public services, specifically fire protection, police protection, schools, and libraries, to maintain an acceptable service ratio.[1]

5.14.1 Setting

The following discussions summarize existing conditions for primary public services providers within the Planning. Public services addressed in this section are fire protection, police protection, schools, and libraries. Please refer also to Draft PEIR Section 5.15 – Recreation, for a description of existing parks and recreational services and facilities within the Planning Area.

Fire Protection

The City of Beaumont contracts with the Riverside County Fire Department (RCFD), who in turn contracts with the California Department of Forestry and Fire Protection (CAL FIRE), for City-wide fire protection, emergency medical services, dispatch, and fire prevention and safety education. CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. Additionally, the U.S. Forest Service is responsible for nearby federal lands in national forests and grasslands. The City's Sphere of Influence (SOI) is also served by the RCFD in conjunction with CAL FIRE. All Riverside County stations are dispatched by the same County Fire 9-1-1 Center and are part of the "Integrated Fire Protection System," under contract with the State of California. The RCFD and CAL FIRE staff serves not only the City of Beaumont, but also provide shared resources with the Cities of Calimesa and Banning. In addition to fire services provided by RCFD/CAL FIRE, the City employs a Fire Safety Specialist who oversees plan review, installation, and inspections of fire suppressant systems. (Beaumont 2040 Plan, p. 9-3; ECR, p. 99.)

There are two fire stations located within the City limits; Station No. 66 and Station No. 20. Station No.66 (named the Beaumont City Station) is located in the downtown area at 628 Maple Avenue and is the City's primary station. Station No. 66 is equipped with two paramedic engines (one staffed, one reserve), and one rescue unit (not staffed.) Station 20 at 1550 E. 6th Street (the Beaumont Station) is on the eastern edge of the City near the Beaumont/Banning boundary. This station is equipped with one paramedic engine. The engine company operating out of Station 20 is technically a resource that is part of the City of Banning contract with the RCFD. However, operational funding for this Station and the associated apparatus, which is owned by CAL FIRE, is shared equally between Beaumont, Banning and the County. The location of these stations are shown on **Figure 5.14-1 – Existing Fire and Police Stations**. (RCFD, MSR, pp. 14–15.)The City, through its contract with the RCFD and CAL FIRE also has the use of seven shared engines in San Jacinto, five shared engines in Desert Hot Springs, and nine shared engines in Moreno Valley for a total of 21 shared engines. (Beaumont 2040 Plan, p. 9-3; ECR, p.

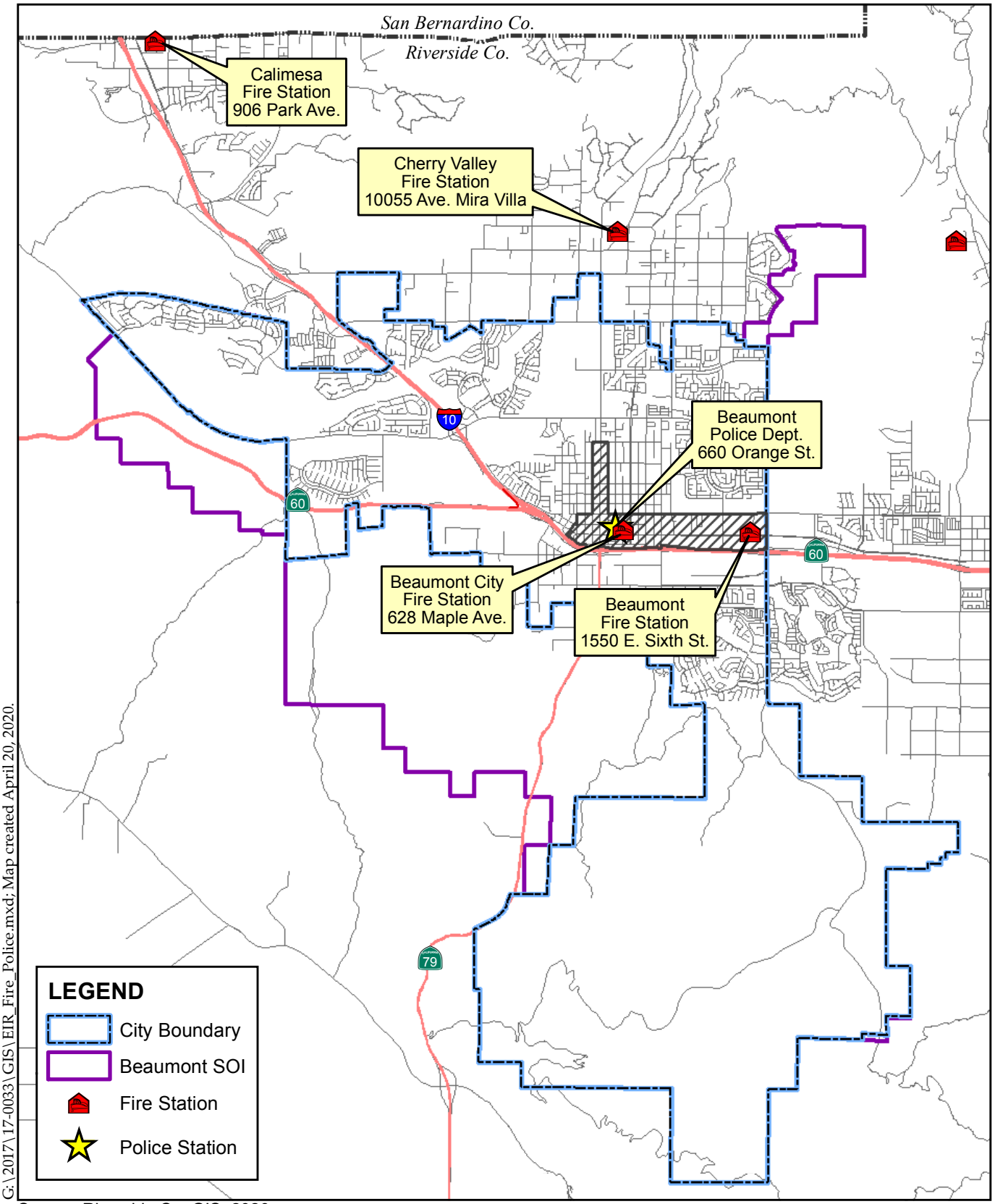
[1] Due to the similarity in topics, impacts to park facilities are discussed in Section 5.15 – Recreation of the PEIR.

99.) The locations of fire stations within and in proximity to the Planning Area are shown on **Figure 5.14-1**.

RCFD has determined that each engine unit is staffed with three personnel. Staffing configurations of each fire station consist of some combination of fire captain, fire apparatus engineer and fire fighter or Company officer (fire captain or fire apparatus engineer) and two firefighters. RCFD engine companies are also advanced life support paramedic assessment units. Riverside County resources include 30 battalion chiefs, two medical squads, eight truck companies, and two hazmat units. (RCGP EIR, p. 4.17-9.)

A five minute response time is the goal of the City and current fire response times approximately 8 to 12 minutes. In 2016 approximately 74% of the calls were responded to in less than five minutes. (MSR, p.16). Some residential areas in the westernmost portion of the City are more than five miles from the nearest fire station and are the driving factor in response times that are beyond five minutes. There are currently no stations south of Interstate-10. According to *the Final Municipal Services Review* (prepared by the Riverside Local Agency Formation Commission) published in 2017, the City is in discussions with a private landowner to dedicate five acres in the western area of the City for a fire station.

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Source: Riverside Co. GIS, 2020; Raimi+ Assoc, 2019.

Figure 5.14-1 Existing Fire and Police Stations

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

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Police Protection

The City of Beaumont operates its own Police Department. The Beaumont Police Department (BPD), is located across the street from Beaumont City Hall at 660 Orange Street. (See **Figure 5.14-1 – Existing Fire and Police Stations**). BPD utilizes Community-Oriented Policing and Problem Solving (COPPS). COPPS is a policing philosophy that promotes and supports organizational strategies to address the causes and reduce the fear of crime and social disorder through problem-solving tactics and community-police partnerships. Community policing brings police and citizens together to prevent crime and solve neighborhood problems. With community policing, the emphasis is on stopping crime before it happens, not responding to calls for service after the crime occurs. Community policing gives citizens more control over the quality of life in their community. COPPS consists of the Patrol Division, as well as a number of specialized divisions and teams as provided in **Table 5.14-A – Police Staffing Units and Support,** below.

The BPD currently operates with a total of 38 sworn staff members and includes: patrol officers, detectives and a sergeant; task force members; motor officers; community policing team member; multiple enforcement team members; and 1 K-9 unit (GP, p. 9-2). Notably, this is a significant reduction from previous years. During the years 2010 to 2013, the BPD staffed between 56 and 59 sworn officers. Based on the current population of the City (48,401 persons as of January 2019 per the California Department of Finance), Beaumont has an officer-to-population ratio of 0.78 sworn officers per 1,000 residents. The target service ratio is 1.0 to 1.2 officers per 1,000 residents (MSR, p. 14). However, the number of officers assigned to patrol has remained constant. (MSR, IV.A)

Additionally, the BPD staffs a total of 18 non-sworn staff members which includes: three animal control officers (Beaumont and two City contracts); one tribal contract; one code enforcement officer; one police analyst; one support services supervisor; eight dispatchers; one training manager, two records staff, and one evidence clerk.[2]

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

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Table 5.14-A –Police Staffing Units and Support

Division/Support	Description
Patrol Division	Patrol officers are responsible for policing Beaumont 24/7, 365 days per year. Patrol officers respond to calls for service, including emergency calls, and are also responsible for initiating contacts with citizens, enforcing criminal laws and traffic violations, training new officers, and attending various community events. In most circumstances, patrol officers handle the initial investigation into crimes and other incidents and conduct follow up investigation as necessary. Each patrol team is supervised by a patrol Watch Commander.
Traffic Division	The primary duties of the Traffic Enforcement Unit are traffic complaint enforcement, high congestion traffic control, accident reduction enforcement, escorts, and special event traffic control. Traffic enforcement officers also respond to dispatched patrol calls as backup and, not infrequently, as primary officers at crime scenes. Because of their mobility, traffic enforcement officers are frequently the first units to respond to bank alarms, in-progress calls and fires. Escorts, parades, and traffic and crowd control associated with special events are areas that traffic enforcement officers handle with great efficiency.
Detective Bureau	The Beaumont Police Department Detective Division is charged with the responsibility of the investigations of felony and misdemeanor crimes occurring within its jurisdiction. The Division is responsible for the identification, apprehension, interrogation, prosecution of offenders, case clearance and the processing of stolen and recovered property. Detectives also investigate non-criminal activity, such as missing persons and juvenile related matters. Two programs under the Detective Bureau include the Post- Release Accountability Compliance Team and Riverside County Gang Task Force. Post-Release Accountability Compliance Team: The primary responsibility of the Post-Release Accountability Compliance Team (PACT) is to conduct compliance checks on those individuals who have been released from prison under Assembly Bill 109 to ensure that they are complying with their terms of release. Riverside County Gang Task Force: The Beaumont Police Department has one detective assigned to the Riverside County Gang Task Force. San Gorgonio Pass Area participating agencies include the Riverside Sheriff's Department, Riverside County District Attorney's Office, Riverside County Probation, Banning Police Department, Beaumont Police Department, California Highway Patrol, State Parole.
K-9 Unit	The BPD includes a K9 Detection Program as part of its Investigations Division. This program has the potential to prevent the loss of life, save man hours for police officers, reduce narcotic activity in the community, and provide a valuable training asset to local schools by assisting in drug prevention programs and demonstrations.
Multiple Enforcement Team	The Multiple Enforcement Team (MET) is a valuable resource for the City's Detective and Patrol divisions. These teams are utilized to conduct surveillance, serve high-risk search and arrest warrants, search for wanted felons, and collect intelligence regarding drugs, gangs, and other criminal activity. MET often participates in special enforcement

Division/Support	Description
	programs that target specific or immediate crime trends or problems and work with other local, state, and federal law enforcement agencies.
Citizen Volunteers	One of the most important aspects of the Beaumont Police Department volunteer program is the diversity of responsibilities that citizen volunteers (CVPs) undertake on a daily basis. Volunteers create and maintain a delicate balance in the Department by providing essential services in both sworn and civilian-related duties to serve as a bridge between officers and civilians as they represent their communities in all aspects of Department-related functions. Citizen Volunteers are proud representatives of the community. They are highly visible while on patrol. The primary objectives for the volunteers are to prevent crime by mere presence, or identify public hazards. Volunteers also act as the eyes and ears of the Beaumont Police Department by identifying suspicious activities, crimes in progress, or dangerous circumstances. The volunteers do not take action themselves, but notify the proper authorities for handling.
Animal Control	The Animal Control Services goal is to improve the quality of life for both the citizens of Beaumont and their pets. Animal Control Services is also be responsible for the enforcement of state and local animal laws and regulations, including licensing of animals. In addition to serving the City of Beaumont, as of July 1, 2010, Beaumont extended animal control services to meet the needs of the neighboring communities of Banning, Calimesa, and a limited partnership with the Morongo Band of Mission Indians.
Office of Emergency Services	The Office of Emergency Services (OES) provides emergency management services citywide, in cooperation with County agencies and special districts. During an active incident such as a fire or flood requiring emergency sheltering, OES helps to facilitate the resources necessary for first responders to protect the community. Under the OES, volunteers are trained to keep Beaumont and the Pass area safe during emergencies. Earthquake drills are always an invaluable part of training for volunteers in Beaumont, which understands the importance of preparing for potential emergencies.
Community Emergency Response Team	Community Emergency Response Team (CERT) volunteers practice search and rescue and triage operations during earthquake drills. They learn about providing first aid, responding to downed power lines, using fire extinguishers, and how police officers handle emergency evacuations. Beaumont's highly-rated CERT program has trained more than 500 volunteers throughout the Pass area. About 75 percent of the civilian volunteers are from Beaumont, though some volunteers come from as far away as Redlands and Hemet. CERT volunteers can respond at a moment's notice for any type of emergency, ranging from natural disasters to helping provide shelter for displaced residents and others. The local CERT training is part of a national program by the Federal Emergency Management Agency (FEMA).
Police Chaplains	Police chaplains may be called upon to assist in death notifications, assist and support victims in times of crisis, respond to suicide incidents, and serve as part of a crisis response team. They are also called upon to deliver the invocation or benediction at public ceremonies as representatives of the police department and are on hand to serve inside the police department.

Division/Support	Description
Support Services	The Support Services Department is an important component of the Beaumont Police Department by providing a vital link between the community and its police officers. Support services personnel interpret the individual's needs and coordinate the appropriate services to meet those needs. This department is made up of the following support staff: records, property and evidence, and dispatch.
Administration	The Administration Division consists of the Chief of Police, Division Commanders, a Support Services Supervisor and a Police Services Analyst. The chief and his staff coordinate the activities of all divisions within the Police Department. His office is responsible for providing overall leadership, planning, staff assistance, control, and management for the department. It is also responsible for maintaining relationships with other city departments and citizens, as well as various community and civic groups for the mutual goal of public safety.

Source: City of Beaumont, Police Department. Available at http://www.beaumontpd.org/divisions/, accessed July 18, 2019.

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The City is divided into a five beat patrol grid with each beat having an assigned officer to patrol the area. The response times are averaging three minutes for in-progress calls, meeting the City's three minute response time objective (GP, p. 9-3). Based on a City size of approximately 31 square miles, the average coverage per regular patrol is approximately 7.75 to 10.33 square miles. However, over 40 percent of the area of the City is vacant mountainous territory that would not require routine patrol. This substantially reduces the effective average size of patrol areas.[3]

Violent and property crime statistics for the City of Beaumont are presented in **Table 5.14-B – Violent Crime Statistics** and **Table 5.14-C – Property Crime Statistics**, below. Traffic and homeless populations are the two main safety issues the BPD currently encounters. The City partners with local businesses to distribute educational posters for patrons regarding interactions with homeless populations in an effort keep the existing homeless population low. Traffic congestion and traffic-related incidents, especially around school zones create additional concerns for BPD. Like the Fire Department, the growth on the west end of town presents concerns for the BPD in continuing to meet community needs and response times. Violent crime is down in the City and there are no concentrated crime wave areas. However, the older City core sees the most crime as it is difficult to build Neighborhood Watch programs into this older area because of the number of vacant businesses and structures. The City currently has some surveillance cameras but has no plans to increase the number of cameras because there is not enough staff to monitor additional cameras. The police department currently monitors the cameras from the communications center.

Table 5.14-B – Violent Crime Statistics for City of Beaumont

Violent Crime	Number of Offenses Known to Law Enforcement in 2017	Percentage of Violent Crimes
Murder	1	<1
Rape	18	10
Robbery	19	10
Assaults (Aggravated)	144	79
Total Violent Crime	**182**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, *Crime in the United States 2017*. Available at https://ucr.fbi.gov/crime-in-the-u.s/2017/crime-in-the-u.s.-2017/tables/table-8/table-8-state-cuts/california.xls , accessed July 18, 2019.

Table 5.14-C – Property Crime Statistics for City of Beaumont

Property Crime	Number of Offenses Known to Law Enforcement in 2017	Percentage of Property Crimes
Burglary	195	14
Auto Theft	116	6
Larceny-Theft	561	79
Arson	2	1

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

Property Crime	Number of Offenses Known to Law Enforcement in 2017	Percentage of Property Crimes
Total Property Crime	**874**	**100%**

Source: Federal Bureau of Investigations-Criminal Justice Information Services Division, *Crime in the United States 2017*. Available at https://ucr.fbi.gov/crime-in-the-u.s/2017/crime-in-the-u.s.-2017/tables/table-8/table-8-state-cuts/california.xls, accessed July 18, 2019.

Schools

The residents within the Planning Area are served by Beaumont Unified School District (BUSD) educational facilities and services. BUSD also serves residents of Cherry Valley and portions of Banning. Currently, BUSD operates seven elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. BUSD's existing school facilities are listed in **Table 5.14-D – BUSD Existing Schools** and **Figure 5.14-2 – Existing Schools and Library Facilities**.

Table 5.14-D – BUSD Existing Schools

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

Source: Beaumont Unified School District. Available at https://www.beaumontusd.us/apps/pages/index.jsp?uREC_ID=987571&type=d&pREC_ID=1304175, accessed July 18, 2019.

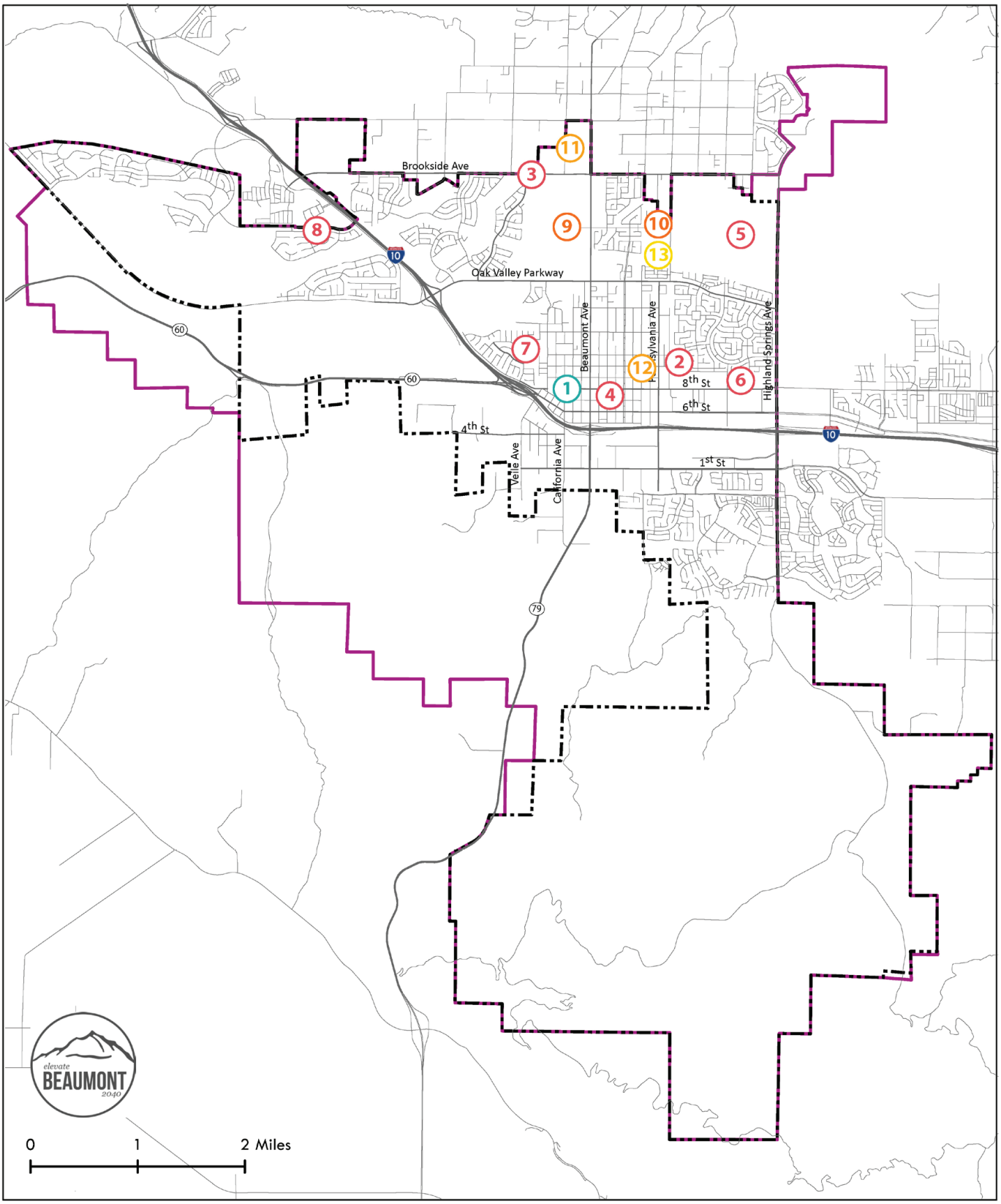


Figure 5.14-2 - Existing Schools & Library Facilities

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In addition to traditional educational facilities, BUSD provides continuing education facilities for Grades 9 through 12 at Glenview Continuation High School located at 939 East 10th Street. For the 2018/2019 school year, there was adequate capacity at the elementary and high school levels, as shown in **Table 5.14-E – Existing BUSD School Capacity and Enrollment**.

Table 5.14-E – Existing BUSD School Capacity and Enrollment

School Level	2018/2019 Facility Capacity	2018/2019 Student Enrollment	Capacity Excess or (Shortage)
Elementary (Grades K-6)	6,507	5,673	834
Middle School (Grades 7-8)	2,027	1,523	504
High School (Grades 9-12)	3,325	2,969	356
TOTAL	**11,859**	**10,165**	**1,694**

Source: Beaumont Unified School District. *School Facility Needs Analysis*, March 21, 2019, Table 6. (BUSD-B)

BUSD will experience growth that will continue to press school capacities. The BUSD's 2019 School Facility Needs Analysis[1] identifies that BUSD can expect an additional 29,285 residential units through calendar year 2040. (BUSD-B, p. 14)

Future projections indicate there will be a shortage in future school capacity and the BUSD will need to construct at one elementary school, one middle school and one high school to accommodate anticipated development over the next 20 years (BUSD-B, p. 21).

Parks

Park and recreation services for the City of Beaumont are provided by the City of Beaumont and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). The BCVRPD is a Special District within the City of Beaumont. BCVRPD operates facilities estimated at 60.5 acres within City boundaries. Noble Creek Park, a 20-acre sports park maintained by BCVRPD, is highly utilized by all sports leagues within the City and includes a dog park and a one mile walking trail. BCVRPD also operates the Beaumont Women's Club facility which is used to support community activities. All park and recreation facilities within the Planning Area boundary are discussed further in Section 5.15 – Recreation.

Libraries

The Beaumont Library District (BLD) was established in August 1911, founded a year earlier than the City, and is one of only a dozen special district libraries in the State of California. Special District Public Libraries are governed by a Board of Trustees. The BLD is independent of both City and County governments and receives support from the Laura May Stewart Foundation and the Friends of the Library non-profit organizations. Beaumont's "Carnegie Library" was funded by Andrew Carnegie and opened in 1914. An addition was built onto the 1914 building in 1966 and a community room was built in 1981. The Beaumont Library, located at 125 E. Eight Street (Figure 5.14-2), currently serves over 80,000 residents of the City of Beaumont, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County, all of which lie within the District boundaries. The Library serves to provide services for adults as well as children and teens with a total of 56,745 volumes and has 14,490 registered

borrowers utilizing the collections. As of the most recent data published for 2015, the library circulated approximately 64,300 children's books and 30,250 adult books, in addition to other items such as DVDs, audio books, and use of library equipment. (BLD)

Currently, the Library building is about 12,000 square feet or 0.17 square feet per capita. Over the last several years, architectural plans and drawings for a building of slightly more than 40,000 square feet have been developed that would place the Library within the suggested range.[4]

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

During the past 15 years, rapid housing growth has added to property tax revenues, but the lack of impact fees has meant that the BLD has had to increase the scope of its service from a facility that is now much too small. To meet the demand, advanced technologies were implemented in 2010 before many larger libraries. The library added a radio frequency identification (RFID) self-checkout and self-return system that included mechanized sorting equipment and new personalized "out-from-behind-the-desk" and "Information Concierge" services using wireless radios and headsets. The library's new one gigabyte connection provides high speed Internet access to those using library computers or their own devices. The library website allows for remote access to e-books, e-audio, digital magazines and more 24 hours a day, 7 days a week. In addition, BLD also conducts outreach with its Bookmobile that schedules visits to locations throughout the City, offering materials for checkout as well as children's story time (BLD).

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

5.14.2 Related Regulations

Federal Regulations

No federal regulations would be applicable to public services with respect to the proposed Project.

State Regulations

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and Cal Fire (CFP).

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24 of the California Code of Regulations. The most recent building standard

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

adopted by the legislature and used throughout the state is the 2016 version of the CBC, often with local, more restrictive amendments that are based upon local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and the public welfare by regulating various aspects of the design and construction buildings also known as the California Building Standards Code (CCR 24).

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2015 International Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of CCR 24 of the California Code of Regulations (CCR 24).

Assembly Bill 2926 and Senate Bill 50 (California Government Code 65996)

To assist in providing school facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926 in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects (CGC 65996).

Senate Bill (SB) 50, which passed in 1998, provides a comprehensive school facilities financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. Under this legislation, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the district would be eligible to receive from the state. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation” (CGC 65996).

Title 5, California Code of Regulations

This State legislation governs the requirements school facility construction must meet (CCR 5).

Regional Regulations

There are no regional regulations for public services related to the General Plan.

Local Regulations

The City of Beaumont publishes a Development Related Fee Schedule for public services, including:

- Public Facilities Fee
- Fire Protection Impact Fee
- Police Facilities Impact Fee

City of Beaumont Municipal Code

Chapter 15.20 – Fire Code. This municipal code adopted the 2016 California Fire Code as Amended as well as the County of Riverside Ordinance No. 787.

5.14.3 Beaumont 2040 General Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts related to public services include:

Beaumont 2040 Plan, Chapter 3 - Land Use and Design

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

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

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

Policy 3.6.1 Improve existing parks and public spaces throughout the City to provide beautiful, comfortable, and inviting gathering spaces.

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

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

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

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

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

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

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

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

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

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

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

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

Implementation LUCD-6 Development Fees. Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.

Implementation LUCD-13 Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.

Beaumont 2040 Plan, Chapter 4 - Mobility

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

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

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

Beaumont 2040 Plan, Chapter 5 - Economic Development

Goal 5.8: A financially stable community.

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

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

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

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

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

Beaumont 2040 Plan, Chapter 6 - Health Equity and Environmental Justice

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

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

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

Policy 6.3.6 Partner with local institutions, including the Beaumont Unified School District, Beaumont Library District, and other public and private organizations to maintain and enhance existing extended learning opportunities through after-school enrichment programs, summer boost programs, school breaks, literacy programs, and weekends for all children.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Goal 7.10: Access to high-quality education and community services for all residents.

Policy 7.10.1 Work with the Beaumont Unified School District to anticipate potential adjustments in new student enrollment and potential impacts on existing schools.

Implementation CFI33 School District Planning. Work in partnership with Beaumont Unified School District to promote collaborative planning efforts, 7including analysis of future student impacts, joint use opportunities, and arts and culture programming.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.1: A City with a high standard of law enforcement services that has a focus on community-based crime prevention.

Policy 9.1.1 Maintain sufficient levels of City law enforcement services and facilities to support existing residents and future growth. Coordinate with the Riverside County Sheriff in its efforts to provide adequate law enforcement services within the City's Sphere of Influence

Policy 9.1.3 Coordinate with local, State, and Federal law enforcement agencies in crime prevention efforts.

Goal 9.5: A City with enhanced fire and emergency response services.

Policy 9.5.1 Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.

Policy 9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

Implementation S1 Police Department Staffing Ratio. Work with the police department to establish resource needs to sustain minimum staffing levels

Implementation S5 Budget Review. Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policy 11.11.2 Design development in such a manner that places high consideration on the safety of citizens (e.g. "eyes on the street," enhanced lighting, and high visibility from patrol cars). Create livelier and safer streets with front porches and windows on the street.

5.14.4 Threshold of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response to times or other performance objectives for any of the public services:
  - Fire protection;
  - Police protection;
  - Schools;
  - Other public facilities;

5.14.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation and the proposed revisions to the Zoning Ordinance, are intended to minimize potential impacts to public services to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Threshold A: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts,***

in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Buildout of the Beaumont 2040 Plan would result in a maximum of 40,849 residential units, 11,315,270 square feet of commercial, and 21,760,327 square feet of industrial. The City uses the County of Riverside's GP theoretical fire station criteria as a benchmark for determining the need for new stations. The City also uses station location, call load, and response time to determine new fire station locations. To assess how many fire stations are needed for a community, the Riverside County General Plan EIR uses the following theoretical generation factors (RCGPEIR, p. 4.17-19):

- Residential: 2,000 dwelling units per Fire Station;
- Commercial: 3.5 million square feet per Fire Station; and
- Industrial: 3.5 million square feet per Fire Station.

Based on these factors, full buildout of the Beaumont 2040 Plan would theoretically generate a need for approximately 30 fire stations. Currently, there are two fire stations within Beaumont that serve the City: Station 20, Station 66. The City, through its contract with RCFD and CAL FIRE, also has access to 21 shared fire engines; 7 in San Jacinto, 5 in Desert Hot Springs, and 9 in Moreno Valley. The City is in the planning process for a new station in the western area of the City and working on a memorandum of understanding with a private property owner to dedicate five acres for another new fire station. (MSR, p.16.) Assuming one engine per station, the City currently has access to 23 fire stations. Therefore, full buildout of the Beaumont 2040 Plan may increase the need for access to fire stations by as much as 7 additional stations. Currently the locations of potential fire station sites, which may be within or outside of the Planning Area, are unknown.

The Beaumont 2040 Plan Policy 9.5.1 contains a policy to fund new fire stations as to meet NFPA and County Fire response standards, while also partnering with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift. As future projects consistent with the Beaumont 2040 Plan are developed, each applicant/developer will be required to pay Development Impact Fees (DIFs) for fire protection services pursuant to Beaumont 2040 Plan Implementation Measures LUCD-6 and S11 to offset the Project-related demand on existing fire services. Funding for RCFD is obtained from various sources; however, RCFD capital funding is mostly provided by DIFs collected by Riverside County or by cities, but major developments can also enter development agreements with RCFD as an effort to fund improvements responding to the developments' fair share of impacts. These fees will ensure that as each future project is developed, adequate fire protection and emergency/medical services would be provided. Further, the impacts associated with the construction of future fire stations will be subject to future CEQA analysis.

It is anticipated that future developments in the Beaumont 2040 Plan will be constructed in compliance with the California Fire Code as adopted by the Beaumont Municipal Code (MMC 15.20). The City has adopted the 2016 California Fire Code that lists the minimum required fire-flow and flow duration for buildings of different floor areas and construction types. This includes compliance with all applicable fire code and RCFD requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans will be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards and requirements.

Thus, the proposed Project will not have a substantial impact on fire protection services because the City will implement the applicable goals, policies, and implementation measures of the Beaumont 2040 Plan,

and implementing projects will pay their DIF for fire protection services and the Project will comply with regulations and pertinent fire standards listed in the City's Fire Code (MMC 13.20). Further, future projects involving the construction of future fire stations will be subject to subsequent CEQA analysis at the time those facilities are proposed. Therefore, impacts are **less than significant**.

Threshold A: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Implementation of the Beaumont 2040 Plan will increase the need for police services through increased residential units and non-residential square footage. As noted in the previous section, the City currently has 38 sworn police officers, which provides 0.77 officers per 1,000 population. The City's goal is to have 1 officer per 1,000 population; for the City's FY 17-18 budget, the ratio was increased to 0.90, which is closer to its goal and would provide 42 sworn officers (MSR, p. 10, 34). At buildout of the Beaumont 2040 Plan using a ratio of 1 officer per 1,000 population, approximately 131 sworn officers would be needed to serve the City. Currently, the City is served by one police station located at 660 Orange Street.

As the City grows, the need for additional police equipment, facilities, and personnel will also assumedly grow to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. The locations of any future police facilities are unknown at this time. Future projects to construct police facilities will be will be subject to subsequent CEQA analyses.

At the current City population of 49,241 (as of 2018), the City needs 49 sworn officers to meet the ratio of 1 officer per 1,000 persons. Since the City has 38 officers, the City does not meet the staffing ratio of officers with or without the GP buildout, and buildout impacts are therefore potentially significant. In order to fund police protection services, the City is annexing new residential developments into existing Community Facilities Districts or forming a new CFD. These CFDs will fund public safety and municipal services (MSR, p. 34), which aligns with Beaumont 2040 Plan Policies 5.8.3 (requires new development to pay its fair share of required improvements, maintenance, and services), and 5.9.1 (promote reliable .

Through implementation of the goals, policies, and implementation measures of the Beaumont 2040 Plan, including the implementation of existing CFDs, the formation of future CFDs, the requirement for a fiscal impact analysis for projects requiring a general plan amendment and/or annexation to the City, the City will be able to meet its goal of 1 sworn officer per 1,000 population. In addition, future construction of police facilities will be subject to subsequent CEQA analysis at the time those facilities are proposed. Because the City will have a mechanism in place to achieve and maintain acceptable police staffing ratios, impacts are considered **less than significant**.

Threshold A: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

Implementation of the Beaumont 2040 Plan will increase the number of residential units and therefore increase the number of school-aged children that require schooling within the City. To understand the

impact of the GP buildout on schools, this analysis will use student generation rates from the Beaumont Unified School District *School Facilities Needs Analysis* (BUSD-B, 2019).

Buildout of the Beaumont 2040 Plan will develop a maximum of 40,849 residential units, the majority of which are planned as Single Family Residential which account for 56% of all residential units. The BUSD *School Facilities Needs Analysis* provides a student generation ratio for elementary, middle and high school for each housing type. (BUSD-B, p. 9.) The BUSD estimated its future school needs based on a maximum of 29,285 additional residential units (BUSD-B, p. 14) will generate approximately 1,053 elementary school students, 380 middle school students, and 420 high school students for a total of 1,853 students from future planned residential units. (BUSD-B, p. 12.) As of the 2018-2019 school year, BUSD had a total enrollment of 10,165 students and capacity for 11,859, for an excess capacity of 1,694.

According to BUSD growth projections, it will need one elementary, one middle, and one high school. As described in Section 5.14.2, SB 50 establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment; these Alternative School Fees are defined each year in the School Facilities Needs Analysis report prepared by BUSD. (BUSD-B.) These fees are appropriated to fund new elementary, middle, and high school facilities, expansion of existing elementary, middle, and high school facilities, and other upgrades to existing school facilities but only to the extent that such items are needed to accommodate future additional students. (BUSD-B, p. 29.) Through implementation of Beaumont 2040 Plan Policy 7.10.1, which will bring the City and BUSD together to anticipate and adjust for fluctuating school enrollment and potential impacts on existing schools, and compliance with existing regulations pursuant to AB 2926 and SB 50, the proposed Project will not have a substantial impact on schools and therefore, impacts are **less than significant**.

***Threshold A:* Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?**

Implementation of the Beaumont 2040 Plan would result in a maximum of 40,849 residential units, creating a residential population of approximately 131,942 persons at buildout. An increase in population will cause an increase in demand for public services, including libraries. The Beaumont library is owned and operated by the Beaumont Library District (BLD), not the City, and is funded by property taxes, contributions from individuals, and foundations. The general rule of thumb for public libraries is to provide 0.5 to 1.0 square foot of space per capita, although better libraries across the country tend to have even more space. There are various other ratios, such as volumes per capita, seating per capita, etc., and the ratios vary depending upon the size of the service population. Currently, the Library building is about 12,000 square feet or 0.17 square foot per capita. Over the last several years, architectural plans and drawings for a building of slightly more than 40,000 square feet have been developed that would place the Library within the suggested range. The BLD has recognized the need for building expansion but issuance of a bond will be necessary. A library foundation is being formed for this purpose. As the population of the City of Beaumont continues to grow, the BLD services will continue to be impacted until adequate facilities are provided. However, the development proposed by the Beaumont 2040 Plan will result in vacant properties to be developed and underutilized land to be redeveloped, which in turn will increase property tax revenue to the BLD. Because a future revenue source will be generated as a result of new development consistent with the Beaumont 2040 Plan, impacts to library facilities are considered **less than significant.**

5.14.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the Beaumont 2040 Plan and Revisions to the Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regards to public services, no mitigation measures are necessary.

5.14.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, and implementation actions, in addition to adherence to state and local regulations, the impact to public services is considered less than significant and no mitigation is necessary. The significance of impacts to public services resulting from specific future development or City-initiated projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies, along with the revisions to the Zoning Ordinance, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.14.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BLD — Beaumont Library District, *Bookmobile* (Available at https://bld.lib.ca.us/188/Bookmobile, accessed September 10, 2019)

BPD Divisions — Beaumont Police Department, *Divisions Website*. (Available at http://beaumontpd.org/divisions/, accessed July 23, 2020.)

BUSD-B — Beaumont Unified School District. *School Facility Needs Analysis*, March 21, 2019, (Available at https://4.files.edl.io/59a5/04/16/19/215221-efedeba3-e413-4f44-b6c8-0f69e608d86b.pdf, accessed September 10, 2019 (BUSD-B)

CALFIRE — California Department of Forestry and Fire Protection (Available at https://www.fire.ca.gov/, accessed September 11, 2019)

CBC — 2016 California Building Standards Code (Available at https://www.dgs.ca.gov/BSC, accessed September 11, 2019)

CGC — California Government Code (Available at https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=GOV, accessed September 11, 2019)

DOF — State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020, with 2010 Benchmark*. May 2020. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/, accessed August 27, 2020.)

ECR — City of Beaumont General Plan Update *Existing Conditions Report*. 2016. (Available at City of Beaumont)

FBI — Federal Bureau of Investigations-Criminal Justice Information Services Division, *Crime in the United States 2017*. Available at https://ucr.fbi.gov/crime-in-the-u.s/2017/crime-in-the-u.s.-2017/tables/table-8/table-8-state-cuts/california.xls, accessed July 18, 2019.

MSR — City of Beaumont, *Final Municipal Service Review* (Available at https://lafco.org/wp-content/uploads/documents/archives/City%20of%20Beaumont%20MSR%20-%20Final%20July%2027%202017.pdf, accessed July 23, 2020.)

PE 2017 — The Press Enterprise, *New year brings a new fire department to Calimesa,* December 26, 2017. (Available at https://www.pe.com/2017/12/26/new-year-brings-new-fire-department-to-calimesa/, accessed September 3, 2020.)

Personal Communication — City of Beaumont Chief of Police, Sean Thuilliez, February 27, 2017 (email communication).

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

RCFD — Riverside County Fire Department, Fire Stations Website. (Available at http://www.rvcfire.org/stationsandfunctions/firestations/pages/default.aspx, accessed July 23, 2020.)

RCGP EIR — County of Riverside Environmental Impact Report No. 521 Public Review Draft Section 4.17 (Available at http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63, accessed February 4, 2018.)

5.15 RECREATION

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to whether the Project would: increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated; construct or expand recreational facilities that might result in an adverse physical effect on the environment; or result in substantial physical effects associated with the provision of new or altered parks[1] to maintain an acceptable service ratio.

In response to the Notice of Preparation, the City received comment letters from Ron Roy and the Southwest Regional Council of Carpenters regarding recreation and park facilities. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding recreation or park facilities at the Project's public scoping meeting.

5.15.1 Setting

A multitude of recreational and facilities are available within the City and in nearby open areas. Open space provides many benefits to the community, including park and recreation areas, recreational trails, conservation of natural and scenic resources and buffers between land uses. The City has convenient access to several active recreation areas and passive open space areas. Active recreation areas typically include facilities such as playgrounds, sport courts, barbeque facilities and picnic benches. Passive recreation areas accommodate less structured recreational pursuits and typically offer space for relaxing outdoor activities and offer off-leash dog parks.

Existing Facilities

Park and recreation services for the City of Beaumont and its sphere of influence (the "Planning Area") are provided by the City of Beaumont and the Beaumont-Cherry Valley Recreation and Park District (BCVRPD). Additionally, various homeowners associations (HOAs) own, maintain, and provide park and recreational facilities in the Planning Area. (Beaumont 2040 Plan, p. 7-5.) Park and recreation facilities within the Planning Area are listed in **Table 5.15-A** – **Park, Recreational, and HOA Facility Inventory** and shown on **Figure 5.15-1 – Park, Recreational, and HOA Facility Inventory (**on the page following **Table 5.15-A**).

[1] Due to the similarity in topics, impacts to park facilities are discussed in this section of the PEIR instead of Section 5.14 – Public Services.

Table 5.15-A – Park, Recreational, and HOA Facility Inventory

No.	Facility	Location	Ownership	Acres
City-Owned Facilities				
1	Three Rings Ranch Park[a]	Claiborne Avenue & Brookside Lane	City	7
2	Albert A Chatigny Sr. Community Recreation Center (CRC) and Beaumont Plunge Pool	1310 Oak Valley Parkway	City	2.6
3	Beaumont Civic Center	550 E 6th Street	City	5.78
4	De Forge Park[a]	Seneca Springs Parkway	City	12
5	Fallen Heroes Park	Oak View Drive & Iris Street	City	15
6	Mountain View Park	Sundance Circle	City	5
7	Nicklaus Park	11270 Palmer Avenue	City	22
8	Palmer Park[a]	Palmer Avenue & Trevino Trail	City	5
9	Rangel Park[a]	4th & B Street	City	5
10	Seneca Springs Park	Malaga Avenue	City	5
11	Shadow Creek Park	Park Way Drive	City	3.9
12	Beaumont Sports Park[b]	39200 Brookside Avenue	City	20
13	Stetson Park	Monte Verde Drive	City	7
14	Stewart Park[a]	985 Maple Avenue	City	15
15	Sunny Hills Park	Cougar Way	City	0.32
16	Trevino Park[a]	Cherry Valley Blvd &Trevino Trail	City	7
17	Veteran's Park	California & 7th Street	City	0.09
18	Wildflower Park[a]	Tulip Circle	City	3
			Subtotal City-Owned Facilities	**140.69**
Beaumont-Cherry Valley Recreation and Park District Owned Facilities				
19	Noble Creek Community Park[c]	390 Oak Valley Parkway	BCVRPD	60
20	Beaumont Women's Club	306 E 6th Street	BCVRPD	0.5
			Subtotal BCVRPD Owned Facilities	**60.5**
Homeowners Association Owned Facilities				
21	The Canyon Club (Fairway Canyon)	36189 Champions Drive	HOA	3.92
22	Tournament Hills 1 Park 1	Champions Drive	HOA	7.16
23	Tournament Hills 1 Park 2	Amateur Way	HOA	7.35

Table 5.15-A – Park, Recreational, and HOA Facility Inventory

No.	Facility	Location	Ownership	Acres
24	Tournament Hills 2 Park	Links man Dr.	HOA	3.12
25	The Lodge (Four Seasons Rec Center 1)	1518 Four Seasons Circle	HOA	10.4
26	The Summit (Four Seasons Rec Center 2)	370 Four Seasons Circle	HOA	2.4
27	Four Seasons Trails/Open Space Corridors	Four Seasons Community	HOA	81.1
28	Solera Club House	1615 Fairway Drive	HOA	4.32
29	Solera Park and Trails	1615 Fairway Drive	HOA	16.68
30	Sundance PA 45	1380 Mary Lane	HOA	3.72
31	Sundance PA 51	1650 Croton Street	HOA	1.4
32	Sundance PA 25	Sunset Place	HOA	0.557
33	Sunshine Park	Starlight and Sunburst	HOA	0.085
			Subtotal HOA Owned Facilities	**142.2**
			TOTAL PARK ACREAGE PROVIDED	**343.4**

Source: City of Beaumont, *Existing Conditions Report City of Beaumont General Plan Update*, Table 6.1

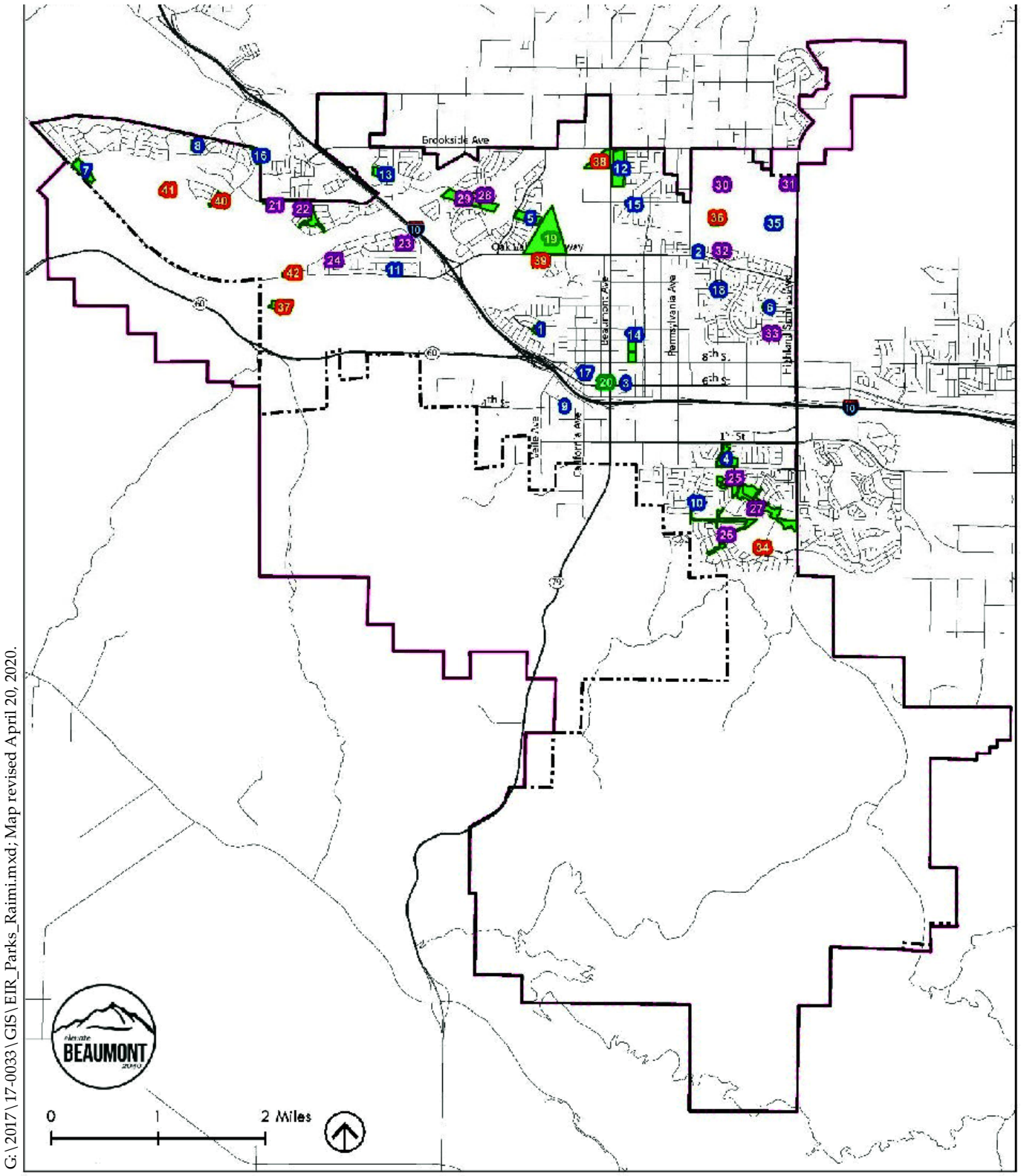
[a] Contains baseball/softball field

[b] Contains three baseball/softball field and five soccer fields

[c] Contains seven baseball/softball fields and one soccer field

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Figure 5.15-1 – Park, Recreation, and HOA Facility Inventory

City of Beaumont General Plan Update

Source: Raimi and Assoc., 2020

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City-Owned Parks

As shown in **Table 5.15-A – Park, Recreational, and HOA Facility Inventory**, City-owned park and recreational facilities encompass approximately 141 acres. The City owns, operates, and maintains nine parks, including several baseball/softball fields and two soccer fields. At present there is a demand for multi-use recreational fields to accommodate the soccer, football, and baseball leagues throughout the City. (Beaumont 2040 Plan, p. 7-5.).

Beaumont-Cherry Valley Recreation and Park District

The BCVRPD is a Special District within the City of Beaumont. BCVRPD operates approximately 60 acres of facilities within City boundaries. Noble Creek Park, a 20-acre sports park maintained by BCVRPD, includes a dog park, a one-mile walking trail, and is highly utilized by all sports leagues within the City. BCVRPD also operates the Beaumont Women's Club facility, which is used to support community activities, and houses the San Gorgonio Pass Historical Association Museum. (Beaumont 2040 Plan, p. 7-5; ECR, p. 89.)

Privately-Owned Facilities

Thirteen facilities, consisting of parks, recreation centers, and trails in the City are provided for and maintained by various homeowners associations (HOAs). These HOA-owned facilities may ultimately be dedicated to the City or continue to be maintained by the HOA. As shown in **Table 5.15-A**. HOAs own, operate, and maintain approximately 142 acres of park and recreational facilities. (ECR, p. 89.)

Golf Courses

There are two 18-hole golf courses within the City, Oak Valley Golf Club (public course) and Morongo Golf Club at Tukwet Canyon (private course).

Open Space

Several large open space preserves surround Beaumont to the south and west. These open spaces provide visual character and relief to the City. The Open Space preserve in the southern area of the Sphere of Influence provides habitat species covered in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Pass Plan Area, which is discussed in detail in Section 5.4.

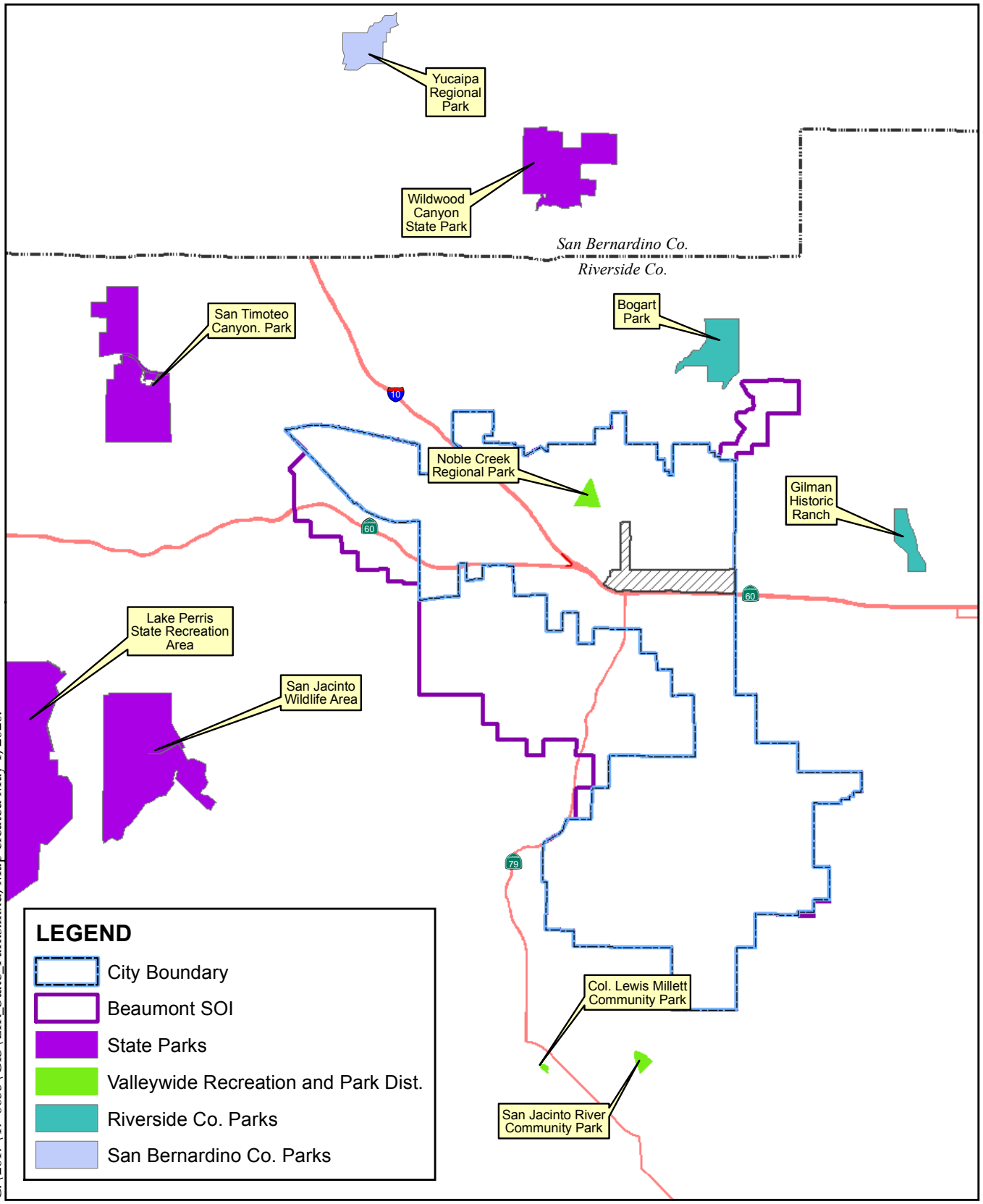
Trails

There are several trails within the Four Seasons at Beaumont, which is an HOA that provides a community for those age 55 and older. Additionally, the City's Master Plan identifies bikeway trails that will be completed along key utility corridors. (ECR, p. 77.)

State and Regional Parks

There are several state and regional parks in proximity to the Planning Area, including, Yucaipa Regional Park, Wildwood Canyon State Park, Bogart Park, San Timoteo Canyon Park, Gilman Historic Ranch, Lake Perris State Recreation Area and the San Jacinto Wildlife Area. (**Refer to Figure 5.15-2 – State and Regional Parks**.) These state and regional parks are within ten miles of the Planning Area and have amenities that include, but are not limited to: fishing, hiking trails, covered picnic facilities, swimming, camping, playgrounds, and BBQ areas.

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G:\2017\17-0033\GIS\EIR_State_Parks.mxd; Map created May 1, 2020.

Sources: Riverside Co. GIS, 2020; San Bernardino Co. GIS 2018; Raimi and Assoc., 2019;

Figure 5.15-2 State and Regional Parks

City of Beaumont General Plan Update

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Parkland Standards

The City's current park requirement is five acres of parkland (and full improvements) per 1,000 residents. Using this standard, based on the City's current estimated population of 49,241 residents, the City requires approximately 246 acres of parkland to meet park ratio requirements. Based on the total acres of all parks and facilities maintained by the City, HOA, and BCVRPD (as shown in Table 5.15-A), a total of 343.4 acres of parkland is being provided, which results in a park ratio of approximately 6.9 acres of parkland per 1,000 residents.

5.15.2 Related Regulations

Federal Regulations

There are no federal regulations applicable to recreation and parks.

State Regulations

Quimby Act (California Government Code 66477)

As part of approval of a final tract or parcel map, the Quimby Act allows a city to require dedication of land, the payment of in-lieu fees, or a combination of both to be used for the provision of parks and recreational services. Cities can require land or in-lieu fees for a minimum of three acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the city already provides more than three acres per 1,000 residents. Assembly Bill (AB) 1191, which was approved by the Governor of California on September 8, 20015, amended the definition of park and recreation purposes to include land and facilities for the activity of "recreational community gardening," which activity consists of the cultivation by persons other than, or in addition to, the owner of the land, of plant material not for sale. (AB 1911.)

Regional Regulations

County of Riverside

Riverside County Code, Title 16 – Subdivisions,

Section 16.20.020 of the Riverside County Code was adopted pursuant to the Quimby Act and sets forth Riverside County's requirements for dedication of land and/or payment of fees for park and recreational facilities as a condition of approval of a tentative map or parcel map. Dedication and/or payment of fees devoted to neighborhood and community park and recreational facilities is required at a minimum ratio of three acres of land per 1,000 persons. Where the existing neighborhood and community park area exceeds three acres per 1,000 persons, the required park area ratio can range up to five acres of land per 1,000 persons where so specified by a Community Parks and Recreation Plan as approved by the Board of Supervisors. (RCC 16.20.020.) This section of the Riverside County Code would be applicable to County-approved development on unincorporated SOI properties within the Planning Area.

Local Regulations

City of Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address issues regarding recreation and park facilities.

Title 3 – Revenue and Finance, Chapter 3.34 – Regional Park, Multipurpose Trail and Open Space Facility Fee

In September 2005, the Beaumont City Council had been advised that the cumulative impact of all new development permitted under the (2005) General Plan would exceed the capacity of the City's two

existing regional parks (Noble Cree Park and the City's Sports Park), which were already operating at capacity. Therefore, in order to meet the increased demand, it was determined that facilities at the two parks must be upgraded and expanded, and two new regional parks are needed on the east and south sides of the City, connected to existing and future open space by a system of multipurpose trails. (BMC, Section 3.34.010.) In order to meet the need for additional park, multipurpose trails, and open space, the City Council adopted the "City of Beaumont Regional Park, Multipurpose Trail and Open Space Facility Fee," which is levied and collected at issuance of a building permit for any new residential unit or the conversion of an existing unit to more than one residential unit. The exceptions to payment of this fee are a development or other agreement, low income residential housing, and the rehabilitation and/or reconstruction of any legal residential dwelling unit and/or the replacement of an existing dwelling unit. (BMC, Sections 3.34.020, 3.34.030, and 3.34.080.)

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.24 – Parks – Hours
With certain exceptions, no person shall be or remain in any public park between the hours of 10:00 pm of any day to 6:00 am of the next succeeding day. (BMC Section 12.24.010.)

5.15.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential impacts to park and recreational facilities.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to park and recreation include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

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

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

Policy 3.6.1 Improve existing parks and public spaces throughout the City to provide beautiful, comfortable, and inviting gathering spaces.

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

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

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

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

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

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

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

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

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

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

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

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

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

Implementation LUCD19 Wayfinding program. Implement a wayfinding and signage program to improve visibility to key City parks, Potrero Reserve, the Plunge, gateways, and nearby recreational destinations.

Implementation LUCD23 Joint Use. Create a joint use agreement with the Flood Control District and other utility companies to allow residents greater park and recreational access.

Implementation LUCD24 Maintenance Plan. Develop a park maintenance plan that specifies the types of maintenance required for each park and timing of such work.

Beaumont 2040 Plan, Chapter 4 – Mobility

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

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

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

Implementation M18 Trail Mapping. Maintain city mapping to assist in promoting locations for equestrian and hiking trails throughout the City.

Implementation M19 Multi-Use Trail. Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.

Beaumont 2040 Plan, Chapter 5 – Economic Development

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

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

Goal 5.8: A financially stable community.

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

Implementation EDF28 Promotion. Regularly highlight positive news of and activities in Beaumont in various media outlets.

Implementation EDF29 Visitor Resources. Develop visitor resources, such as a local visitors' guide that includes local recreation opportunities, dining, shopping, cultural and historic landmarks, attractions and events.

Implementation EDF30 Online Calendar. Publish and regularly update an online calendar of activities and special events in Beaumont.

Implementation EDF32 Create a public space for special events in Downtown.

Chapter 6 – Health, Equity and Environmental Justice

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

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

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

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

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

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

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

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

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

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

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

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

Implementation HEJ13 Flexible Use of Community Spaces. Update zoning code to allow for flexible uses in community spaces, including parks, streets, and civic plazas.

Implementation HEJ16 Graffiti Prevention. Encourage the creation of a graffiti prevention team to remove graffiti from public property (e.g., parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

Chapter 7 – Community Facilities and Infrastructure

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.9 High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.1 Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.

Goal 7.10 Access to high-quality education and community services for all residents.

Policy 7.10.1 Work with the Beaumont Unified School District to anticipate potential adjustments in new student enrollment and potential impacts on existing schools.

Policy 7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, child care facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

Chapter 8 – Conservation and Open Space

Goal 8.7 A City where open space is preserved and used for resource conservation and/or recreation.

Policy 8.7.2 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

Policy 8.7.3 Establish a comprehensive bikeway and pedestrian trail system. This policy is implemented through the Mobility Element.

Policy 8.7.4 Expand opportunities to develop parks that are of a community or regional park scale, to facilitate expanded demand for organized sports activities and community functions. This policy is implemented through the Health and Environmental Justice Element.

Implementation C21 Joint use. Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails.

Implementation C22 Open Space Partnerships. Partner with adjacent cities, Riverside County, and local and state park agencies to create linkages and enhance access to publicly-accessible parks and open spaces.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Policy 11.9.2 Improve Stewart Park to meet the needs of Downtown and Town Center residents.

Revision to the Zoning Ordinance

The proposed revisions to the Zoning Ordinance will allow parks as a permitted (P) use in the following existing zone districts: Residential, Rural Zone (RR); Residential, Single Family Zone (RSF); Residential, Multiple-Family Zone (RMF); and the Community Commercial Zone (CC). Under the current Zoning Ordinance, parks are not a permitted use in these zones. (BMC, Table 17.03-3, Permitted Land Uses for Base Zone Districts.)

The proposed revisions to the Zoning Ordinance also include changing the existing Commercial, General Zone (CN) to Commercial, Neighborhood Zone, in which parks will be a permitted land use. Parks are also permitted uses in the proposed new Residential-Traditional Neighborhood Zone (RTN) and Transit Oriented District Zone (TOD)

5.15.4 Threshold of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
- (Threshold B) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment and/or;
- (Threshold C) Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives.

5.15.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this Draft PEIR, a variety of regulatory measures, including compliance with and implementation of State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 goals, policies, implementation, in addition to the proposed goals and policies of the DSP and, the proposed revisions to the Zoning Ordinance, are intended to protect historic and archaeological resources and reduce potential to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

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

Development associated with future land uses consistent with the Beaumont 2040 Plan and Revised Zoning Ordinance and Map will increase population in the form of new residents in the Planning Area. These new residents are expected to use park and recreational facilities, and this additional use may result in greater demands on parks and recreational facilities in the Planning Area such that deterioration of these facilities could occur or be accelerated.

As identified in Section 5.15.3, the Beaumont 2040 Plan includes goal, policies, and implementation actions in the Land Use and Community Design, Economic Development, and Health and Environmental Justice chapters to ensure that park and recreational facilities are adequately maintained for existing and future users. Policy 3.6.3 requires project developers to establish mechanisms to adequately maintain new parks and recreational facilities. Policy 3.11.1 requires the maintenance of existing park and recreation facilities in order to facilitate their use. Policy 5.8.3 requires new development to pay its fair share of required improvements, including maintenance costs. Policy 6.3.1 requires the City to partner with BCVRPD to provide maintenance and ensure exiting park and recreation facilities are in good condition to facilitate their use. Implementation action CFI24, would result in the development of a Parks Master Plan in collaboration with BCVRPD to address deficiencies in park maintenance and existing facilities. Therefore, through compliance with and implementation of applicable Beaumont 2040 Plan goals, policies, and implementation measures and the proposed certificate of appropriateness process, impacts with regard to the deterioration of existing neighborhood and regional parks or other recreational facilities are considered **less than significant**, and no mitigation is necessary.

Because the Revised Zoning Ordinance does not propose any changes to City regulations or requirements regarding maintenance of recreation and park facilities, the same discussion under the Beaumont 2040 Plan and Revised Zoning Map is applicable. Based on the above discussion, impacts would be **less than significant.**

Threshold B: ***Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Threshold C: ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives?***

(Note to Reader: To avoid repetitive discussion, Thresholds B and C are addressed together below.)

As identified in Section 5.15.3, the Beaumont 2040 Plan includes goal, policies, and implementation actions in the Land Use and Community Design, Mobility, Economic Development, and Health and Environmental Justice chapters that will result in construction and/or expansion of parks and recreational facilities. Specifically, Policy 7.9.1 requires the City to continue to implement its park dedication and improvement requirement 5 acres of parkland for every 1,000 persons in conjunction with residential development. Other Beaumont 2040 goals, policies, and implementation that address the provision of park and recreation facilities include: Goal 8.7, Policies 3.8.3, 4.4.4, 6.3.6, 8.7.2, 8.7.3, 8.7.4, and Implementation M19, EDF32, HEJ13, C21, and C22.

The Open Space land use designation of the Beaumont 2040 Land Use Plan land use plan includes open space, passive and active parks and golf courses as shown on **Figure 5.15-3 – Open Space Categories.** The approximately 10,252 acres of Open Space included in the Beaumont 2040 Plan[2] shown on **Figure 5.15-3** breaks down into the various open space categories as shown on the following table.

Table 5.15-B – Open Space Categories

Open Space Category	Acres[(a)]
Golf Course	772
Open Space Corridor	347
Open Space Preserve	8,148
Open Space (in the SOI)	691
Open Space Corridor (in the SOI)	123
Parks	171
Total All Open Space	10,252

Source: Raimi.
[(a)] Rounded to the nearest whole acre

[2] Refer to **Table 3-B – Proposed Beaumont 2040 Plan Land Use Summary for the Planning Area (City and SOI**).

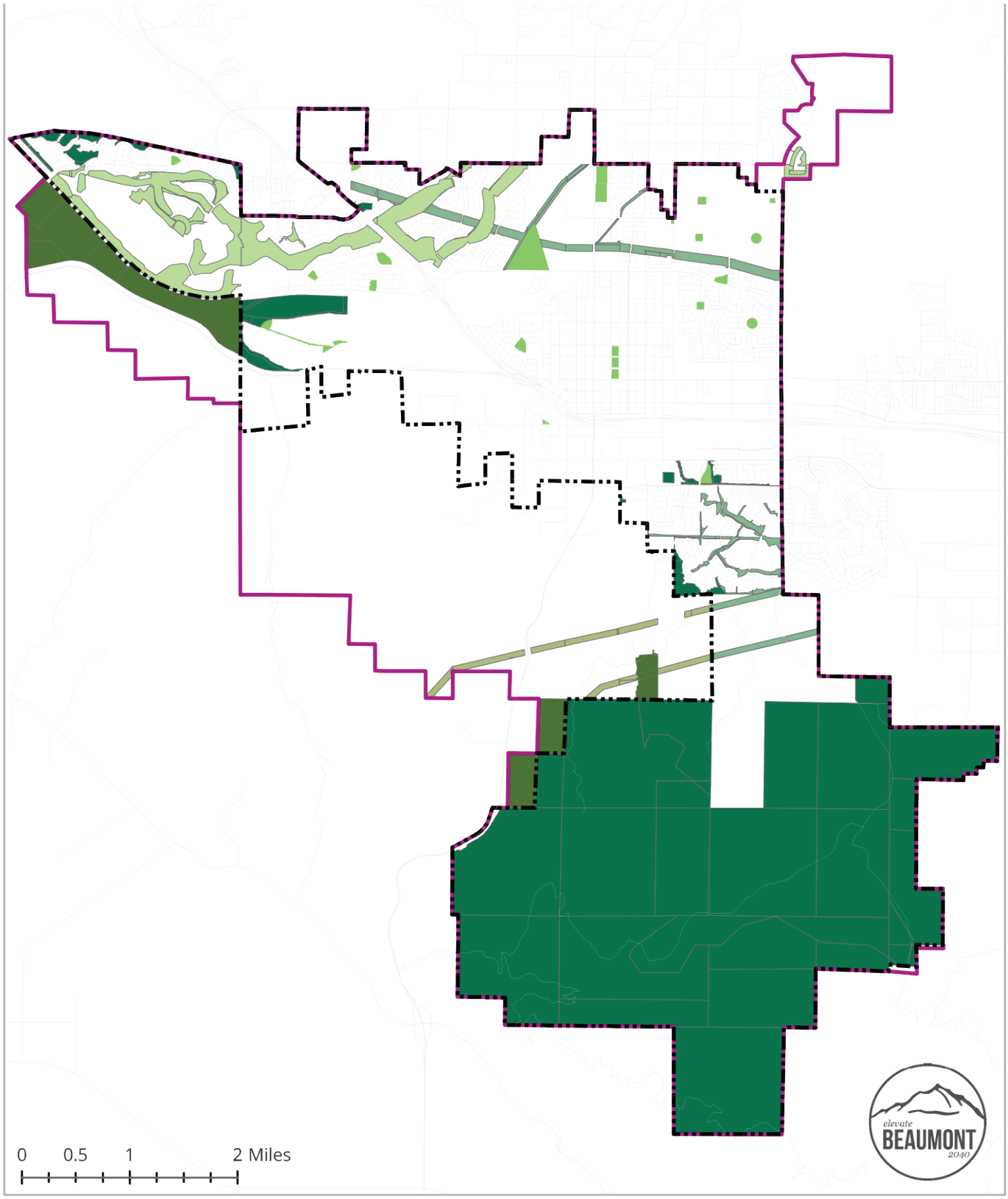
Based on the anticipated Beaumont 2040 Plan buildout population of 131,940, which results in an increase of approximately 82,699 persons,[3] a total of 415 new acres of parkland[4] will be is needed to comply with the City's park standard of five acres per 1,000 persons. Based on the number of open space and park acres shown in **Table 5.15-B,** the adoption of the Revised Zoning Ordinance making parks a permitted use in all of City's residential zoning districts. and compliance with Chapter 3.34 of the Beaumont Municipal Code and applicable Beaumont 2040 Plan goals, policies and implementation, impacts regarding maintaining acceptable service ratios and performance standards for park and recreation facilities will be **less than significant** and no mitigation is required.

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[3] Buildout population determined based on 40,848 residential units in the Planning Area multiplied by 3.23 persons per dwelling unit equals 131,940 persons, minus the existing population of 49,241 equals a population increase of 82,699 persons.

[4] 82.699 persons multiplied by five acres of parkland per 1,000 persons equals 415 acres.

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Categories of Open Space

- City Boundary
- Spere of Influence
- Golf Course
- Open Space Corridor
- Open Space Preserve
- Parks
- Sphere Open Space
- Sphere Open Space Corridor

Figure 5.15-3 - Open Space Categories

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Regarding environmental impacts associated with the provision of new recreational and park facilities, since such facilities are anticipated by the Beaumont 2040 Plan, impacts are evaluated at a program level throughout this Draft PEIR. Specific potential direct and indirect impacts resulting from park and recreation facilities proposed as part of individual future development projects or specific recreational or park projects proposed by the City, will be analyzed on a case-by-case basis as they are submitted to the City or proposed by the City.

Thus, for the reasons stated in the above paragraphs, the proposed Project would not include recreational or park facilities or require the construction or expansion of park or recreational facilities which would substantially impact the environment. Impacts in this regard are considered **less than significant** and no mitigation is required.

5.15.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the proposed Beaumont 2040 Plan, Revisions to the Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regard to recreation and park facilities, no mitigation measures are necessary.

5.15.7 Levels of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies in addition to adherence to local regulations, the impact to recreational and park facilities is considered **less than significant** and no mitigation is necessary. The significance of impacts to recreational and park facilities resulting from specific future development, City-initiated, or BCVRPD-initiated projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan, along with the revisions to the Zoning Ordinance, as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.15.8 References

The following references were used in the preparation of this section of the Draft PEIR:

BMC — City of Beaumont, *Beaumont Municipal Code, Various Titles*. (Available at https://library.municode.com/ca/beaumont, accessed April 17, 2020.)

AB 1191 — State of California, *Assembly Bill No. 1191*, September 8, 2015. (Available at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1191, accessed April 30, 2020.)

RCC 16.20.020 — County of Riverside, Riverside County Code, Section 16.20.020 (Available at https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT16SU_CH16.20DE_16.20.020PAREFEDE, accessed April 27, 2020.)

5.16 TRANSPORTATION

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and

2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to transportation because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

The Transportation Section of this Draft Program Environmental Impact Report (EIR) has been based in part on the Traffic Impact Analysis (TIA) prepared by Fehr & Peers, included in this Draft Program EIR as Appendix F.1. The TIA includes a comprehensive analysis of the potential impact of buildout of the Beaumont 2040 Plan on the level of service (LOS) of intersections and roadway segments within the Planning Area. However, the results of this LOS analysis are not included in this Draft Program EIR because, pursuant to Senate Bill (SB) 743—which went into effect July 1, 2020—LOS and auto delay no longer constitute environmental impacts under CEQA.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to conflict with a program, plan, or ordinance or policy, addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision(b); substantially increase hazards due to geometric design feature or incompatible uses; and/or result in inadequate emergency access.

In response to the Notice of Preparation, the City received comment letters from California Department of Transportation (Caltrans), Ron Roy, Southwest Regional Council of Carpenters, and County of Riverside Transportation and Land Management Agency (TLMA) regarding transportation. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding transportation at the Project's public scoping meeting.

5.16.1 Setting

The City and City's Sphere of Influence (collectively referred to as the "Planning Area") is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and the City of Banning to the east. Major transportation routes through the Planning Area include Interstate 10 (I-10), State Route 60 (SR-60), and State Route 79 (SR-79) (Beaumont 2040 Plan, p. 13).

The Downtown Area Plan (DAP) is focused on Sixth Street between Veile Avenue and Highland Springs Avenue, and along Beaumont Avenue between Fifth Street and 12th Street (Beaumont 2040 Plan, p. 266).

A comprehensive transportation network of freeways and streets, bicycle lanes, golf cart network, bus transit, and passenger rail provide mobility options within the City. This transportation network also includes sidewalks and trails and associated facilities. The current system reflects a focus on automobile

movement (ECR, p. 66.). The existing transportation system within the Planning Area are discussed in greater detail below.

Existing Transportation Facilities

Regional Roads

The following regional roads traverse the Planning Area and are described as follows (TIA, p. 21):

Interstate 10 (I-10) – The I-10 freeway provides direct access to the City by way of on- and off-ramps located at Beaumont Avenue, Highland Springs Avenue, Oak Valley Parkway, Pennsylvania Avenue, and SR-60 freeway. The I-10 freeway is an east-west facility with eight lanes and a posted speed of 70 miles per hour (mph) that extends west to the City of Los Angeles and eastward to Arizona and beyond.

State Route 60 (SR-60) – The SR-60 freeway, also known as the Moreno Valley Freeway in the City, provides direct access to the City by way of on- and off-ramps located at Sixth Street. Additional access will be provided by a new interchange currently under construction at Potrero Boulevard. The SR-60 freeway begins west of the City in Los Angeles and terminates at its I-10 freeway junction within the City. Within the City limits, the highway has four lanes with a posted speed of 65 mph.

State Route 79 (SR-79) – The SR-79 highway is a north-south facility beginning in the City, extending south, and terminating in Los Terrenitos at Interstate 8 (I-8) freeway. Within the City limits, the highway has four lanes. Beaumont Avenue south of 5th Street is also designated as SR-79. The SR-79 highway has a posted speed limit of 45 mph within the City limits.

Roadway Classifications

According to the Existing Conditions Report, the roadway system in the City has been defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. Streets in the City are also classified according to their primary function. The roadways are described below (ECR, pp. 69 – 70):

- Expressway Corridor. The primary function of this classification of roadway is to provide regional, sub regional, and intra-City travel service. Through-traffic comprises the bulk of traffic volumes in this roadway classification that includes the two freeways that traverse the City and State Highway 79. These facilities typically provide three to four traffic lanes in each direction. A median strip or a two-way, left-turn lane typically separate the lanes.
- Urban Arterial (Highway and Frontage Road). This roadway classification serves both regional through-traffic and inter-city traffic. These roadways typically direct traffic onto and off-of the freeways. An Urban Arterial typically contains three travel lanes in each direction and a two-way left-turn lane with either a painted or raised median.
- Augmented Major Highway. This roadway classification serves inter-city traffic. Roadway segments included in this classification will typically contain three travel lanes in each direction with a painted median.
- Arterial Highway. This roadway classification serves both regional through-traffic and inter-city traffic. These roadways typically direct traffic through the City. An Urban Arterial typically contains three travel lanes in each direction and a painted or raised median.

- Major Roadways (Highway and Frontage Road). This roadway classification serves to move large volumes of inter-city traffic. These roadways typically direct traffic through major development nodes. A Major roadway typically contains two travel lanes in each direction with on-street parking provided next to the curb.
- Secondary Street. Secondary Streets serve a similar function as Major Roadways, except the designed capacity of the former is not as great as the latter. In addition, Secondary Streets do not carry the volumes of through traffic typically associated with Major Arterials. There are three subclasses of Secondary Streets: Secondary A, Secondary B, and Secondary Frontage. All of the Secondary Roads will contain two travel lanes in each direction though only Secondary A roadways will have a painted median.
- Collector Streets (Divided and Undivided). A Collector Street provides circulation in a defined geographic area of the City and connects this area to secondary streets, arterials, and freeways. Most traffic uses collector streets to move to roadways carrying intra-City or through-traffic. These roadways contain 2 travel lanes in each direction.

Local Streets

Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the City's streets. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Most streets have been improved with curbs, gutters, and sidewalks.

Bicycle Facilities

Figure 5.16-1 – Existing Bicycle Facilities, shows the existing bicycle facilities. The various bicycle facilities are classified as follows (TIA, p. 23-25):

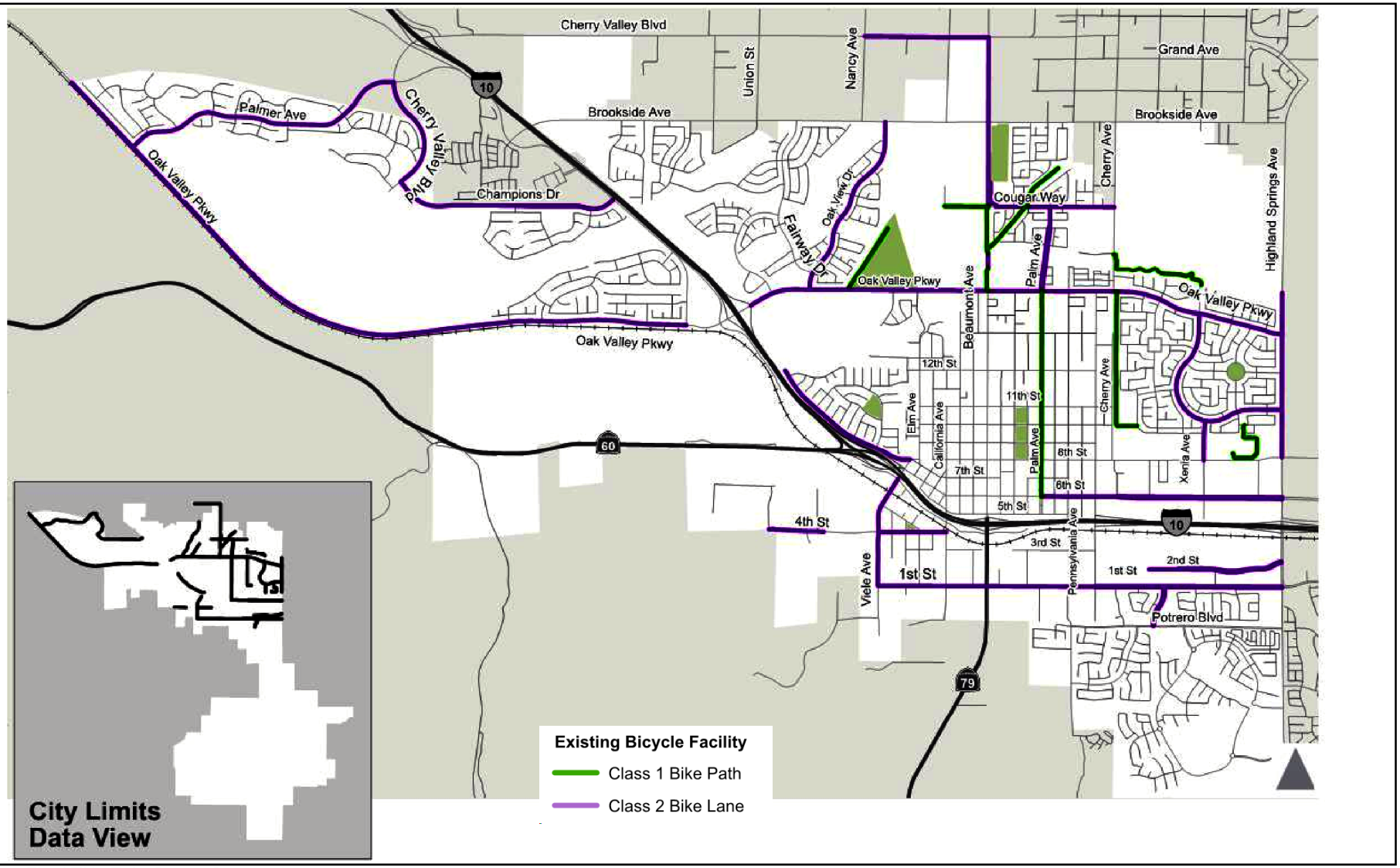
Class I Bikeways (Bike Paths) – Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings, where needed. A Class I Bike Path may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

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

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

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

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Source: Final TIA, Fehr Peers, Dec. 2019

Not to Scale

Figure 5.16-1 – Existing Bicycle Facilities

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Golf Cart Network

The City developed a Golf Cart Transportation Plan in 2010 that introduced golf cart facilities, such as golf cart routes, to link neighborhoods with various attractions, including retail, medical, and recreational facilities. The designated golf cart routes are proposed along collector streets. The golf cart facilities are separated into three categories: golf cart lanes, golf cart route area, and golf course cart crossing zones, which are described below. **Figure 5.16-2 – Existing Golf Cart Transportation Plan,** show the existing and proposed golf cart facilities (TIA, p. 30-32).

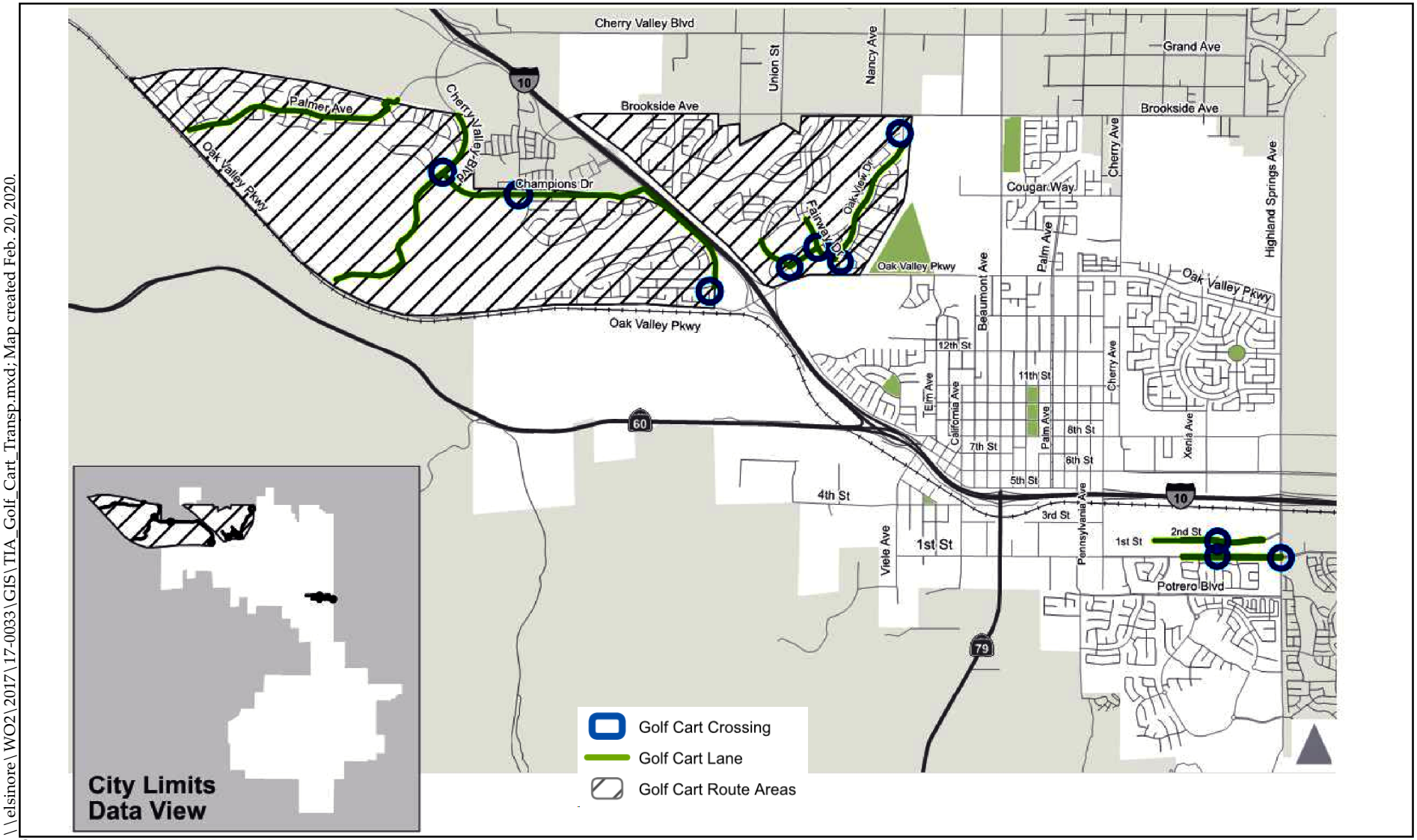
Golf Cart Lanes – Golf cart lanes outlined as public roadways that are designated by signs and pavement markings for golf cart travel. The Golf Cart Transportation Plan states that these lanes allow golf carts to travel adjacent to automobile traffic, but within a separated striped space. Golf cart lanes are allowed to share lanes with bicycles. Second Street has golf cart lanes.

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

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

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Source: Final TIA, Fehr Peers, Dec. 2019

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Figure 5.16-2 – Existing Golf Cart Transportation Plan

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Bus Services

The City's bus transit service operates six fixed routes generally servicing Beaumont, Banning, Cherry Valley, Calimesa, and Cabazon as well as one commuter link (CBT). The bus route service includes the following routes and is shown on **Figure 5.16-3 – Existing Transit Facilities** (TIA, p. 28-30).

Route 2 – Route 2 provides service from the City to Cabazon. This route runs service to the Walmart transfer station, Banning, San Gorgonio Hospital transfer station, Casino Morongo and the Cabazon Outlet Mall. Bus services along Route 2 operate from 6:30 AM to 7:50 AM at varying headways at least one hour apart on weekdays. Bus services along Route 2 operate from 8:00 AM to 6:00 PM at approximately two-hour headways during the weekends.

Route 3 – Route 3 provides service to the Walmart transfer station, Sundance, Beaumont High School, and Cherry Valley during the weekdays. Bus services along Route 3 operate from 6:24 AM to 6:02 PM at varying headways, and at least one hour apart on weekdays. On Saturdays, Route 3 operates in conjunction with Route 4.

Route 4 – Route 4 provides service throughout midtown Beaumont to the Walmart transfer station, San Gorgonio Hospital transfer station, Orchard Park, and Chatigny Recreational Center. Bus servicers along Route 4 operate from 7:35 AM to 7:35 PM at varying headways, at least one-hour apart on weekdays.

Route 7 – Route 7 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to Fairway Canyon and Beaumont High School Route 7 operates between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:30 PM.

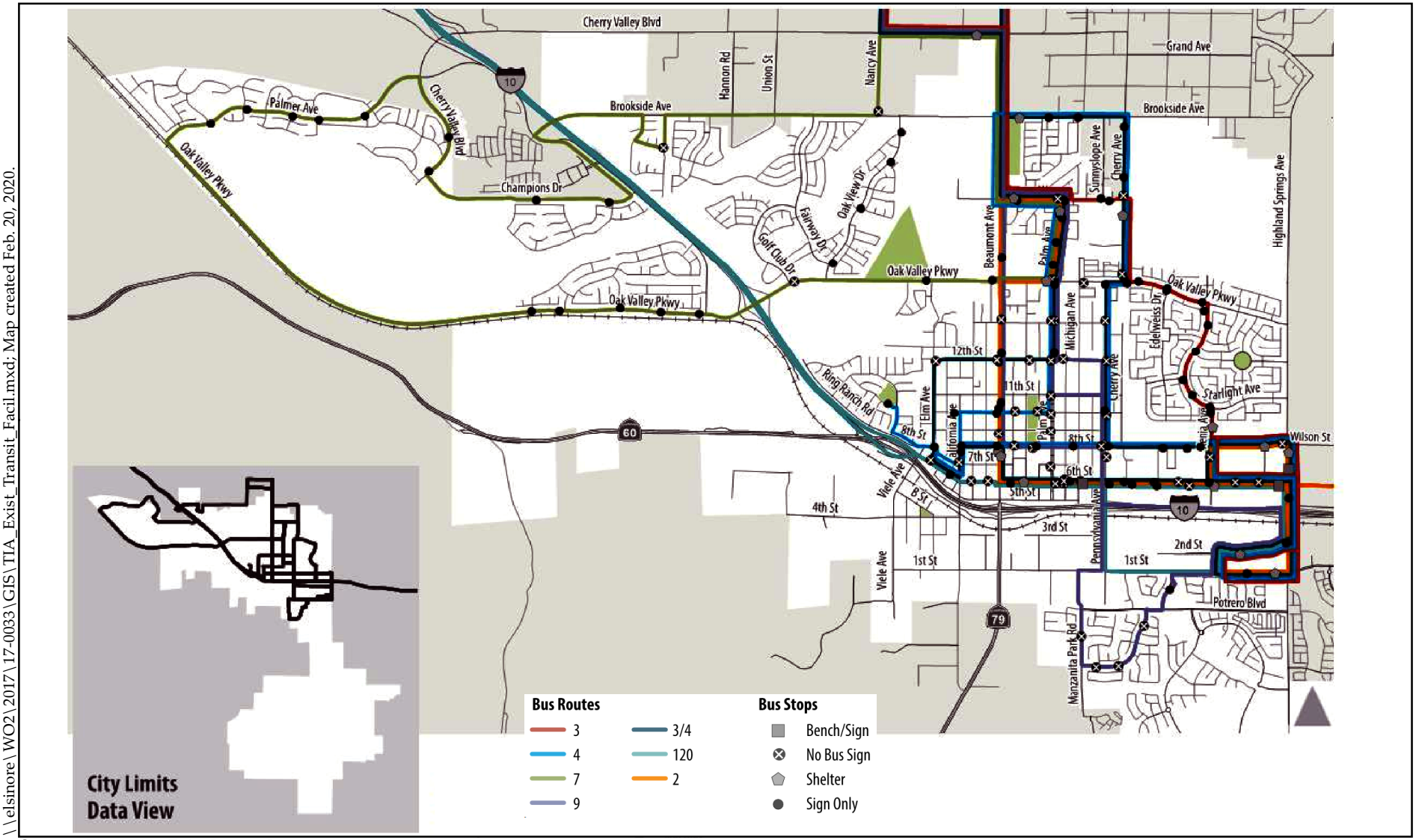
Route 9 – Route 9 provides service in conjunction with Beaumont Unified School District and operates only when school is in session. This route provides service to the Beaumont Walmart, Mountain View Middle School, San Gorgonio Middle School, and Beaumont High School. Bus services along Route 9 operate between the hours of 6:35 AM to 7:54 AM and 3:10 PM to 4:18 PM.

Route 136 – Route 136 provides service in the City of Calimesa. This transit route is operated through Beaumont Pass Transit with connections to Commuter Link 120. Connection to this route provides transfer service to Yucaipa OmniTrans routes 308 and 309. Bus services along Route 136 operate between the hours of 7:20 AM to 5:25 PM at varying 30-minute headways.

Commuter Link 120 – Commuter Link 120 is an express route that provides service from Beaumont to Calimesa, San Bernardino Metrolink Station and Loma Linda Veteran’s Hospital. The San Bernardino Metrolink Station provides transfer connections to Amtrak train services, as well as RTA, OmniTrans, Victor Valley Transit Authority, and Mountain Area Regional Transit Authority.

Dial-a-Ride service is available for seniors and disabled riders (CBT).

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Source: Final TIA, Fehr Peers, Dec. 2019

Not to Scale

Figure 5.16-3– Existing Transit Facilities

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Pedestrian Facilities

Sidewalks are generally provided on at least one side of the street along most of the major roadways throughout the City. However, there are also several sidewalk gaps along these corridors (TIA, p. 25). Various signalized intersections contain crosswalks allowing pedestrians the choice of where to cross and providing good pedestrian access. The all-way and side-street stop-controlled intersections within the City have a mix of crosswalks on all, some, or no approaches to the intersection. There is also a noticeable lack of sidewalk access in the residential areas adjacent to the downtown area. Specifically, in a grid roadway network that has great connectivity, sidewalks should be provided on both sides of the roadway (TIA, p. 28). **Figure 5.16-4 – Existing Sidewalk Facilities** shows the existing sidewalk facilities.

Railway Facilities

The Union Pacific Railroad traverses the City from the west to east. The railway is located adjacent to San Timoteo Canyon Road/oak Valley parkway to its junction with the I-10 Freeway where it continues parallel to the freeway.[1]

There is no direct access to passenger rail within the City. However, Riverside County Transportation Commission (RCTC) is conducting a study to investigate passenger rail service from Riverside to Coachella Valley with a potential station in the Pass Area (TIA, p. 30).

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[1] https://www.google.com/earth/

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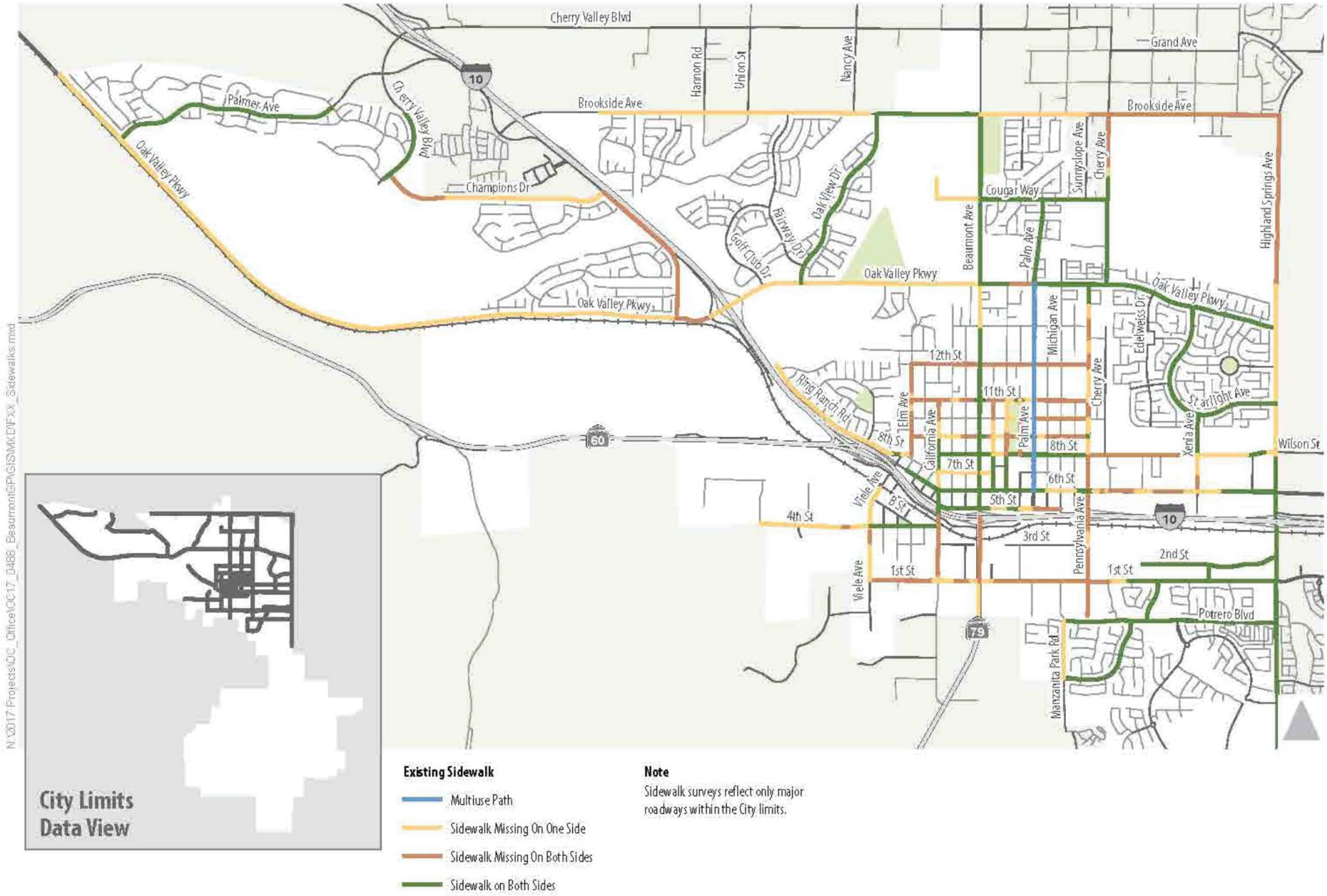


Figure 5.16-4 - Existing Sidewalk Facilities

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5.16.2 Related Regulations

Federal Regulations

There are no relevant federal regulations applicable to the proposed Beaumont 2040 Plan.

State Regulations

Assembly Bill 1358 – Complete Streets

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill 1358 (AB 1358) required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities. (Beaumont 2040 Plan, p. 88)

Assembly Bill 32 – Global Warming Solutions Act

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The Act directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB 32). In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32 (CARB 2008, pp. ES-3 – ES-4). AB 32 was followed by Senate Bill 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB 32).

The scoping plan has a range of greenhouse gas reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program. CARB recognizes cities as “essential partners” in reducing greenhouse gas emissions (GHGs). As such, the Air Resources Board has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies (Beaumont 2040 Plan, p. 88).

CARB’s 2017 Scoping Plan builds upon the successful framework established by the Scoping Plan, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities (CARB 2017, pp. 5-6). The 2017 Scoping Plan includes goals and measures that specifically reduce GHG emissions from the transportation sector. These goals and measures focus on using vehicle miles traveled (VMT) as the metric for determining transportation impacts on the environment; encouraging development practices that reduce VMT; enhancing mass transit systems, shared-use mobility, and bicycle and pedestrian networks; and reducing fossil fuels for transportation use, in favor of fuels and energy technology that emits less GHG emissions (CARB 2017, pp. 76-77).

Senate Bill 375 – Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, which will help to meet the statewide targets for reducing greenhouse gas emissions set by AB 32 (Beaumont 2040 Plan, p 89).

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achieving the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2016 (Beaumont 2040 Plan, p 89).

Senate Bill 743 – Amending CEQA with Respect to Evaluating Transportation Impacts

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" (Beaumont 2040 Plan, p. 90).

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including vehicle miles traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into CEQA Guidelines (Beaumont 2040 Plan, p. 90)

In December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743 (CGOPR). Section 15064.3 of the 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay (often called Level of Service; referred to here as LOS) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years) (CDOT).

Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS) which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016–2040 RTP/SCS was developed with input from local governments, county transportation commissioners, tribal governments, non-profit organizations, business and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.). The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153.).

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020. (SCAG 2020, webpage)

Connect SoCal includes infrastructure projects that will support short and regional active transportation. These strategies will reduce automobile vehicle miles traveled by increasing the number of trips accomplished by walking, bicycling and the use of micro-mobility devices. These strategies include building physical infrastructure such as local and regional bikeways, sidewalk and safe routes to schools pedestrian improvements, regional greenways and first-last mile connections to transit. In addition to reducing vehicle miles traveled, these strategies will improve air quality and public health by reducing emissions and increasing levels of physical activity (SCAG 2020, pp. 68-99).

Analysis conducted by SCAG found that, in comparison to the 2045 Baseline, Connect SoCal will reduce vehicle miles traveled per capita by five percent and vehicle hours traveled per capita by nine percent (for automobiles and light/medium duty trucks) as a result of more efficient land use strategies and improved regional transit service (SCAG 2020, p.118). Daily per capita VMT in the SCAG region is projected to decrease in 2045 from 21.8 miles under the Baseline to 20.7 miles (SCAG 2020, p. 129). the average distance traveled one-way for work trips in the SCAG region is projected to decrease slightly from 17.9 miles under the Baseline to 17.7. The average distance traveled one-way for non-work trips in 2045 is also projected to decrease, from 5.8 miles to 5.7 miles (SCAG 2020, p. 129).

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address transportation:

Title 10 – Vehicle and Traffic, Chapter 10.42 – Transportation Demand Management Requirements
All applicable new developments (non-residential developments which employ 100 or more persons) which are owned and managed as one unit shall submit a Transportation Demand Management Plan (TDMP) prepared by a traffic engineer, transportation planner or other qualified professional identifying the traffic impacts associated with the proposed project and including design recommendations and

mitigation measures, as appropriate, to address on and off site project impacts. The TDMP shall also indicate specific strategies and guidelines to reduce the amount of trips and increase the amount of non-vehicular transportation. The TDMP also includes operational standards that shall be implemented within 60 days after occupancy of the development by an employer. In addition, all property owners of applicable new development (non-residential development and/or changes of use) shall be subject to the required capital improvement standards as specified in this Section (BMC).

Title 10 – Vehicle and Traffic, Chapter 10.50 – Golf Cart Transportation
The City encourages the increased use of golf carts as a non-polluting local transportation option, and establishes rules and regulations for the operation of golf carts in the City (BMC).

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.08 – Public Works Construction Standards
The City's municipal code adopts Riverside County Ordinance No. 461 as the standard specifications for the construction of public streets (BMC).

Title 15 – Buildings and Construction, Chapter 15.48 – Electric Vehicle Charging Station Streamlined Permitting Process
This code section encourages timely and cost-efficient installation of electric vehicle charging stations via an expedited permitting process (BMC).

City of Beaumont Traffic Impact Analysis Guidelines for Vehicle Miles Traveled

In June 2020, the City of Beaumont's Traffic Impact Analysis Guidelines were revised to ensure consistency with SB 743 implementation. The revision incorporates VMT guidance consistent with the information from the Western Regional Council of Governments (WRCOG) SB 743 Implementation Pathway study (VMT, p. 5).

The City of Beaumont utilized a threshold consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion to reduce VMT by three (3) percent below the City's current average VMT per service population per household, or below the subregion's average VMT (VMT, p. 4). Projects that cannot demonstrate a percent reduction in VMT would be required to conduct additional analysis and add mitigation as appropriate. If project design or operational features cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations (VMT, p. 4).

5.16.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential transportation impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential transportation impacts include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Beaumont 2040 Plan, Chapter 4 – Mobility

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 4.4.3 Improve safety for all active transportation users.

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

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

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

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

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

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

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

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

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal Element

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

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

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

Goal 5.8: A financially stable community.

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

Goal 5.9: A community with sustainable and improved infrastructure.

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

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

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

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

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

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

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

Policy 6.6.2 Pursue and support local Safe Routes to Schools programs.

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

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.1 Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.1.4 Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Goal 7.10: Access to high-quality education and community services for all residents.

Policy 7.10.1 Work with the Beaumont Unified School District to site schools within new residential neighborhoods in close proximity to parks, bike paths, and other open space amenities.

Policy 7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, child care facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.1: Create a balanced and integrated mixt of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Goal 11.7: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.7.5 Limit the number of new garage entries and driveway curb cuts along Sixth Street and Beaumont Avenue.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.8 Enhance and protect the utility of the alley network in Downtown, especially in the Downtown Core district.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.12 Ensure an adequate supply of parking in the Downtown Core district without compromising the vision for a walkable downtown.

Policy 11.8.13 Implement median parking on Sixth Street between Beaumont Avenue and Palm Avenue.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Revised Zoning Ordinance

Chapter 17.03 of the Revised Zoning Ordinance proposes additional requirements for pedestrian connections, access to transit, and Transit Oriented District Overlay, Chapter 17.11 proposes additional requirements for gated communities to provide pedestrian and bicycle connections.

5.16.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- (Threshold B) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- (Threshold C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and/or
- (Threshold D) Result in inadequate emergency access.

5.16.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential

transportation impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

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

City's Mobility Element introduces and implements various strategies and approaches to accommodate, improve, enhance, and maintain multiple modes of travel throughout the City. Mode choice is influenced by sidewalk connectivity and proximity of buildings, bike accommodations, transit stop density and service characteristics, and availability of interconnected low speed routes. The Mobility Element sets out a vision to pursue these key strategies regarding the City's transportation network (Beaumont Plan 2040, p. 91):

- **Manage Traffic:** The City will support the safe and efficient movement of goods and services by providing signal synchronization and allowing optimum flow in automobile prioritized corridors.
- **Encourage Complete Streets:** The City will provide a safe, efficient, and accessible transportation system that serves the mobility needs of users of all ages and abilities.
- **Support Active Transportation:** The City will provide a network of bicycle and pedestrian infrastructure that supports the City's complete street efforts and provides connectivity to existing local and regional facilities, activity centers in the City, employment areas, parks, open space, and the downtown area.
- **Promote Transit:** The City will work with SunLine Transit and Riverside County Transit Commission (RCTC) to analyze and forecast commuter traffic trends to develop a more efficient transit system.
- **Ensure Efficient Goods Movement:** The City will identify strategies to encourage timely and efficient goods movement that does not compromise quality of life in Beaumont, by minimizing congestion, air pollution, and noise.
- **Manage Parking:** In key subareas, like the downtown area, the City will pursue the "right sizing" of off-street parking within the City by encouraging shared parking, reducing parking requirements in key subareas, and unbundling parking where appropriate.
- **Integrate Transportation Network Companies (TNCs) and Autonomous Vehicles (AVs):** Beaumont will plan for and support an increase in the use of TNCs and AVs.

Transit

Bus Transit

The City' existing bus transit routes are generally connected throughout the City and link to destinations within the City (ECR, p. 83). The Mobility Element incorporates goals and policies related to supporting bus transit facilities in the Planning Area. These goals include promoting smooth traffic flows and balance operational efficiency, technological, and economic feasibility;; a balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations; and work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities. Policies identified to support those bus transit goals include strengthening partnerships with management organizations, strengthen connection to transit and promote walking to neighborhoods, support Safe Routes to School partnerships, enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers, encourage the use of transit and increased transit services, collaborate with transit agencies to ensure the development of transit facilities in City, evaluate transit system to ensure efficient operations, and work with SunLine transit and RCTC to analyze and forecast commuter traffic trends (Policies 4.1.4, 4.1.5, 4.3.3 ,4.3.4, 4.3.5 4.4.5, 4.5.1, 4.5.2, and 4.5.3 respectively).

Rail Transit

There is no direct access to passenger rail networks within the City of Beaumont (ECR, p. 83). However, the Mobility Element incorporates goals and policies related to supporting rail transit facilities in the Planning Area. This includes working collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities and Policy 4.5.1 which states that the City will collaborate with all transit agencies to focus on the design and implementation of a passenger rail system linking Metrolink in downtown Riverside to Metrolink service in the Coachella Valley. This passenger rail improvement has been proposed to strengthen the connections between Riverside County and Coachella Valley. The City will work with system stakeholders to facilitate the installation of a transit stop in Beaumont. The station would be designed to provide access to multi-modal transportation modes and to connect the station to the City (Beaumont Plan 2040, p. 133). **Figure 5.16-5 – Priority Transit Network** shows Beaumont 2040 Plan transit system.

Roadways

The Mobility Element utilizes a layered network approach to provide a balanced mobility system that identifies, based on the type of street typology, the travel modes for which service levels should be enhanced and maintained. Non-preferred travel modes are accommodated along the street, but their service is not prioritized. This approach also ensures that connectivity for that mode is maintained to ensure mobility throughout the City (Beaumont 2040 Plan, p. 96). The Beaumont 2040 Plan integrates Complete Streets which accommodates pedestrians, bicyclist, motorist, people with disabilities, and people who use public transit. Policies 4.2.1 through 4.2.5 and 4.3.1 through 4.3.4 support Complete Streets.

Figure 5.16-6 – Proposed Roadway Connections, show the roadway network proposed as part of the Beaumont 2040 Plan Mobility Element. **Figure 5.16-7 – Roadway Classification** shows the Roadway classification and below is a summary of the various Beaumont 2040 Plan roadways (Beaumont 2040 Plan, pp. 96-97.):

Freeways and Expressways

Freeways are high-speed facilities designed to accommodate vehicles moving through the City. These facilities provide for interregional and intercity travel by automobile. They are under the jurisdiction of and operated by Caltrans. Freeways can also provide access for transit vehicles, but automobiles are prioritized. Bicycles and pedestrians are prohibited on freeways. Expressways are similar to freeways, except that access is provided at-grade in most cases. Freeways in Beaumont include Interstate 10 (I-10) and State Route 60 (SR-60). SR 79 is a State Highway that serves as an expressway. See **Figure 5.16-8 – Roadway Cross Sections - Expressway.**

Arterial Roadways and Major Highways

These facilities serve as a primary connection for all modes of travel and provide regional mobility, connecting different portions of the region to each other through the City. Arterial roadways and major highways are designed to move large volumes of traffic and provide a high level of mobility between major residential, employment, and activity centers. While these streets often prioritize vehicular travel, most of these roadways also provide bicycle and pedestrian facilities. Key facilities include portions of Oak Valley Parkway, portions of Beaumont Avenue, and Highland Springs Avenue. Given the function of these roadways to move vehicles, they typically include medians and other access management treatments to minimize conflict locations. See **Figure 5.16-9 – Roadway Cross Sections- Arterial Highway**.

Secondary Streets

Secondary streets are similar to arterial roadways. These streets are intended to operate with lower speeds and reduced right-of-way to reflect adjacent land uses. They provide a connection between Arterial roadways and Collectors streets. Bicycle and pedestrian facilities are prioritized on most of these streets. On-street parking is generally not provided on these roadways. Brookside Avenue, Cougar Way, and portions of First Street and California Street serve as Secondary streets. See **Figure 5.16-10 – Roadway Cross Sections - Secondary Streets.**

Collector Streets

These are streets that are intended to connect neighborhoods together. Collector streets can serve large volumes of intra-city traffic. These roadways typically direct traffic through major development nodes. They should provide accessibility for bicycles, pedestrians, and vehicles however, speeds should be managed to ensure that all modes safely travel together. This street type is specified along numerous streets throughout the City and can substantially vary in terms of width to encourage pedestrian activity. Palm Avenue and portions of 8th Street serve as connector streets that provide access throughout the City, as well as neighborhoods. See **Figure 5.16-11 – Roadway Cross Sections - Collector Streets**.

Local Streets

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

Downtown Streets

Downtown streets shall all be complete in nature and shall serve the area designated in the Beaumont Downtown Area Plan, specifically the Beaumont Avenue and Sixth Street corridors. Travel speeds shall be slow. Bicycles and pedestrians should be prioritized in these areas. On-street parking should be provided and enhanced. Pedestrian facilities shall be provided and include wide sidewalks, pedestrian scale lighting, and street furniture. These streets may also allow median parking and facilitate special events, such as farmers markets and street fairs. Streets should provide two travel lanes to limit pedestrian crossing distances and improve safety. See **Figure 5.16-12 – Roadway Cross Sections - Downtown Streets: Beaumont Avenue** and **Figure 5.16-13 – Roadway Cross Sections - Downtown Streets: Sixth Street.**

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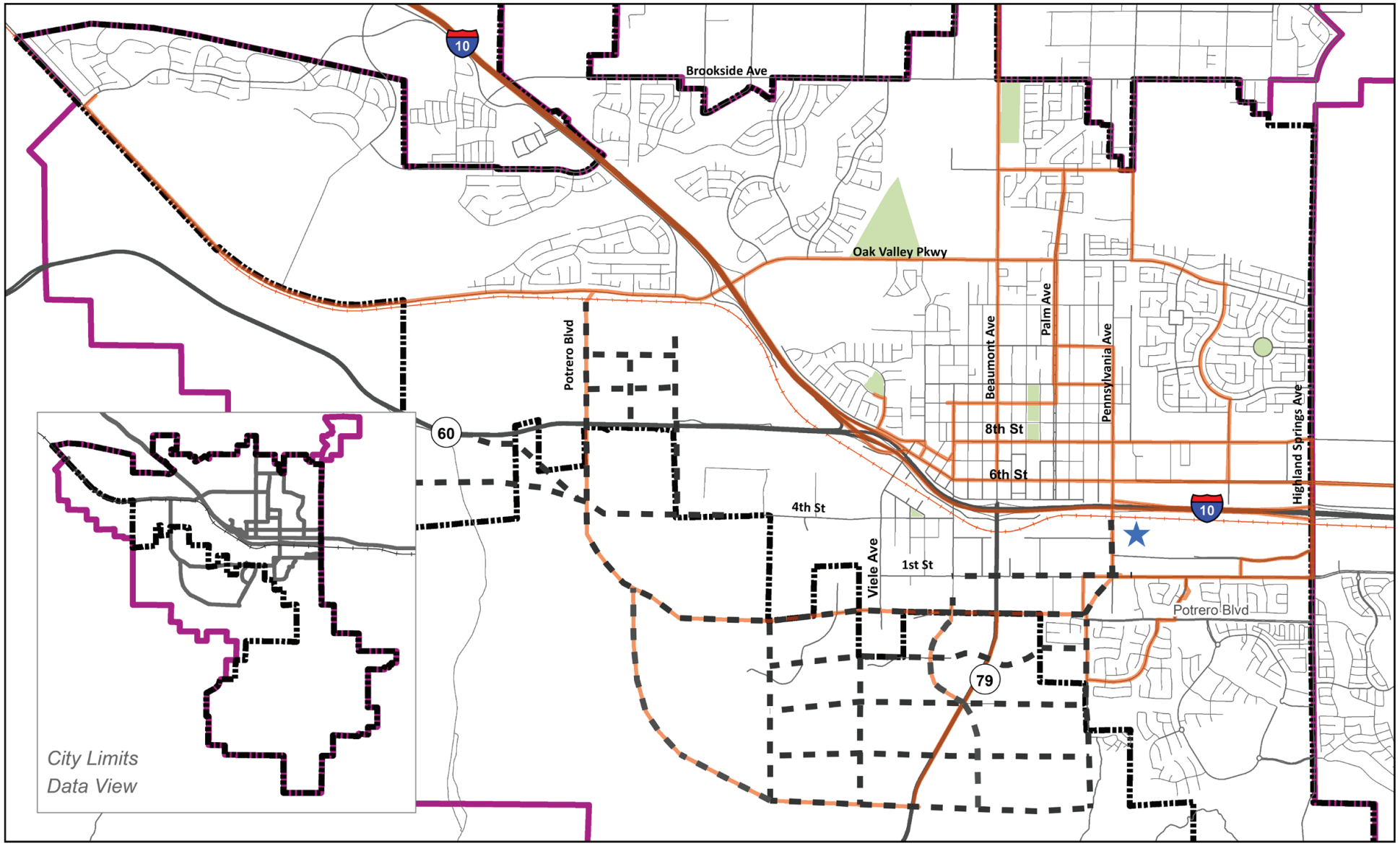


Figure 5.16-5 - Priority Transit Network

City of Beaumont General Plan Update

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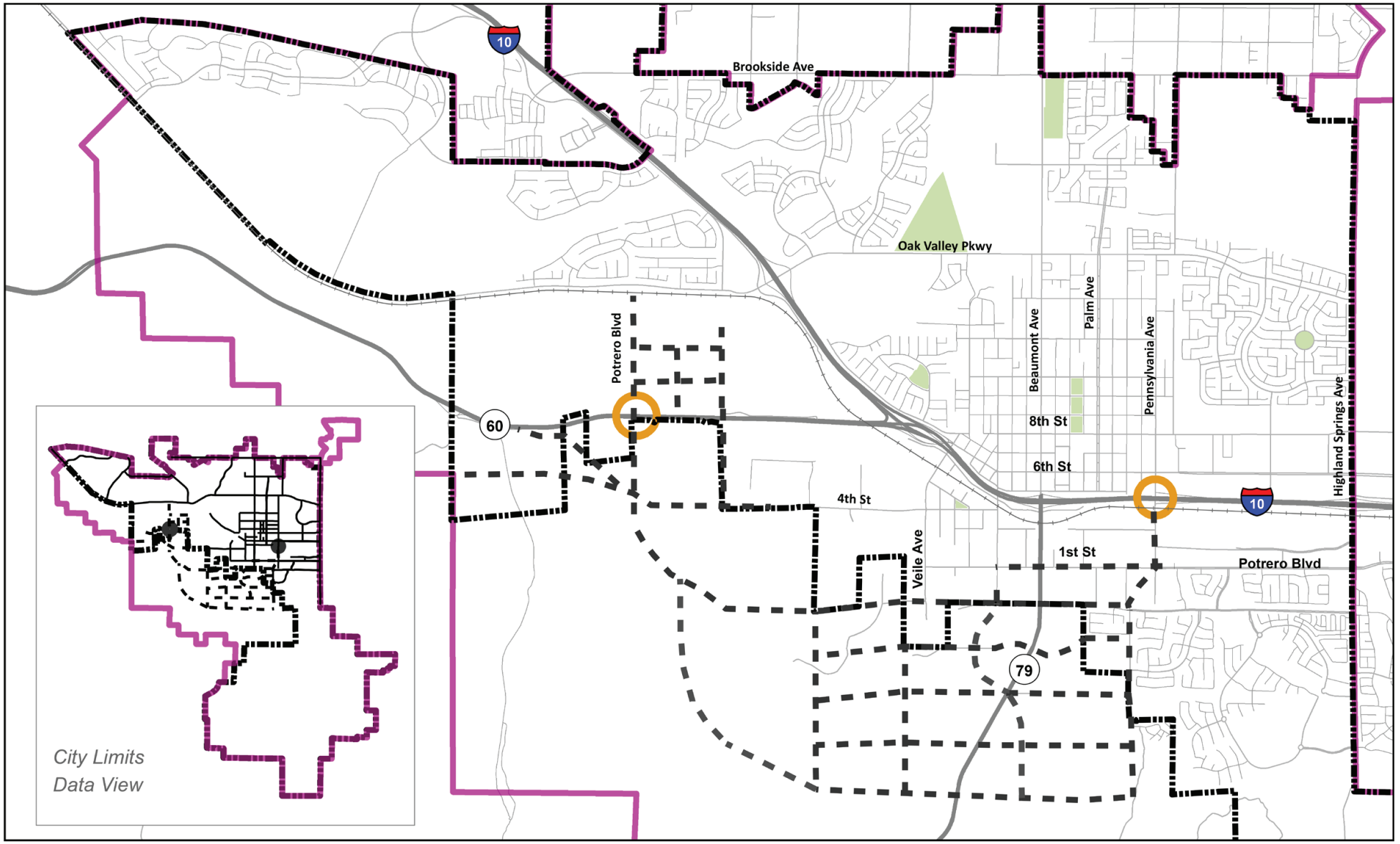
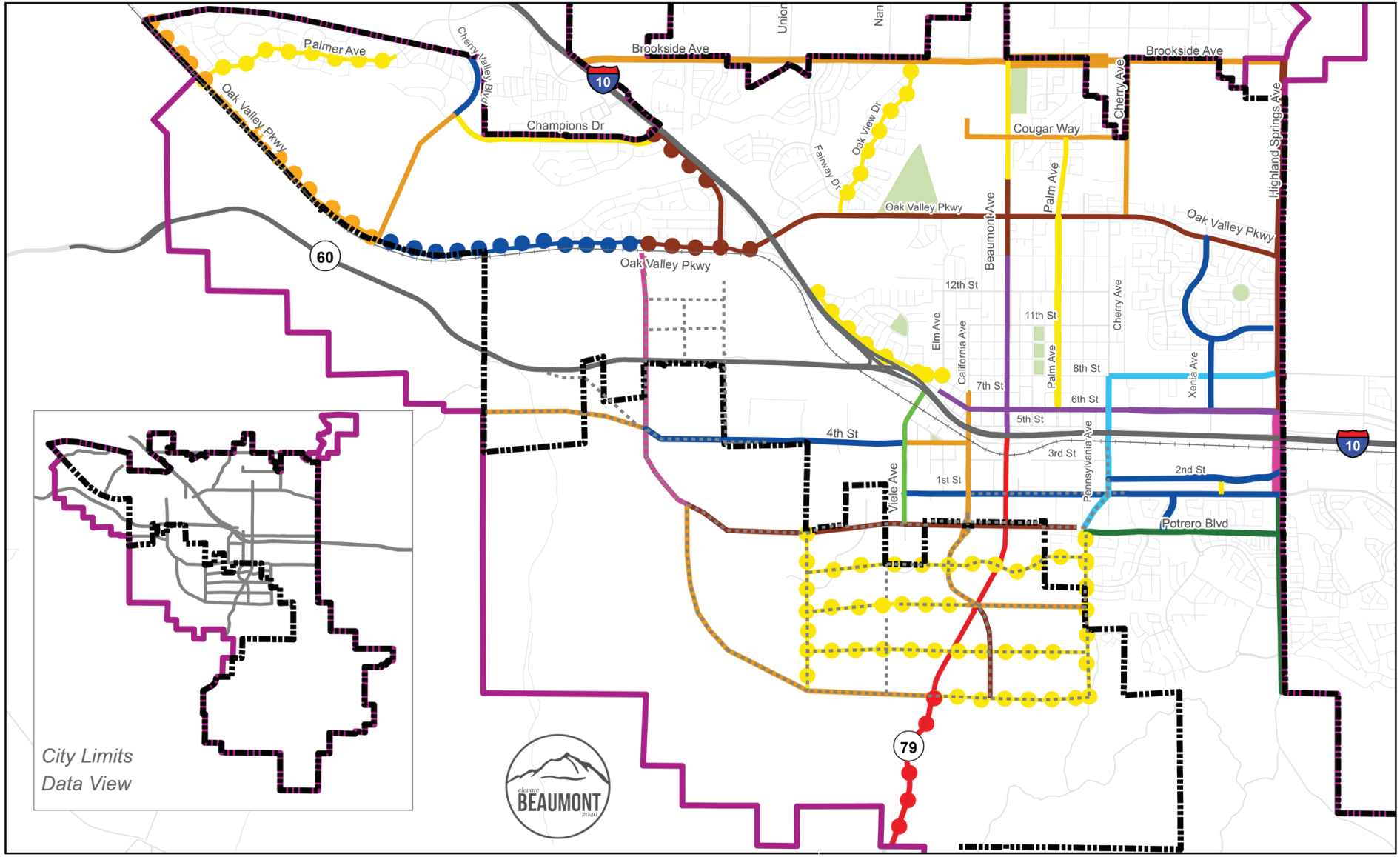


Figure 5.16-6 - Proposed Roadway Connections

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City Boundary
Sphere of Influence
Proposed Roadways
Freeway
Expressway A
Expressway B
Urban Arterial Highway
Arterial Highway (4 Lanes)
Arterial Highway Frontage
Arterial Highway (2 Lanes)
Major Highway (Painted Median)
Major Highway (Raised Median)
Major Frontage
Downtown Streets
Secondary Streets
Secondary Frontage
Collector Streets (4 Lanes)
Industrial Collector (Painted Median)
Industrial Collector (Raised Median)

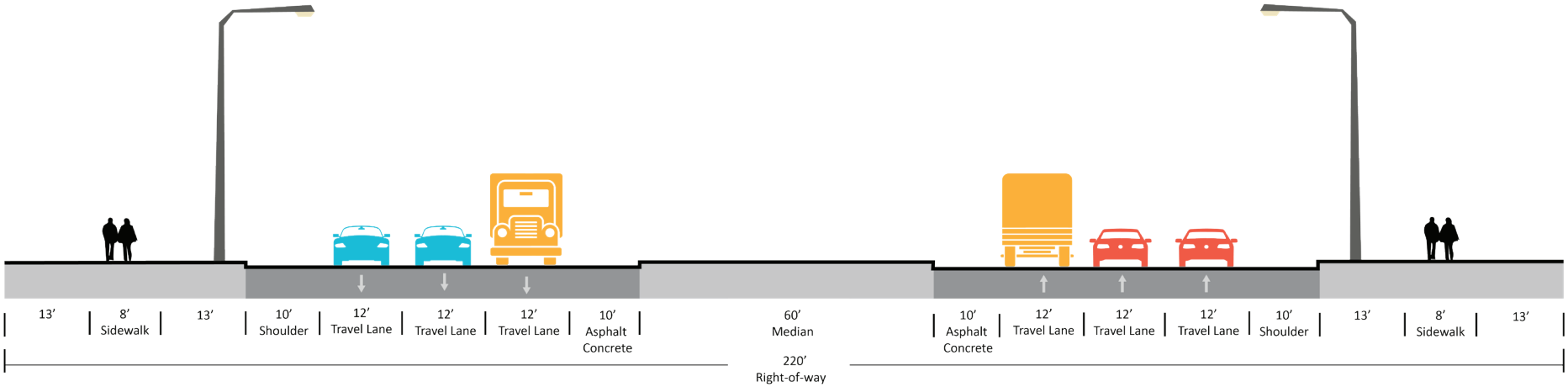
0 1 2 Miles

Figure 5.16-7 - Roadway Classification

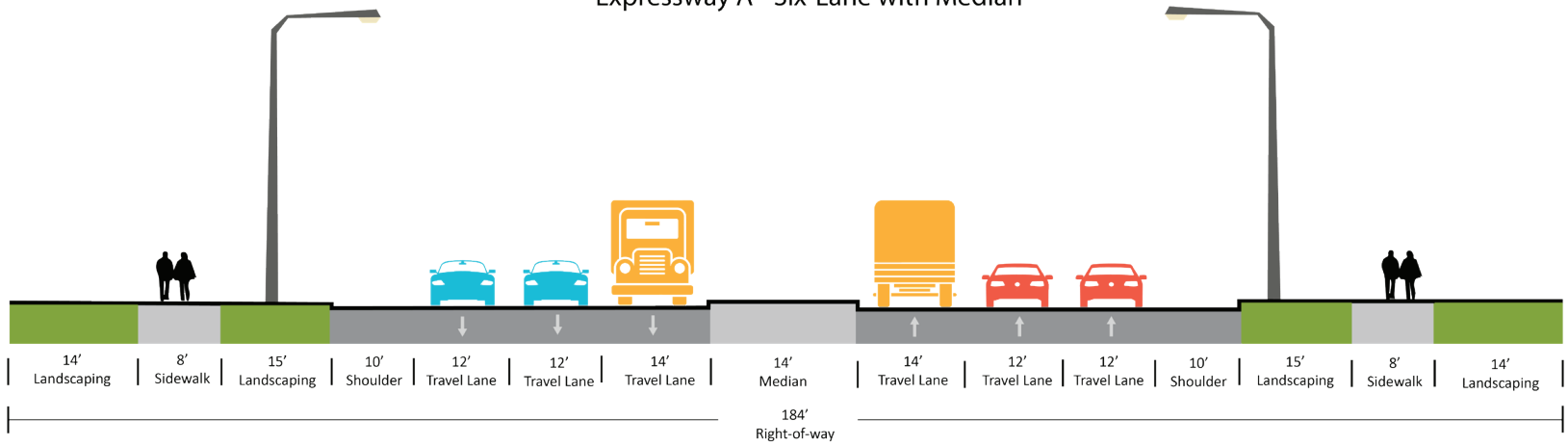
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Expressway A - Six-Lane with Median



Expressway B - Six-Lane with Median

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

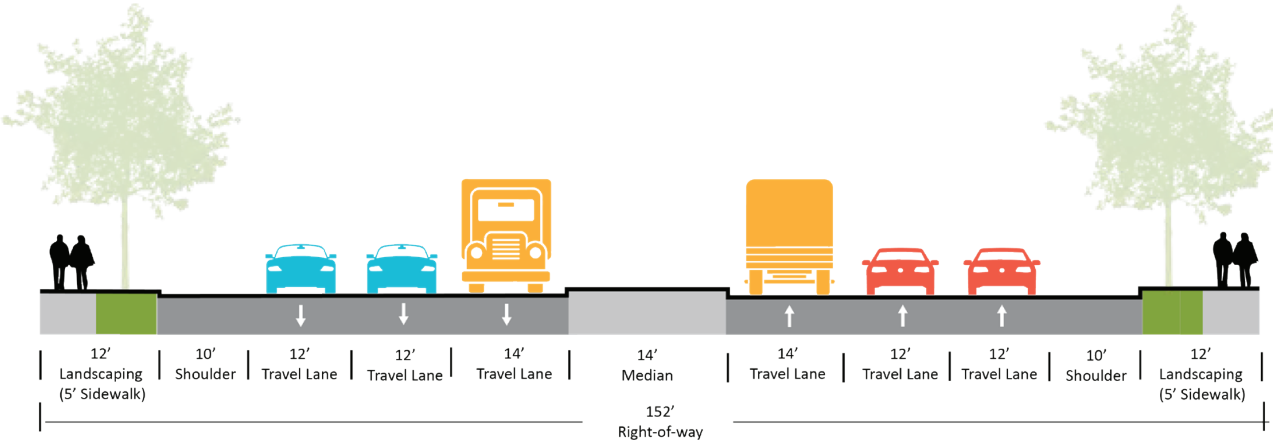
Figure 5.16-8 - Roadway Cross Sections - Expressway

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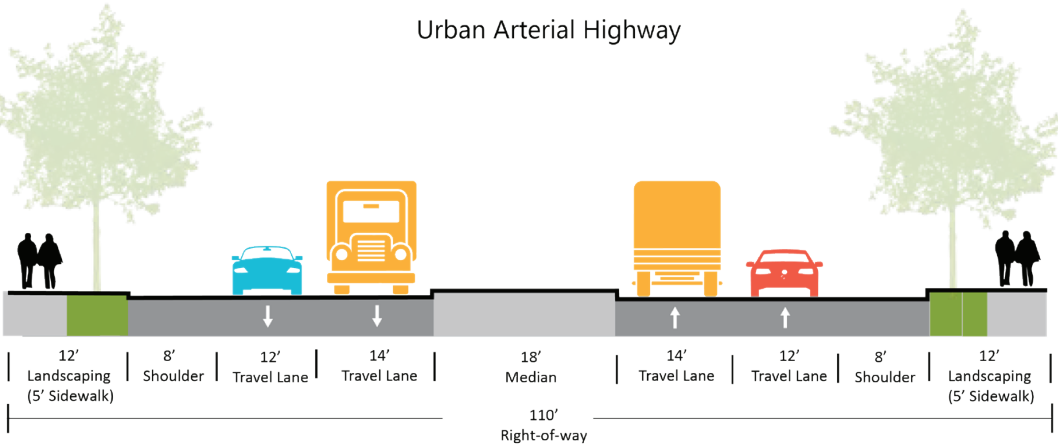
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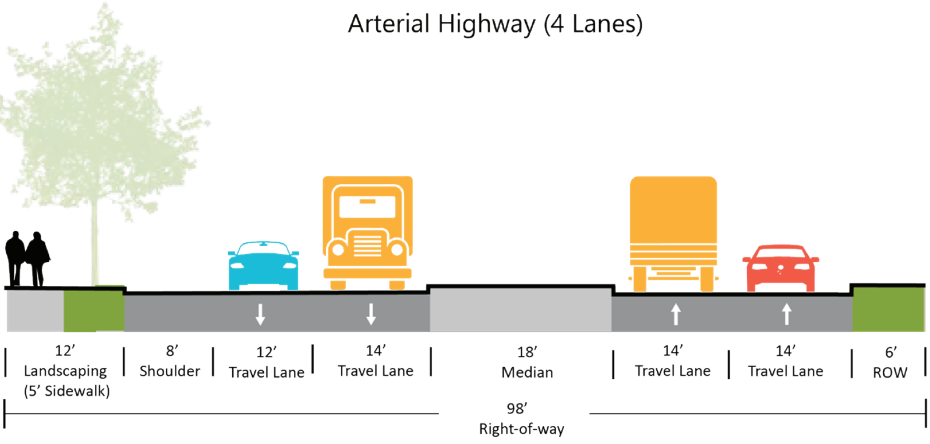
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Urban Arterial Highway



Arterial Highway (4 Lanes)



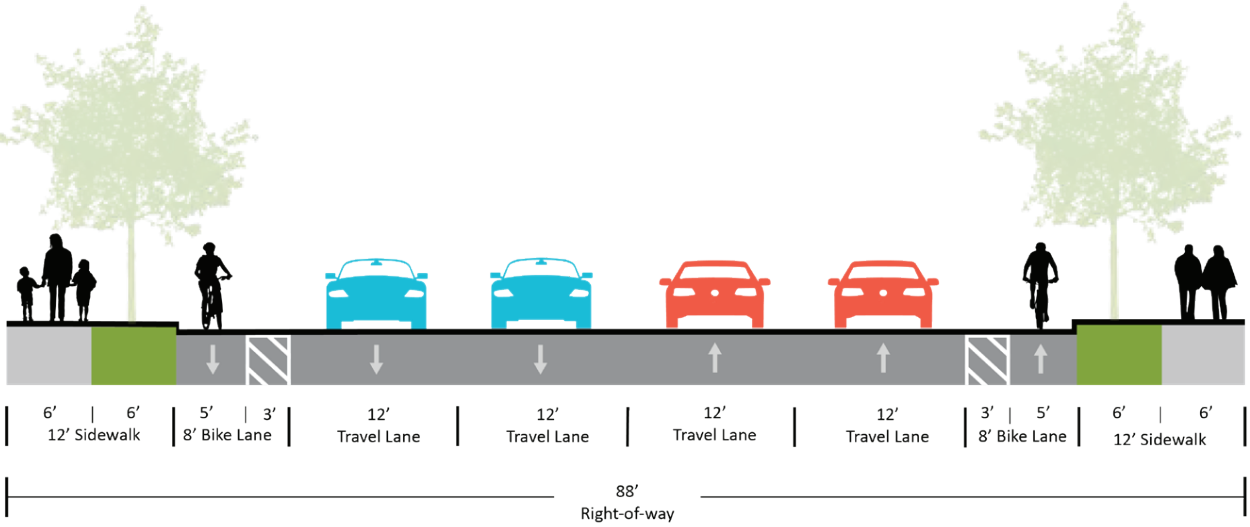
Arterial Highway Frontage

Figure 5.16-9 - Roadway Cross Sections - Arterial Highway

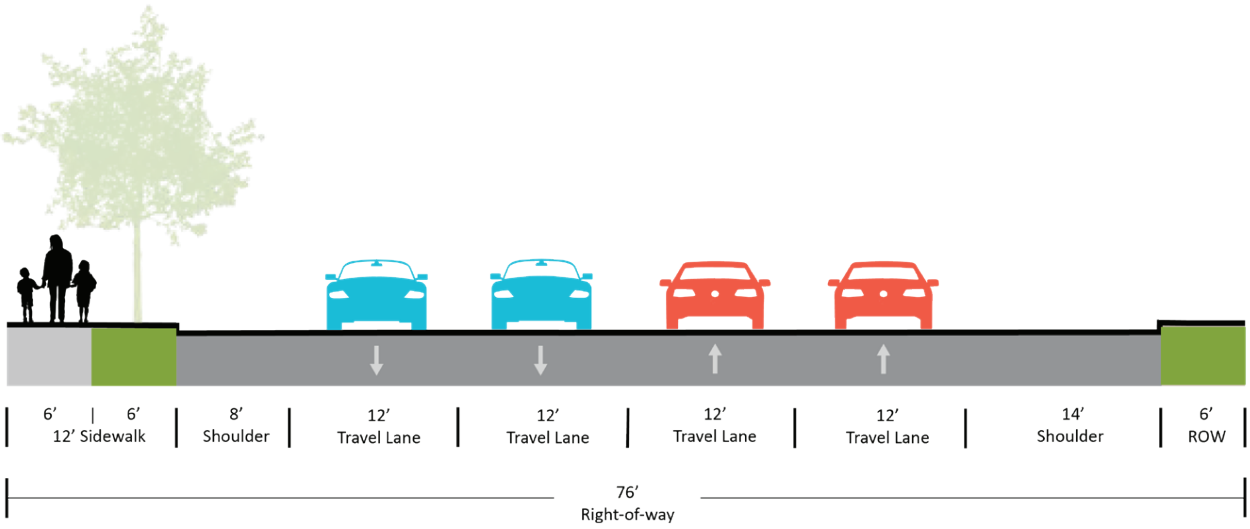
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*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Secondary Streets



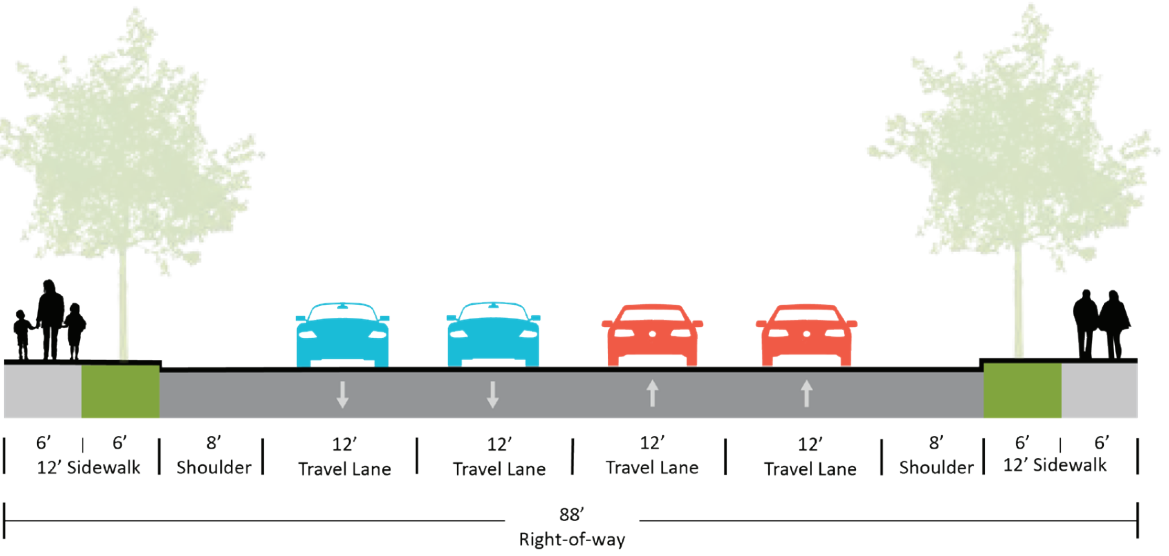
Secondary Frontage Road

Figure 5.16-10 - Roadway Cross Sections - Secondary Streets

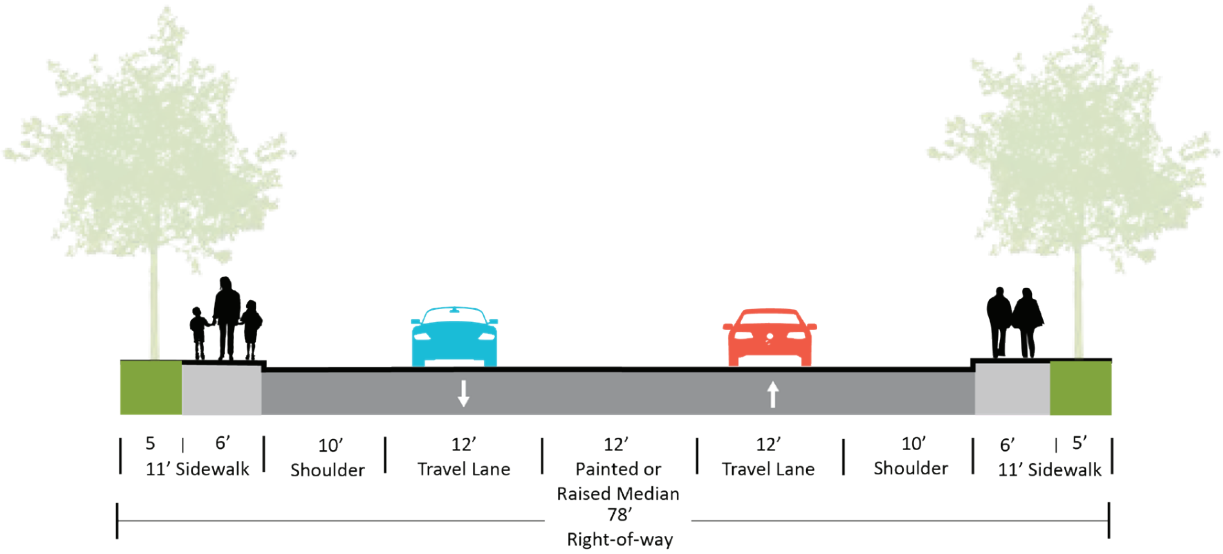
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*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Collector Street (4 Lanes)



Industrial Collector Streets

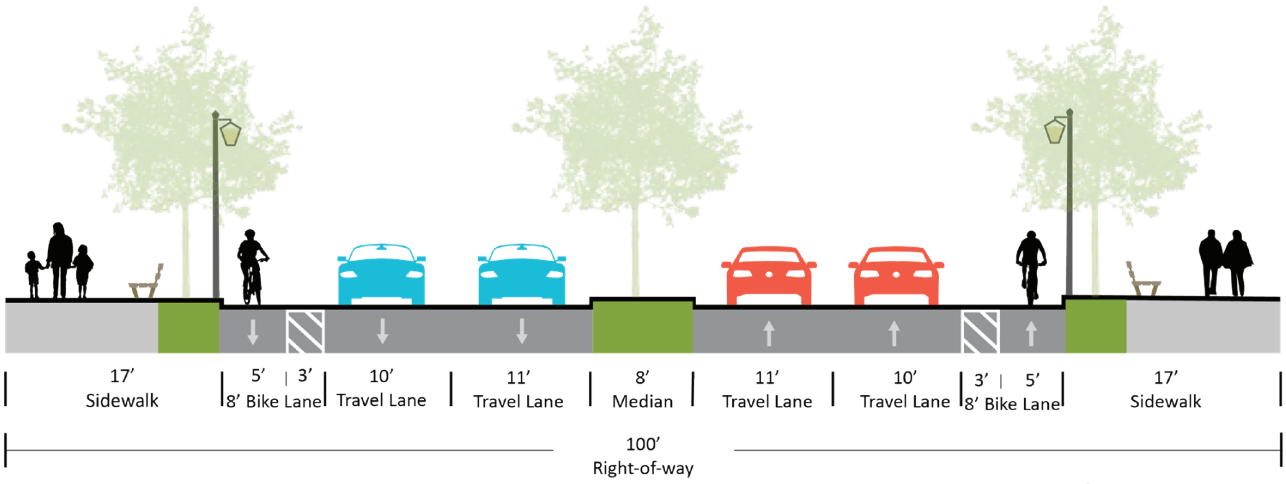
Figure 5.16-11 - Roadway Cross Sections - Collector Streets

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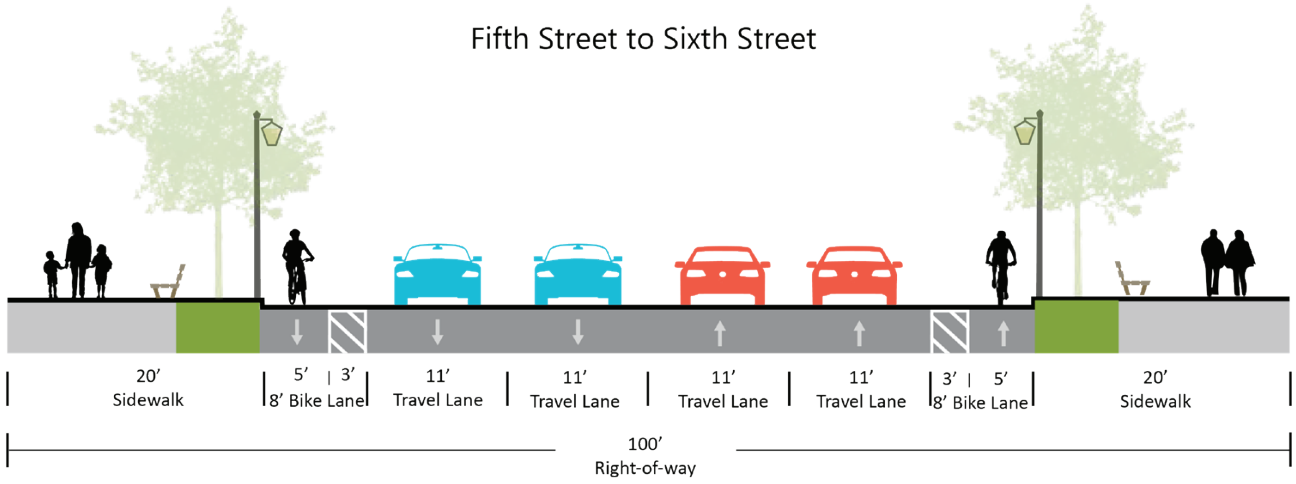
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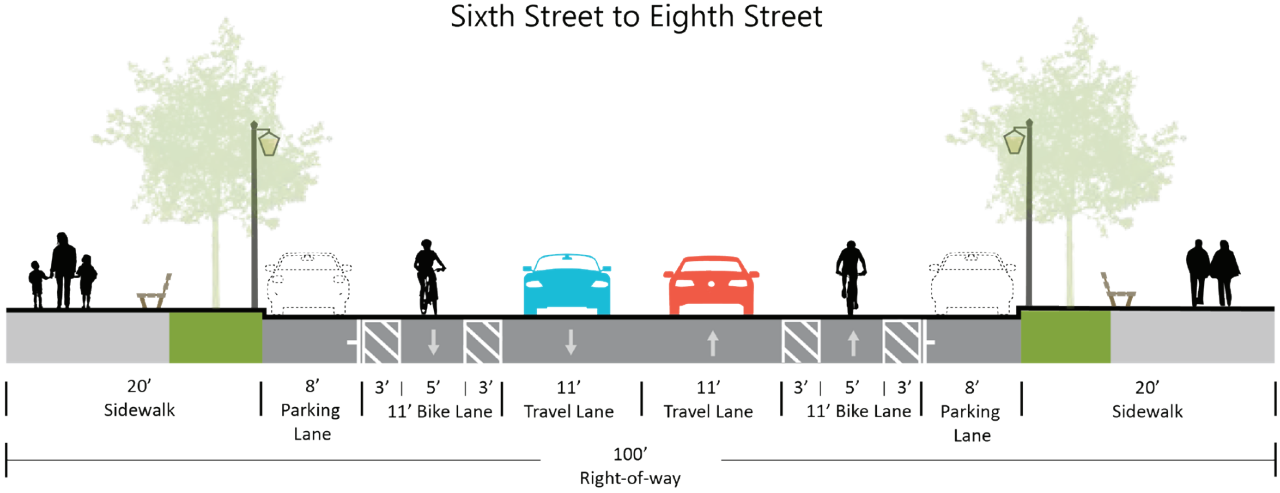
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



Fifth Street to Sixth Street



Sixth Street to Eighth Street



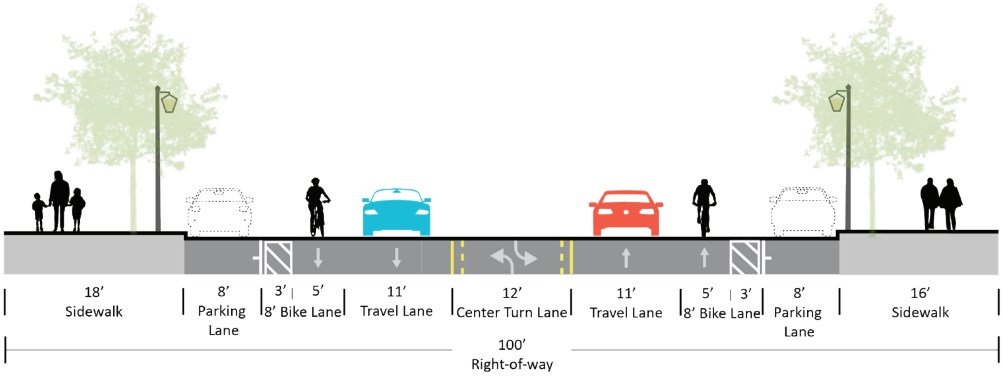
Eighth Street to Twelfth Street

Figure 5.16-12 - Roadway Cross Sections - Downtown Streets: Beaumont Ave.

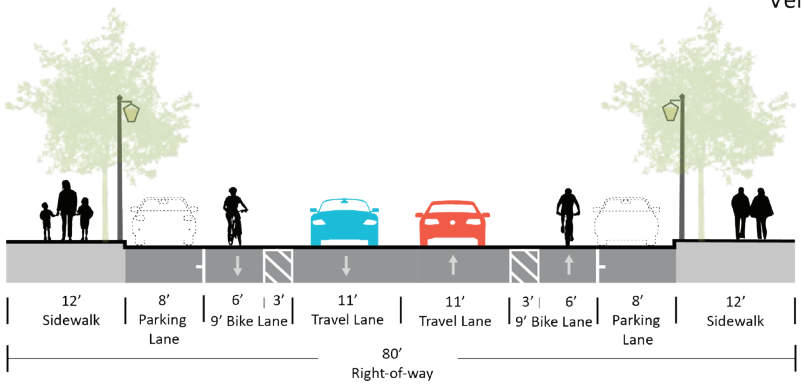
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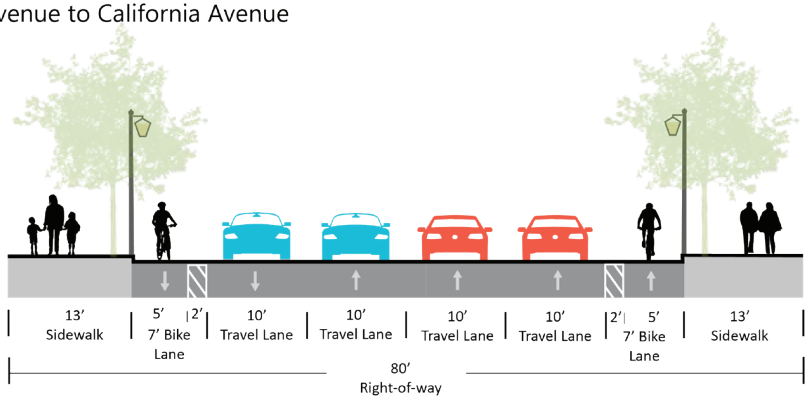
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.



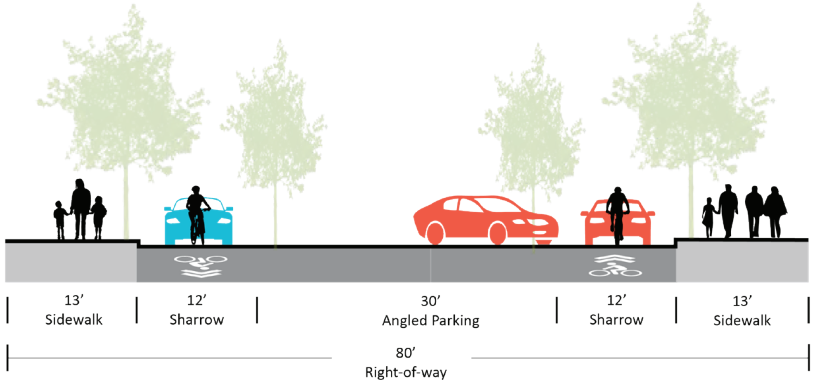
Veile Avenue to California Avenue



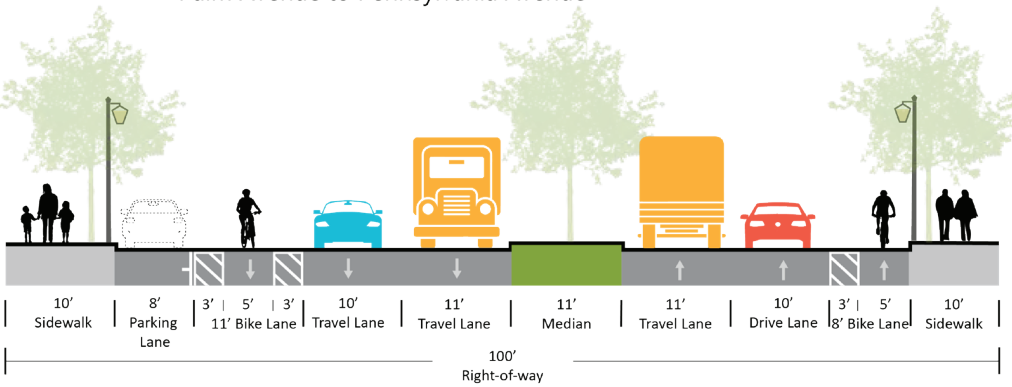
California Avenue to Beaumont Avenue



Palm Avenue to Pennsylvania Avenue



Beaumont Avenue to Palm Avenue



Pennsylvania Avenue to Highland Springs Avenue

Figure 5.16-13 - Roadway Cross Sections - Downtown Streets: Sixth Street

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As described, the future development of the City will include a network of multi-modal streets, including a comprehensive system of bicycle, pedestrian, and transit access. In addition, the City's Municipal Code sets requirements for funding and design of transportation improvements (see applicable Beaumont Municipal Code sections under section 5.16.2 of this PEIR).

In addition to the roadway network connectivity proposed in the General Plan Mobility Element as discussed above and shown in **Figure 5.16-6** the DAP proposes intersection and roadway modifications to promote a downtown district within the City (which prioritizes bicycles and pedestrians). The DAP recommends that Beaumont Avenue, between 12th Street and Eighth Street, be reduced to two-lanes; and that Sixth Street, between California Avenue and Palm Avenue, be reduced to two-lanes. (TIA, pp. 37-40)

As required by Complete Streets Act, general plans of California cities are required to include planning for complete streets—that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. The proposed Beaumont 2040 Plan is consistent with the Complete Streets Act because the roadways provide multimodal roadways to accommodate motorist, bicyclist, users of public transit, and pedestrians. Additionally, as further described in the following Golf Cart subsection, residential roadways include golf cart route areas for golf carts to share with pedestrians, bicyclists, and motorists.

Bicycle Network

The Beaumont 2040 Plan incorporates goals and policies related to supporting bicycle facilities in the Planning Area. These include a healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in the City and a balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations. Polices identified to support those bicycle network goals include the support of the Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school and (Policy 4.3.3) and improve safety for all active transportation users (Policy 4.4.3).

Future bicycle network facilities are a mixture of Class I, Class II, Class III, and Class IV facilities. Future bicycle network facilities are shown on **Figure 5.16-14 – Bicycle and Pedestrian Priority Network.** This Figure outlines the areas where the City would focus on developing new or maintaining existing bicycle facilities (Beaumont 2040 Plan, pp. 108-110).

In addition to the four bicycle facility types described above, low traffic volume local streets also contribute to the bicycle network. These streets typically do not have a bicycle lane or signage; however, as a result of low traffic volume, may be adequately safe and efficient as bike routes. The proposed Beaumont 2040 Plan is consistent with the Beaumont's Bikeway and Pedestrian Master Plan and it also focuses on improving bicycle facilities and connectivity throughout the City.

Golf Cart Network

The Beaumont 2040 Plan incorporates the Golf Cart Transportation Plan (GCTP) which includes facility improvements and safety initiatives for golf cart users. Designated routes are planned to be developed along collector streets. The GCTP defines golf cart facilities as all publicly owned facilities that provide for golf cart travel, including golf cart lanes, routes, and crossings designated by signs or permanent markings, and are shared with pedestrians, bicyclists, and other motorists in the Planning Area. Golf cart facilities are separated into the following three categories: golf cart lanes, golf cart route areas, and golf course cart crossing zones. Policies identified to support the golf course network include implementation of complete streets to accommodate users of all ages and abilities (Policy 4.2.1) and design residential

streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3). **Figure 5.16-2 – Golf Cart Transportation Plan** shows the golf cart network.

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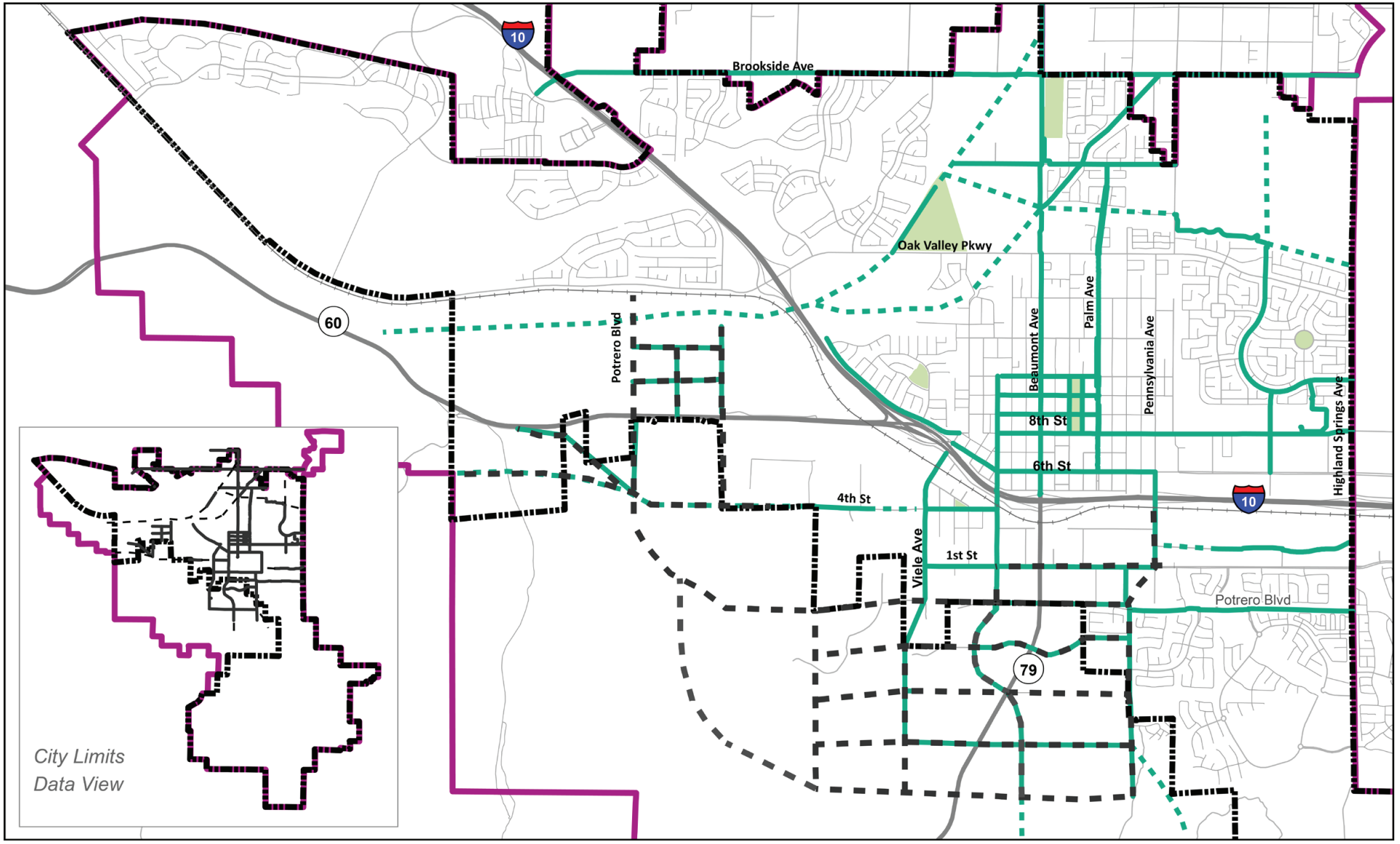


Figure 5.16-14 - Bicycle and Pedestrian Priority Network

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Pedestrian Facilities Network

The Beaumont 2040 Plan incorporates goals and policies related to supporting pedestrian facilities (sidewalks, crosswalks, and trails) in the Planning Area. These goals include a healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in the City and builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds. Policies identified that support the pedestrian facility network include requiring residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services (Policy 4.1.5); supporting Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (Policy 4.3.2); supporting Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school (Policy 4.3.3); enhance existing pedestrian infrastructure to support the needs of aging adults particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); integrating land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit (Policy 4.3.5); and ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1). Pedestrian facilities are shown on **Figure 5.16-14 – Bicycle and Pedestrian Priority Network.**

Implementing pedestrian facilities would provide a well-connected, walkable pedestrian environment that enhances both personal and social wellbeing. The pedestrian facilities would be in compliance with the complete street efforts to provide connectivity to existing local and reginal facilities Beaumont 2040 Plan, p. 108).

Conclusions

In summary, the Beaumont 2040 Plan provides a comprehensive circulation system that would accommodate increased demand for public transit, bicycle, and pedestrian facilities. As described above, the Beaumont 2040 Plan is not inconsistent with nor does it conflict with any policies, plans, or programs regarding public transit, roadway, bicycle, golf cart network, or pedestrian facilities or the performance or safety of those facilities. The Beaumont 2040 Plan incorporates expanded networks and policies related to supporting transit, bicycles, golf carts, and pedestrians in the city. These networks are consistent with regional and local planning efforts supporting these modes of travel. Additionally, the Beaumont 2040 Plan includes policies supporting complete streets (providing accessibility for all users of all ages and abilities) and active transportation. Therefore, impacts related to conflicting with a program, plan, ordinance, or policy on the circulation system promoting transit, roadway, bicycle, and pedestrian facilities will be **less than significant and no mitigation is necessary**.

Threshold B: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As discussed under section 5.16.2, in December 2018, the California Natural Resources Agency finalized updates to the State CEQA Guidelines, which included SB 743 (CGOPR). SB 743 required OPR and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under CEQA (SB 743). Section 15064.3 of the updated 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. To provide guidance for VMT thresholds, OPR recommended residential and office development projects have a VMT ratio of 15 percent below existing conditions in order to have a less than significant impact.

Retail which increases VMT compared to previous shopping patterns may be considered significant, such as large shopping centers with intended regional draw. (TIA, p. 50).

However, the OPR Guidelines recognize that land use context matters when it comes to VMT mitigations options, thresholds, and effectiveness. The City of Beaumont adopted Traffic Impact Study (TIS) guidelines in June 2020 that address VMT impact criteria and analysis methodology. VMT per service population (total employment plus population) was utilized and compared back to the City's existing VMT per Service Population ratio. The City's VMT threshold indicates that a project impact would be less-than-significant if the resulting project's VMT is 3 percent below the existing citywide VMT. (TIA, pp. 50-51).

The RIVTAM travel demand forecasting model was used to estimate VMT for the Project and the City. The VMT estimates incorporate the "full accounting" methodology in that it accounts for the complete length of the trip from the origin to the destination and assigns 100 percent of that trip distance to the City. To establish the existing VMT, the VMT for both the Base Year (2016) and Future Year (2040) horizons were estimated in the RIVTAM Model. The VMT per service population was estimated for both of these horizons and then linear interpolation was utilized to estimate the existing (2018) VMT for the Project (TIA, p. 51). **Table 5.16-A – VMT per Service Population Analysis** shows the existing and 2040 VMT per service population in the City, the Sphere of Influence (SOI), and Planning Area (City and SOI).

Table 5.16-A – VMT per Service Population Analysis

Scenario	VMT (2018)	Future (2040)	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	24.4	28.9	4.5 (16 %)
Sphere of Influence Only VMT	37.00	33.3	-3.7 (-11%)
Total Beaumont Planning Area (City and SOI)	25.6	29.7	4.1 (14 %)

Source TIA, Table 7-2

Table 5.16-B – Future Year VMT Service Population Comparisons shows the Future Year VMT for the Planning Area with and without the Beaumont 2040 Plan. The Beaumont 2040 Plan significantly reduces the VMT per service population by approximately 50 percent in the future year condition. The mixed used development associated with Beaumont 2040 Plan improves VMT by providing more availability to different land uses within the City and shortening travel trips (TIA, p. 51).

Table 5.16-B – Future Year VMT Service Population Comparisons

Scenario	Future (2040) No Build	Future (2040) General Plan Buildout	Delta
	VMT per Service Population	VMT per Service Population	
City of Beaumont VMT	43.8	28.9	14.9 (-51%)
Sphere of Influence Only VMT	158.9	33.3	-125.6 (-377%)
Total Beaumont Planning Area (City and Sphere)	52.1	29.7	-22.4 (-75%)

Source TIA, Table 7-3

The base year, existing year, and future year VMT estimates are summarized in **Table 5.16-C – Beaumont 2040 Plan Summary**. (TIA, p. 52).

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Table 5.16-C – Beaumont 2040 Plan Summary

Scenario	2016 Base Year			2018 Interpolated Conditions			2040 Future Year		
	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population	Total VMT	Service Population	VMT per Service Population
City of Beaumont (Citywide) VMT	1,085,515	46,806	23.2	1,318,032	54,093	24.4	3,875,716	134,255	28.9
Sphere of Influence (SOI) Only VMT	138,764	3,456	40.2	218,563	5,914	37.0	1,096,347	32,949	33.3
Total Beaumont General Plan Area (Citywide plus SOI)	1,224,279	50,262	24.4	1,536,594	60,007	25.6	4,972,063	167,204	29.7[1]
WRCOG VMT	67,556,043	2,263,510	29.8	71,464,388	2,374,232	30.1	114,456,180	3,411,485	33.6[1]

Source: TIA, Table 7-1

Notes: VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.

[1] Subsequent to the preparation of the TIA, the City proposed a new roadway connection along 2nd Street to connect Highland Springs Road and Pennsylvania Avenue. Fehr & Peers completed a network based assessment to evaluate how this change would affect the transportation network, including VMT. This evaluation, the TIA Memo, is included as Appendix F.2. The addition of the roadway connection improves VMT in the Beaumont General Plan area reducing VMT per service population by approximately 0.2 miles or 0.6 percent. The new roadway connection also slightly reduces the VMT per service population for WRCOG by approximately 0.1 miles or 0.2 percent. Therefore, assessment indicates that the new connection would not significantly change the analysis or results of the TIA.

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As shown in **Table 5.16-C**, the existing VMT per service population in the City is 24.4. Using the three (3) percent below the Citywide average threshold established by the City would mean that the Beaumont 2040 Plan would result in a significant impact if the VMT per service population was greater than 23.7. The Project (implementation of the Beaumont 2040 Plan including the SOI area) results in VMT per service population of 29.7, which is 25 percent higher than the threshold of significance established by the City. Based on the City's thresholds, this results in a significant impact and would be subject to mitigation. (TIA, p. 51).

Table 5.16-D shows that even though the Beaumont 2040 Plan buildout will result in a significant impact, the City's VMT per service population will be 12 percent lower than the WRCOG regional average and development in Beaumont (instead of other areas in the WRCOG region) would generally benefit the environment. (TIA, p. 51). Additionally, VMT per service population in Beaumont is lower than most areas within Riverside County (TIA, p. 51).

Table 5.16-D – VMT Comparison: Future Year

Area	VMT	VMT per Service Population
Beaumont	3,875,716	28.9
Sphere of Influence Only VMT	1,096,347	33.3
Total Beaumont General Plan Area	4,972,063	29.7
Regional Comparison		
WRCOG	114,456,180	33.6
Nearby City Comparison		
Banning	2,055,092	31.3
Calimesa	946,917	36.2
San Jacinto	3,245,972	33.1
Moreno Valley	8,424,484	27.6
Hemet	4,216,271	28.4

Source: TIA, Table 7-4

Notes: VMT represents daily VMT between Tuesdays and Thursdays. VMT analysis does not reflect weekend or holiday travel.

Transportation Demand Management (TDM) measures are effective ways to reduce VMT, daily vehicle trips, and peak hour vehicle trips. These measures are not captured in the travel demand model (such as RIVTAM) utilized in this analysis. As the Beaumont 2040 Plan results in a significant impact, goals listed in the Mobility Element that promote TDM policies could further reduce the VMT. These goals include policies that require new residential and retail developments implement TDM measures to reduce VMT. Many TDM programs can be residential, employment, and transit specific and should be tailored to meet the suburban needs of the City. The California Air Resource Board's Zero Carbon Buildings Study identified TDM strategies and programs that can be used to reduce VMT and shorten trip lengths (TIA, pp. 54-55). The Beaumont 2040 Plan Policies identified that support the reduction of VMTs include, but are not limited to: partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options (Policy 4.1.4); requiring residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services (Policy 4.1.5); work with regional agencies to implement

complete streets that are designed to accommodate users of all ages and abilities that will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities (Policy 4.2.1); design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3); supporting Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (policy 4.3.2); supporting Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school (policy 4.3.3); enhance existing pedestrian infrastructure to support the needs of aging adults particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); integrating land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit (Policy 4.3.5); and ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1).

These TDM strategies do not take into consideration some foreseeable travel changes including increased use of TNCs, such as Uber and Lyft, nor the potential for autonomous vehicles. Although the technology for autonomous vehicles is expected to be available over the planning horizon, the federal and state legal and policy frameworks are uncertain. Initial modeling of an autonomous future indicates that with automated and connected vehicles, the capacity of the existing transportation system would increase as vehicles can travel closer together; however, these efficiencies are only realized when a high percentage of vehicles on the roadway are automated and connected. There is also the potential for vehicle travel to increase with zero-occupancy vehicles on the roadway (TIA, p 55).

The California Air Pollution Control Officers Association (CAPCOA) documentation identifies the maximum achievable VMT reduction with TDM measures to be 10 percent in a suburban setting (TIA, p. 56). Given that the Beaumont 2040 Plan is estimated to generate VMT per service population that is approximately 25 percent higher than the threshold of significance, TDM measures (and the Beaumont 2040 Plan policies outlined above in Section 5.16.3) would likely not reduce VMT per service population to a level below the City's threshold of significance (TIA, p. 55). Additionally, besides the policies and TDM measures there are no other features or mitigation measures that could be implemented on a General Plan level to reduce VMT to less than significant levels. Future projects consistent with the General Plan would be required to implement the policies identified above, and those would be the means to reduce impacts from their projects. Therefore, impacts related to inconsistency with CEQA Guidelines section 15064.3 are considered **significant and unavoidable because thresholds are exceeded and no feasible mitigation measures can be implemented to reduce this impact**.

Threshold C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

City policies and design standards (see Beaumont municipal code sections cited under section 5.16.2 of this Draft PEIR) currently reflect state and federal rules, regulations and standards with respect to roadway design. The Beaumont 2040 Plan includes transportation network improvements that would be subject to review and future consideration by the City's Public Works engineering staff. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed. Transportation network improvements would be made in accordance with the City's Mobility Element which address the transportation system from a multi-modal perspective for all users including children, adults, seniors, and people with disabilities (Beaumont 2040 Plan, p. 88). The Land Use and Community Design, Mobility, and Health and Environmental Elements include policies to improve the safety of all

users of the transportation system in the City. The Beaumont 2040 Plan Policies identified that support the reduction of hazards or incompatible uses include, but are not limited to: design and construct pedestrian friendly neighborhoods and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles (Policy 3.7.1); design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving (Policy 3.8.3); design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians (Policy 4.2.3); reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence (Policy 4.3.1); support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need (Policy 4.3.2); enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers (Policy 4.3.4); ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors (Policy 4.4.1); improve safety for all active transportation users (Policy 4.4.3); strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions (Policy 6.6.1); pursue and support local Safe Routes to Schools programs (Policy 6.6.2); and remote safe routes for aging adults, particularly routes to transit and shopping centers (Policy 6.6.3).Therefore, with compliance with existing laws, rules and regulations, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses; impacts will be **less than significant and no mitigation is necessary**.

Threshold D: Result in inadequate emergency access?

The Beaumont 2040 Plan will not result in inadequate emergency access. The Beaumont 2040 Plan would continue to provide access to major routes including I-10, SR-60, Brookside Avenue, Oak Valley Parkway, Highland Springs Avenue, and Beaumont Avenue would not be obstructed. Additionally, the Beaumont 2040 Plan includes a planned extension of Potrero Road eastward to connect to Highland Springs Avenue. Polices that support access include maximizing the use of alleys and rear buildings to provide access and reduce congestion on the street system (Policy 11.8.9) and municipal code updates requiring new development to provide emergency access (two viable points of ingress and egress) (Implementation S13).

Future development projects would be reviewed for adequate infrastructure and access to ensure the safety of City residents and the physical environment. Therefore, implementation of existing laws and regulations, and compliance with applicable Beaumont 2040 Plan Goals, Policies, and Implementation actions previously discussed during individual project review would ensure that impacts regarding impairing the implementation of emergency response and evacuation plans will be **less than significant and no mitigation is necessary**.

5.16.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Although the Beaumont 2040 Plan includes feasible policies and implementation actions, future development per the Beaumont 2040 Plan could result in VMT impacts in excess of City's thresholds. At a program level, there are no feasible mitigation measures that have not been incorporated as policies or implementation actions in the Beaumont 2040 Plan.

5.16.7 Level of Significance after Mitigation

Implementation of the Beaumont 2040 Plan could result in VMT impacts in excess of City's thresholds (Threshold B). Although Beaumont 2040 Plan policies and implementation actions contained in the Mobility Element would reduce these impacts to the fullest extent feasible, impacts, at a program level remain **significant and unavoidable**.

The significance of transportation impacts from specific future development and public improvement projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.16.8 References

The following references were used in the preparation of this section of the Draft PEIR:

AB 32 California State Legislature. *Assembly Bill No. 32,* September 2006. (Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed August 12, 2019.)

AB 1358 California State Legislature. *Assembly Bill No. 1358*, September 30, 2008. (Available at http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf, accessed August 12, 2019.)

BMC City of Beaumont. *City of Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed September 19, 2019.)

Beaumont 2040 Plan *Beaumont General Plan*, Public Draft August 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft)

CARB 2017 California Air Resources Board. *California's 2017 Climate Change Scoping Plan,* November 2017. (Available at https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed August 12, 2019.)

CBT City of Beaumont. *Transit*. (Available at https://www.beaumontca.gov/index.aspx?NID=90, accessed August 8, 2019.)

CDOT California Department of Transportation. *State Transportation Improvement Program (STIP).* (Available at https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program, accessed August 12, 2019.)

CGOPR California's Office of Planning and Research. *Current CEQA Guidelines Update*. (Available at http://www.opr.ca.gov/ceqa/updates/guidelines/, accessed August 12, 2019.)

ECR City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

SB 32 California State Legislature. *Senate Bill No. 32*, September 30, 2008. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32, accessed August 12, 2019).

SB 375 California State Legislature. *Senate Bill No. 375*, September 2016. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375, accessed August 12, 2019.)

SB 743 California State Legislature. *Senate Bill No. 743*, September 27, 2013. (Available at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743, accessed August 12, 2019).

SCAG 2016 Southern California Association of Governments. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 12, 2019).

SCAG 2020 Southern California Association of Governments, *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted May 7, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf, accessed August 19, 2020.)

TIA Fehr & Peers, *Final Transportation Impact Analysis, Beaumont General Plan Update and Beaumont Downtown Area Plan*, July 2020. (Included as Appendix F.1.)

TIA Memo Fehr & Peers, *City of Beaumont General Plan Update Roadway Network Assessment Memorandum*, July 23, 2020. (Included as Appendix F.2.)

VMT City of Beaumont, *SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis Staff Report*, June 16, 2020. (Available at https://mccmeetingspublic.blob.core.usgovcloudapi.net/beaumntca-meet-f1da32f813d04b548d03815d09f7fef6/ITEM-Attachment-004-92c35ec0a7a44ac195e79254290997ac.pdf, accessed August 2020.

5.17 TRIBAL CULTURAL RESOURCES

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the Beaumont 2040 Plan (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to Project's potential to cause a substantial adverse change in the significance of tribal cultural resource as defined in Public Resources Code Section 20174 and is either (i) eligible for listing in the California Register of Historical Places or a local register of historical places or (ii) is determined by the City of Beaumont (as lead agency) to be significant based on the criteria in Public Resources Code Section 5024.1(c).

In response to the Notice of Preparation, the City received comment letters from the Native American Heritage Commission, the Agua Caliente Band of Cahuilla Indians, and the Morongo Band of Mission Indians, These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding tribal cultural resources at the Project's public scoping meeting.

5.17.1 Setting

Beaumont is part of a region with rich cultural, tribal, and historical resources. The City lies within the traditional territory of the Pass (or Wanakik) Cahuilla and a small portion of Serrano ancestral territory. Additionally, recorded and unrecorded tribal cultural resources exist within the Planning Area, including along State Route (SR)-60 and SR-79. Refer to Section 5.5 – Cultural Resources for a discussion related to the environmental setting, prehistoric setting, ethonographic setting, and historical setting within the Planning Area (City limits and its sphere of influence (SOI)) as well as history of the City.

The Planning Area exists within in a small portion of Serrano ancestral territory, The San Manuel Band of Mission Indians (SMBMI) is interested in San Timoteo Canyon and the Badlands, which are located in the Jack Rabbit subarea of the City. (AE(a), Appendix A.) (See **Figure 3-3 – Beaumont Subareas**.) This portion of the Planning Area contains several water sources, are rich in cultural material. The Serrano ancestral territory also includes areas within the Fairway Canyon, Heartland, Urban Village and Interstate Employment subareas.

The Planning Area is within the Traditional Use Area of the Agua Caliente Band of Cahuilla Indians and the Soboba Band of Luiseño Indians (Soboba). According to the Soboba Cultural Resources Department, the Project Area is within a shared use area that was used in ongoing trade between tribes and is considered to be culturally sensitive by the people of Soboba. (AE(a), Appendix A.)

5.17.2 Related Regulations

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) (54 U.S.C. 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices (SHPO). Among other things, the act requires federal agencies to evaluate the

impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as “Section 106 Review.”

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state and local governments, private groups and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

American Indian Religious Freedom Act

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonials and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites “to the extent that the use is practicable and not inconsistent with an agency’s essential functions.” The intent is to protect Native Americans’ First Amendment right to “free exercise” of religion.

Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects and items of cultural patrimony on federal and tribal lands.

State Regulations

California Environmental Quality Act (CEQA)

CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. Sections 21083.2 and 21084.1 of the CEQA Statute deal with the

definitions of unique and non-unique archaeological resources and historical resources respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the California Register of Historical Resources (CRHR), a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in Public Resource Code (PRC) Section 5024.1(g).

California Register of Historical Resources (Public Resource Code Section 5024.10 et seq.)

State law protects cultural resources by requiring evaluations of the significance of historical resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State *CEQA Guidelines*. These criteria are similar to those used in federal law. The CRHR is maintained by the state Office of Historic Preservation. Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR, as are state historical landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

CRHR Criteria

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (California Public Resources Code [PRC] Section 21084.1). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

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

The California Code of Regulations (CCR) further provides that cultural resources of local significance are CRHR-eligible (Title 14 CCR, Section 4852).

California Government Codes (Related to Native American Heritage)

Section 6254(r) of the Government Codes (GC) exempts from disclosure public records of Native American graves, cemeteries and sacred places maintained by the NAHC. Pursuant to Senate Bill 18, GC Section 65351 specifies how local planning agencies should provide opportunities for involvement of California Native American tribes to consult on the preparation or amendment of general plans. In particular, GC Section 65352 requires local planning agencies to refer proposed actions of general plan adoption or amendment to California Native American tribes on the contact list maintained by the NAHC and others, with a 45-day opportunity for comments. In regards to historical properties, GC Section 25373 and 37361 allows city and county legislative bodies to acquire property for the preservation or development of a historical landmark. It also allows local legislative bodies to enact ordinances to provide special conditions or regulations for the protection or enhancement of places or objects of special

historical or aesthetic interest or values. Lastly, GC Sections 50280-50290 implement the Mills Act which allows the negotiation of historical property contracts between a private property owner of a "qualified historical property" and provides additional guidelines for such contracts.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

California Public Resources Code Section 5097.98

California Public Resources Code Section 5097.98 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

Human Remains

According to Section 15064.5 of the CEQA Guidelines, all human remains are a significant resource. This section also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are discussed within PRC Section 5097.

Native American Heritage Commission (NAHC)

The NAHC, created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands (i.e. *Sacred Lands File*), and review current administrative and statutory protections related to these sacred sites.

State Historic Preservation Office

SHPO (or Office of Historic Preservation ("OHP")) is a state governmental function created by the federal government in 1966 under Section 101 of the NHPA. SHPO administers the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks, and the California Points of Historical Interest programs. The purposes of a SHPO include surveying and recognizing historic properties, reviewing nominations for properties to be included in the National Register of Historic Places, reviewing undertakings for the impact on the properties as well as supporting federal organizations, state and local governments, and private sector. SHPO maintains the California Historical Resources Information System (CHRIS), which includes the statewide Historical Resources Inventory database.

California State Historical Landmarks

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance and meet specific criteria. The resource must also be approved for

designation by the county or local jurisdiction, be recommended by the State Historical Resources Commission, and be officially designated by California State Parks. California Historical Landmarks are automatically listed in the CRHR.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific, technical, religious, experimental, or other value.

Senate Bill 18 (SB 18)

Senate Bill 18 (SB 18), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California American Native tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. (Governor's Office of Planning and Research, 2005).

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005.

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (OPR 2005), the following are the contact and notification responsibilities of local governments.

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code §65352.3).[1]
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code §65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code §65092).

Assembly Bill 52 (AB 52)

AB 52, which became effective on July 1, 2015, adds a new requirement to CEQA regarding tribal cultural resources. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on

[1] SB 18 added this new provision to state planning law. It applies to any amendment or adoption of a general plan or specific plan, regardless of the type or nature of the amendment.

the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of "tribal cultural resources." In brief, in order to be considered a tribal cultural resource, or TCR, a resource must be either 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

Assembly Bill 52 and Senate Bill 18 Consultation Process

In accordance with AB 52 and SB 18 notifications the Chambers Group, on behalf of the City of Beaumont submitted notification letters to 41 Native American tribal governments or designated tribal representatives for the proposed Beaumont 2040 Plan. Of the 41 tribes or tribal representatives (in some cases multiple letters were sent to representatives of the same tribe), the City received responses from four tribes: the Agua Caliente Band of Cahuilla Indians, the Morongo Band of Mission Indians, the Pauma Band of Luiseño Indians, and the San Manuel Band of Mission Indians. Of the responding tribes, the Agua Caliente Band of Cahuilla Indians and the San Manuel Band of Mission Indians requested consultation. The Agua Calient Band of Cahuilla Indians recommended the addition of language in The Conservation and Open Space Element of the Beaumont 2040 Plan (Chapter 8) to include the definition of a tribal cultural resource, the addition of tribal cultural resources to Goal 8.11, clarification in Policy 8.11.1 that tribal cultural resources will be protected to the extent feasible, and the addition of California Health and Safety Code § 8.11.5 to Policy 8.11.5.

Regional Regulations

Riverside County Historical Commission

The Riverside County Historic Preservation Commission was established in 2005 to advise the Board of Supervisors on historical preservation matters. It is tasked with working to discover and identify persons, events and places of historical importance within Riverside County, and to make recommendations relating to the preservation of appropriate historic sites and structures. To accomplish this, the Commission established criteria and procedures to identify and recognize historic landmarks in Riverside County. These criteria should be used when reviewing a potentially historically or culturally significant site that could be affected by the proposed development. Resources are identified in the Riverside County General Plan Cultural Resource Element, *Table 4.9-A: Cultural Resources of Riverside County*. (County of Riverside 2015, pp. 4.9-3-4.9-7.) This Commission's authority extends only to the City's Sphere of Influence; not to property within the City limits.

Local Regulations

Application for Environmental Review and Processing

As part of the entitlement process, applicants are required to complete and submit an Application for Environmental Review and Processing, which is used by the City Planning Department to determine what, if any, technical studies may be required as part of the entitlement process. According to the Application for Environmental Review and Processing, a cultural resources report is required for an implementing development project if: native soils are present; the project area is known to have a rich cultural history; construction activities will result in trenching, excavation of undisturbed soils, and/or the project area is within, or nearby historical buildings.

5.17.3 Beaumont 2040 Plan

The Beaumont 2040 goals, policies, and implementation actions that reduce potential impacts to tribal cultural resources include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

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

Goal 11: A City where cultural resources and historical places are identified, recognized, and preserved.

Policy 8.11.1 Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.

Policy 8.11.2 Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.

Policy 8.11.4 Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5 , Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.

Implementation C20 Cultural Resources Sensitivity Map. Develop a Cultural Resources Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence.

5.17.4 Thresholds of Significance

The City has not established local CEQA significance thresholds and instead, defer to the thresholds of significance identified in Appendix G to the *CEQA Guidelines*. According to *CEQA Guidelines* Appendix G, a project would have a significant impact on cultural resources, if it would:

- (Thresholds A and B) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.17.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this Draft PEIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as compliance with the proposed Beaumont 2040 Plan goals, policies, implementation and the proposed revisions to the Zoning Ordinance, are intended to protect TCRs and reduce potential impacts to less than significant. See full discussion on environmental impacts below. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project, which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan or the revised Zoning Ordinance and Zoning Map.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

Thresholds A and B: ***Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 2107 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

a. ***listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or***

b. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 requires that lead agencies evaluate a project's potential impact on “tribal cultural resources” (TCRs). Such resources include “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a TCR. As discussed in Section 5.5-2, AB 52 notification letters were sent to 41 Native American tribal governments or designated tribal representatives for the proposed Beaumont 2040 Plan on April 18, 2018. Of the 41 tribes notified, four tribes responded, Agua Caliente Band of Cahuilla Indians (ACBMI), Morongo Band of Mission Indians (MBMI), Pauma Band of Luiseño Indians, and the San Manuel Band of Mission Indians (SMBMI).

The Pauma Band stated the Planning Area is outside of their traditional territory and deferred to Cahuilla and Serrano Bands in the area. The MBMI and ACBMI requested additional information and consultation with the City. The SMBMI also requested information and provided a map showing where the Planning Area overlaps with Serrano Ancestratal Territory. On June 27, 2018 ACBMI and SMBI were contacted by the City to indicate the requested information would be provided. On November 20, 2019, the Beaumont 2040 Land Use Map, the *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*, and a draft of the Conservation and Open Space Element addressing tribal resources were provided to SMBMI, ACMBI, and MBMI. On November 25, 2019, MBMI indicated that the area is located within their aboriginal territory and stated they have no more information to provide at this time and retain the rights to participate in the CEQA process. City staff and the ACBMI representative consulted on April 8, 2020 and ACBMI provided edits to the Open Space and Conservation Easement to the City on May 13, 2020. ACBMI’s to the Open Space and Conservation Element have been incorporated in the Beaumont 2040 Plan. Specifically, SMBMI requested clarification of what constitutes a tribal cultural resources, and language in the General Plan policies indicating that tribal cultural resources will be protected to the extent feasible.

All anticipated development projects consistent with the Beaumont 2040 Plan could result in damage to previously unknown tribal cultural resources. However, compliance with General Plan Policy 8.11.1, which requires avoidance of sites with significant TCRs when feasible, Policy 8.11.2, which requires compliance with the provisions of AB 52 and SB 18, and Policy 8.11.4, which requires compliance with the provisions of the California Native American Graves Protection and repatriation Act and other appropriate laws, impacts resulting from implementation of the proposed Project **are considered less than significant**.

5.17.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Because the Beaumont 2040 Plan, Revisions to Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regard to TCRs, no mitigation measures are necessary.

5.17.7 Level of Significance after Mitigation

With adherence to and compliance with the proposed Beaumont 2040 Plan goals, policies, implementation of the certificate of appropriateness process, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to tribal cultural resources is considered less than significant and no mitigation is necessary. The significance of impacts to cultural resources resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies, along with the revisions to the Zoning Ordinance, as well as City standards and

practices will be applied, individually or jointly, as necessary and appropriate. If future project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.17.8 References

The following references were used in the preparation of this section of the Draft PEIR:

Æ(a) Applied Earthworks, *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*. February 2018. (Included as Appendix D.1.)

OPR 2005 State of California Governor's Office of Planning and Research, *Tribal Consultation Guidelines Supplement to General Plan Guidelines,* November 14, 2005. (Available at http://nahc.ca.gov/wp-content/uploads/2019/04/SB-18-Tribal-Consultation-Guidelines.pdf, accessed August 24, 2020.)

OPR 2017 State of California Governor's Office of Planning and Research, *AB 52 and Tribal Cultural Resources in CEQA*, June 2017. (Available at https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf, accessed August 24, 2020.)

5.18 UTILITIES AND SERVICE SYSTEMS

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan), and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map;

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to utilities and service systems because they address site planning, building design, and community aesthetics, rather than physical changes to the land and were prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map. Impacts related to the adoption and implementation of the Beaumont 2040 Plan, the revised Zoning Ordinance and Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to: the adequate provision of water, sewer, flood control and stormwater drainage, and waste disposal services.

5.18.1 Setting

The following discussion describes the water demands and supplies, wastewater generation, collection and treatment, recycled water demand and supply, flood control facilities and stormwater drainage, and waste disposal services in the setting of the City and City's Sphere of Influence (SOI) (collectively referred to as the "Planning Area"). This will provide context for understanding the nature and significance of utilities and service systems within the region.

Potable Water

The Beaumont-Cherry Valley Water District (BCVWD) is the water supplier to the Planning Area. The current BCVWD Service Area of approximately 37.5 square miles includes the City, the City's SOI, and the unincorporated community of Cherry Valley, which is outside of the City's SOI.

BCVWD provides an updated Urban Water Management Plan (UWMP) every five years that details the current and future projected potable water supplies and customer demands. The most recent update was in 2015 and the next one is expected in 2020. BCVWD has also recently prepared a *Potable Water System Master Plan Update* (2015 WMP Update), which also details water supplies and demands.

BCVWD presently provides potable water from two local groundwater sources: Edgar Canyon and the Beaumont Basin. Groundwater level trends in the Beaumont Basin are evaluated by the Watermaster annually. BCVWD has eleven wells in the Beaumont Basin and 13 wells in Edgar Canyon, which have limited yield particularly in dry years. In 2015, the wells in Edgar Canyon produced about 15 to 20 percent of the total annual supply, with the remainder pumped from wells in the Beaumont Basin (UWMP p. 3-5). BCVWD does not currently produce groundwater from the Singleton or San Timoteo Groundwater Basins, but plans to do so in the future (UWMP, p. 6-1).

The Beaumont Basin is adjudicated pursuant to a Stipulated Judgment (Judgment) and managed by the Beaumont Basin Watermaster (Watermaster), which is a five-member committee consisting of representatives from the Cities of Banning and Beaumont, BCVWD, the Yucaipa Valley Water District (YVWD), and South Mesa Water Company (SMWC). The Judgment establishes who is an Appropriator and who is an Overlying Party, and their respective water rights. The Appropriators include City of

Banning, BCVWD, SMWC, YVWD, Morongo Band of Mission Indians, and San Gorgonio Pass Water Agency (SGPWA). Overlying Parties are owners of land (and their successors/assignees) that overlies the Beaumont Basin and have pumped water from the Basin in the past. Currently, there are 17 Overlying Producers pumping from 21 groundwater wells (BBW, p. 3-4). Minimal producers, which are those producing less than 10 AFY from the Basin, are exempt from the Judgment. (BBW, p. 1-3..

The Beaumont Basin Judgment allows for the Appropriators to enter into Groundwater Storage Agreements with the Watermaster, which set up groundwater banking accounts. At the end of 2018, the total storage allowed in the Beaumont Basin by all of the Appropriators was 290,000 acre-feet (AF), of which BCVWD has claim to 80,000 AF and the City has 30,000 AF of storage space available to fill. During wet years, BCVWD can bank SWP water for extraction during dry years. BCVWD can only extract what it has in storage or otherwise credited to BCVWD by Watermaster. At the end of 2018, the total amount in storage from all Appropriators was 109,165 AF, of which BCVWD had 34,793.7 AF of water in their storage account, or roughly 43 percent of maximum. The City had no water attributed to their storage account. (BBW, p. 3-11.) The Beaumont Basin's Safe Yield is currently estimated at 6,700 AF per year (AFY) based on a safe yield redetermination approved by Watermaster in 2015 (BBW, p. 2-5).

The Beaumont Basin storage is replenished, at least partially, every year by forbearance water, reallocated unused Overlying Party pumping rights, return flows, recycled water, and imported water when available. Replenishment can be accomplished by spreading and percolation, injection, or in-lieu use of surface water or imported water. (BBW, p. 1-3.) The amount of imported water that can be recharged in any year depends on the state Department of Water Resources (DWR) State Water Project (SWP) allocation, which varies from year to year (UWMP, p. 7-4.) In the event of a major catastrophe that causes an outage of the SWP for an extended period of time, (i.e. one year or more), BCVWD would be relying on its own Beaumont Basin storage account to make up the difference. In the event the outage is long enough to deplete BCVWD's storage account, BCVWD could request Watermaster to temporarily waiver the need for immediate replenishment and give permission to draw on the Beaumont Basin, concurrently with water use restrictions. BCVWD estimates there is more than 2,000,000 AF of water in storage in the Beaumont Basin. (UWMP, p. 8-20.)

Imported water is available to BCVWD from the SGPWA, which is a wholesale water supplier and one of 29 Contractors to the State Water Project (SWP). BCVWD purchases imported SWP water for the purpose of groundwater recharge. SGPWA has a maximum annual allotment of 17,300 AFY of SWP water (which is their "Table A" amount (UWMP p. 6-4)); however, Contractors rarely receive all of their allotment. As of May 22, 2020, the SWP expects to deliver 20 percent of requested supplies in 2020 (DWR-1). In 2018, BCVWD recharged 12,121 AF of SWP water into the Beaumont Basin (BBW, Table 3-4).

The population served by BCVWD is expected to nearly double by 2040-2045 (UWMP, p. 3-2). The current City population is approximately 49,241 persons. The City's 2006 General Plan projected a build-out population of 87,200 and the Beaumont 2040 Plan projects a build-out population of 131,940 persons. The build-out population within the BCVWD's SOI is estimated in the 2015 UWMP to be approximately 112,300 persons, which includes 90,600 persons in Beaumont based on BCVWD estimates of average land use densities (UWMP, p. 3-2). Future potable water demand is forecasted by BCVWD based on the growth rate of Equivalent Dwelling Units (EDUs) in its service area as shown in **Table 5.18-A – BCVWD Growth Rate for Water Demands.** BCVWD based the future water use patterns of its customers on the 2015 Potable Water System Master Plan Update, which is derived from discussions with developers and projects in the construction, planning or proposal stage from the City of Beaumont's Planning Department "Major Project Status Reports."

Table 5.18-A – BCVWD Growth Rate for Water Demands

	Cumulative New EDUs							
	2015	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**	**Build-Out**
Beaumont	893	5,530	8,301	11,382	14,144	15,852	16,317	17,856
Cherry Valley	13	23	82	251	552	1661	2233	4,655
Total	918	5,553	8,383	11,633	14,696	17,513	18,550	22,511
Average per Year	--	927	566	650	612	563	207	--

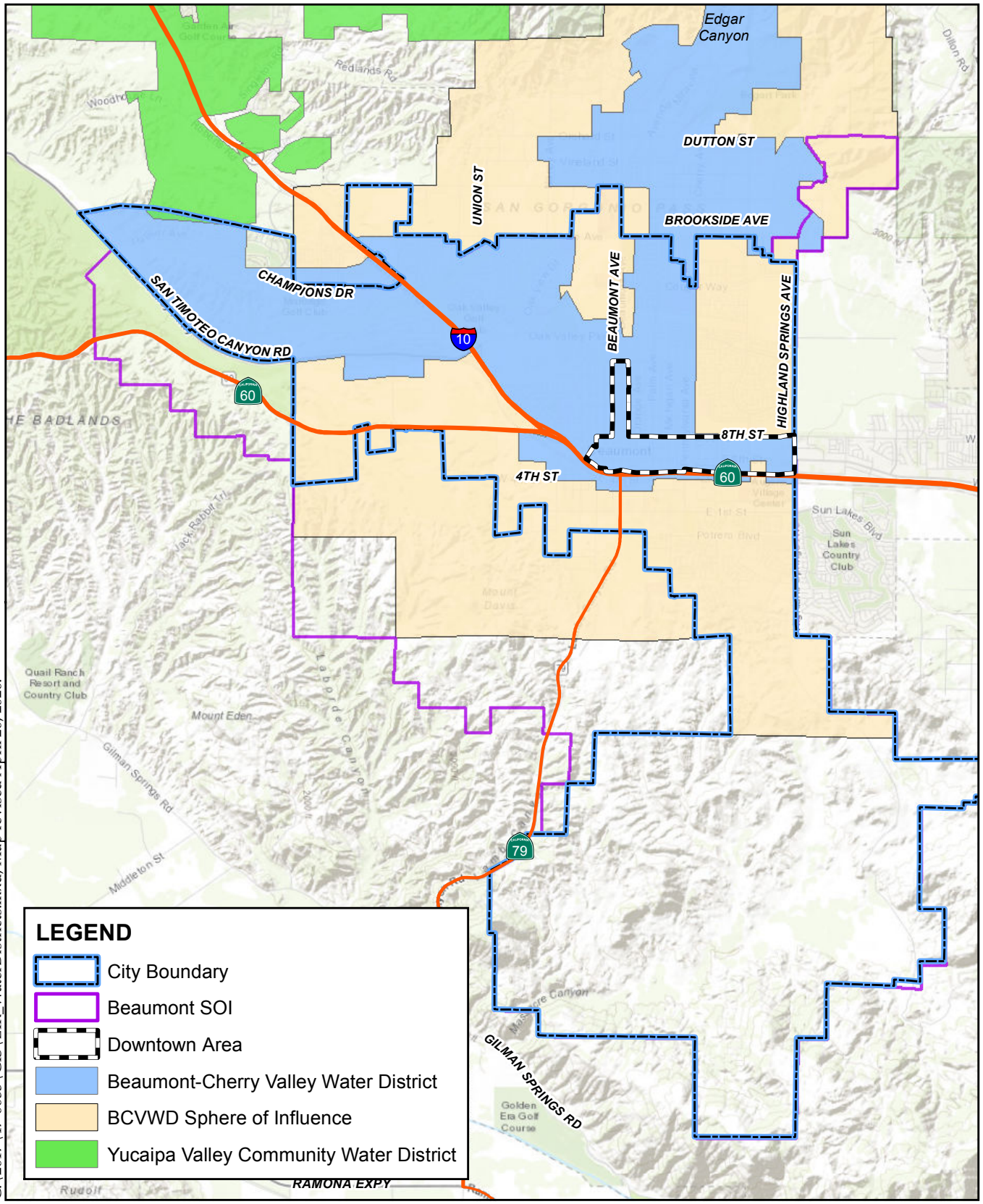
Notes: Reproduced from BCVWD 2015 UWMP, Table 3-7.

BCVWD considered this to be a "very aggressive" growth rate which is appropriate for water supply planning purposes. (UWMP, p. 4-7.) An EDU growth rate of 500 EDUs per year is closer to actual growth observed over the last few years. (UWMP, p. 3-23.) The majority of water demand is currently from single-family residential customers.

At present, water supplies available to support development within the Planning Area consist primarily of groundwater extracted from the Beaumont Basin and Edgar Canyon. (See **Figure 5.18-1 – Water District Service Area** and **Figure 5.18-2 – Groundwater Basins.**) BCVWD's total well capacity as of 2015 is about 27.5 million gallons per day (mgd) and current maximum customer demand for water is estimated at 15.3 mgd. (UWMP, p. 3-6.)

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Sources: BCVWD/LAFCO, 2016; CA Dept. Water Res., 2019; Raimi+ Assoc. 2019; Riverside Co. GIS, 2020.

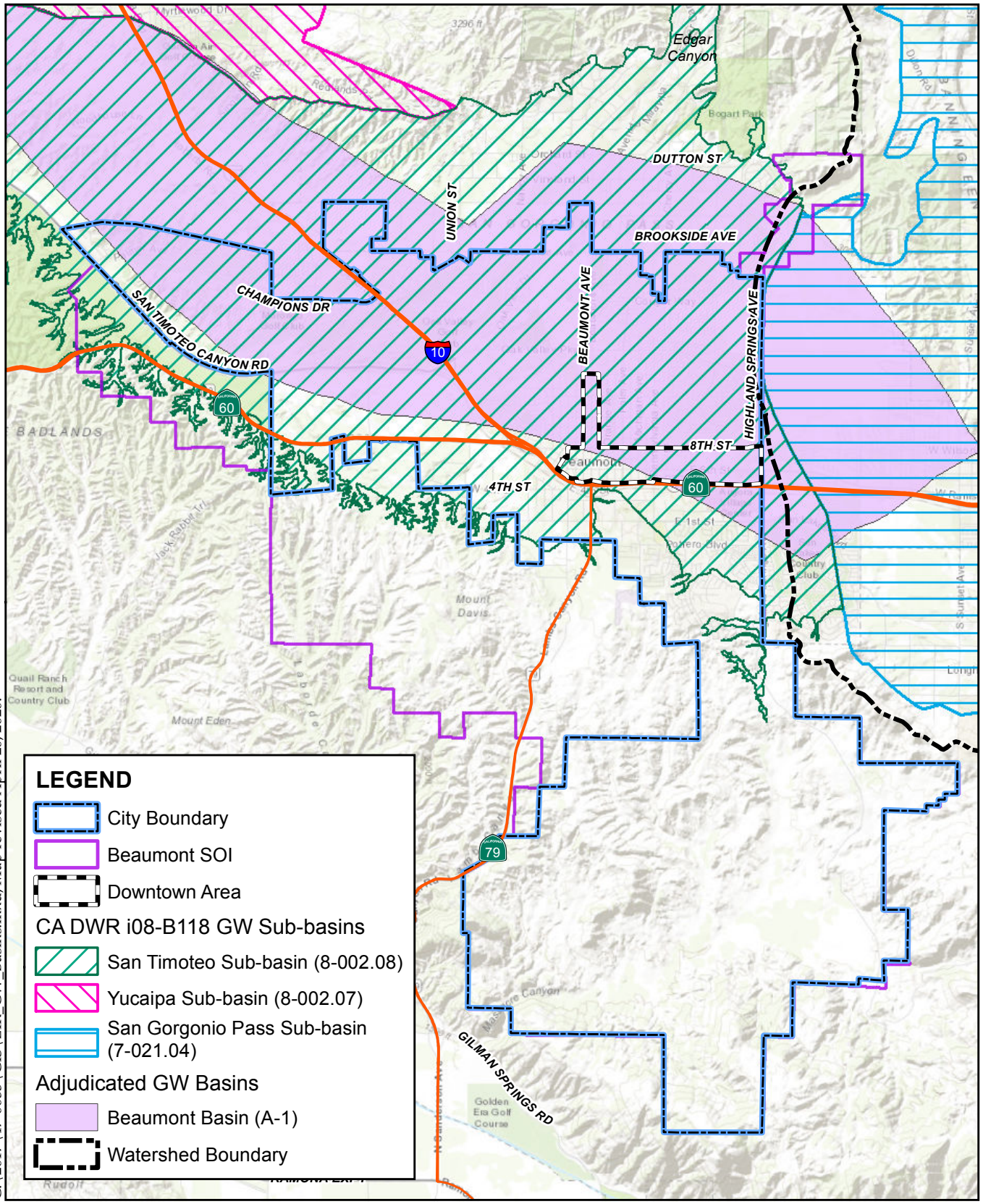
Figure 5.18-1 Water District Service Area

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0 1 2 3 Miles

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G:\2017\17-0033\GIS\EIR_GW_Basins.mxd; Map revised April 20, 2020.

Sources: Calif. Dept. of Water Resources, 2018; City of Beaumont, 2018; Raimi+ Assoc. 2019.

Figure 5.18-2 Groundwater Basins

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The existing sources of water available to BCVWD include the following (UWMP, pp. 7-11-12):

- Unadjudicated groundwater from Little San Gorgonio Creek (Edgar Canyon);
- Adjudicated groundwater from the Beaumont Basin;
- Stormwater capture in Edgar Canyon (Little San Gorgonio Creek) and recharge in percolation ponds in Upper and Middle Canyon and at the Canyon mouth in recently added desilting and recharge basins;
- Non-potable groundwater supplying the existing non-potable water system; and
- Imported SWP from SGPWA.

The availability of SWP water from SGPWA may be highly variable depending on environmental and regulatory conditions in the Sacramento Delta area. The DWR *State Water Project Delivery Capability Report* is prepared every two years to address uncertainty in the availability of SWP water, which is affected by hydrology, failure risks in levees/conveyance systems, environmental constraints, and legal stipulations. Most notably, the federal biological opinions requiring a reduction in the amount of water pumped from the Delta to protect several endangered fish species covered by the Endangered Species Act have impacted the availability of SWP water. Various plans have been developed and are expected to continue refinement to balance competing agricultural and biological interests in the Delta region. Litigation over these efforts may result in additional uncertainties on overall water supply from the SWP. As such, addressing the environmental issues of the Bay Delta remains an ongoing process to date.

BCVWD's actual potable water demands and water supply from 2015, as well as the total projected potable and recycled water demand and supply over a 20-year planning horizon are summarized in **Table 5.18-B – BCVWD Service Area Water Demand and Supply.** The actual and forecasted population within the BCVWD service area, based on the EDUs in Table 5.18-A are also shown.

Table 5.18-B – BCVWD Service Area Water Demand and Supply

Year	Total Water Demand (AF)[1]	Total Water Supply (AF)[2]	Total Service Area Population (Beaumont Population)[5]
Actual (Potable Water)[3]			
2015	9,792	9,792	48,377 (41,780)
Future (Potable and Recycled Water)[4]			
2020	18,112	18,112	61,386 (54,764)
2025	20,881	20,881	69,306 (62,522)
2030	24,021	24,021	78,393 (71,149)
2035	26,843	26,843	86,949 (78,883)

Table 5.18-B – BCVWD Service Area Water Demand and Supply

Year	Total Water Demand (AF)[1]	Total Water Supply (AF)[2]	Total Service Area Population (Beaumont Population)[5]
2040	28,960	28,960	94,804 (83,665)
Build-Out	--	--	112,300 (92,806)

Notes: Units in acre-feet (AF) and persons.

(1) From BCVWD 2015 UWMP, Table 4-3. Includes all customer types and losses.

(2) From BCVWD 2015 UWMP, Table 6-9.

(3) Actual demand and supply consist of potable water only.

(4) Projected demand and supply include recycled water. Recycled water demand includes forecast amount used on landscaping irrigated by the non-potable water system, plus any recycled water supplied to golf courses when surplus recycled water is available. Sources of recycled water are YVWD and City of Beaumont (BCVWD 2015 UWMP, p. 4-8).

(5) From BCVWD 2015 UWMP, Table 3-8. Based on the EDU growth shown in Table 5.18-A.

Future supplies available to the BCVWD are predicated, in part, on the completion of several projects, including (UWMP, p. 7-12):

- Recycled water from the City of Beaumont and YVWD for landscape irrigation and with advanced treatment for indirect potable reuse (groundwater recharge);
- Improved recharge of captured urban runoff from Sundance development;
- Non-potable groundwater from the mouth of Edgar Canyon;
- Non-potable groundwater from San Timoteo Creek;
- Stormwater capture and recharge via the Grand Avenue Storm Drain (funded by RCFCWCD, Santa Ana Watershed Project Authority grant and currently under design);
- Stormwater capture from Noble and Marshall Creek; and
- Additional urban runoff capture and recharge from developing areas.

Wastewater

All sewage generated within the City, as well as some unincorporated areas in Cherry Valley are treated at the City-owned Beaumont Wastewater Treatment Plant No. 1 (WWTP). Built in 1929, the WWTP has a permitted capacity of 4.0 mgd and is receiving an average daily flow of approximately 3.1 mgd. (Webb, p. 1-1.) The City is obligated to discharge a minimum of 1.8 mgd of treated effluent from the WWTP to Cooper's Creek, located adjacent to the WWTP. The purpose of this discharge is to maintain the established riparian habitat (RWQCB-1, p. F-13).

Wastewater collection within the Planning Area is realized through a system of service lines connecting to trunk sewer lines implemented consistent with the approved City of Beaumont *Master Sanitary Sewer Plan* (1996). The new development proposed in the Beaumont 2040 Plan will require that trunk sewer

system lines and service lines will be extended throughout the Planning Area consistent with the Sewer Master Plan.

The City is currently upgrading and expanding WWTP capacity in accordance with its NPDES Permit Renewal pending before the Santa Ana Regional Water Quality Control Board (RWQCB), and with Regional Board Order No. R8-2014-0005. Completion of the upgrade is expected in 2021. With the WWTP upgrade/expansion project, the City will increase permitted capacity to 6.0 mgd, which will handle the anticipated flows generated over the next 20 years, and upgrade various system components so that the effluent is of such quality to be distributed as recycled water, and used for recharging the groundwater basins (Beaumont Basin and San Timoteo Subbasin).

The *Feasibility Study for WWTP Expansion & Salt Mitigation* (Webb, 2016) that was prepared for the aforementioned WWTP expansion and upgrade project, explored construction options that were planned to outpace flow projections. A growth rate of 510 EDUs per year was assumed in the study based on final permits issued over the previous few years and proposed development schedules. Notably, this is consistent with the "realistic" growth rate known to BCVWD in their water demand projections. Sewer generation rates are currently between 225 and 250 gallons per day per EDU (gpd/EDU). (Webb, p. 1-1.) Assuming a generation rate of 250 gpd/EDU, the WWTP's current capacity of 4.0 mgd could be reached around 2022, and the future capacity of 6.0 mgd could be reached around 2038. (Webb, p. 1-2.) Maximum flow to the WWTP, beyond the 20-year planning period ending in 2035, is 8.0 mgd (Webb, p. 2-2.) To this end, the WWTP has been developed in a "modular" fashion by which capacity can be economically and efficiently increased with additional trains of process equipment.

Flood Control and Drainage Facilities

The Riverside County Flood Control and Water Conservation District (RCFCWCD) Master Drainage Plan (MDP) for the Beaumont Area (July 1983), address the drainage problems of the City and City's SOI and provides an economical plan that considers flood protection for both existing and future development. The Beaumont MDP encompasses approximately 34 square miles of incorporated and unincorporated land in and around the City. Generally, the MDP boundary limits are the community of Oak Glen to the north, Highland Springs Avenue to the east, Beaumont City limits to the south, and Interstate 10 and Wildwood Canyon to the southwest and northwest, respectively.

It was noted at the time the MDP was undertaken that discharge rates were determined on the basis of ultimate development assumptions from the then-current City of Beaumont and County of Riverside General Plans. As such, the alignment, location and sizing of MDP facilities are general and are subject to more detailed analysis at the design stage. Existing and proposed MDP facilities in the City and City SOI are shown on **Figure 5.18-3 – Flood Control Facilities**, which include the following:

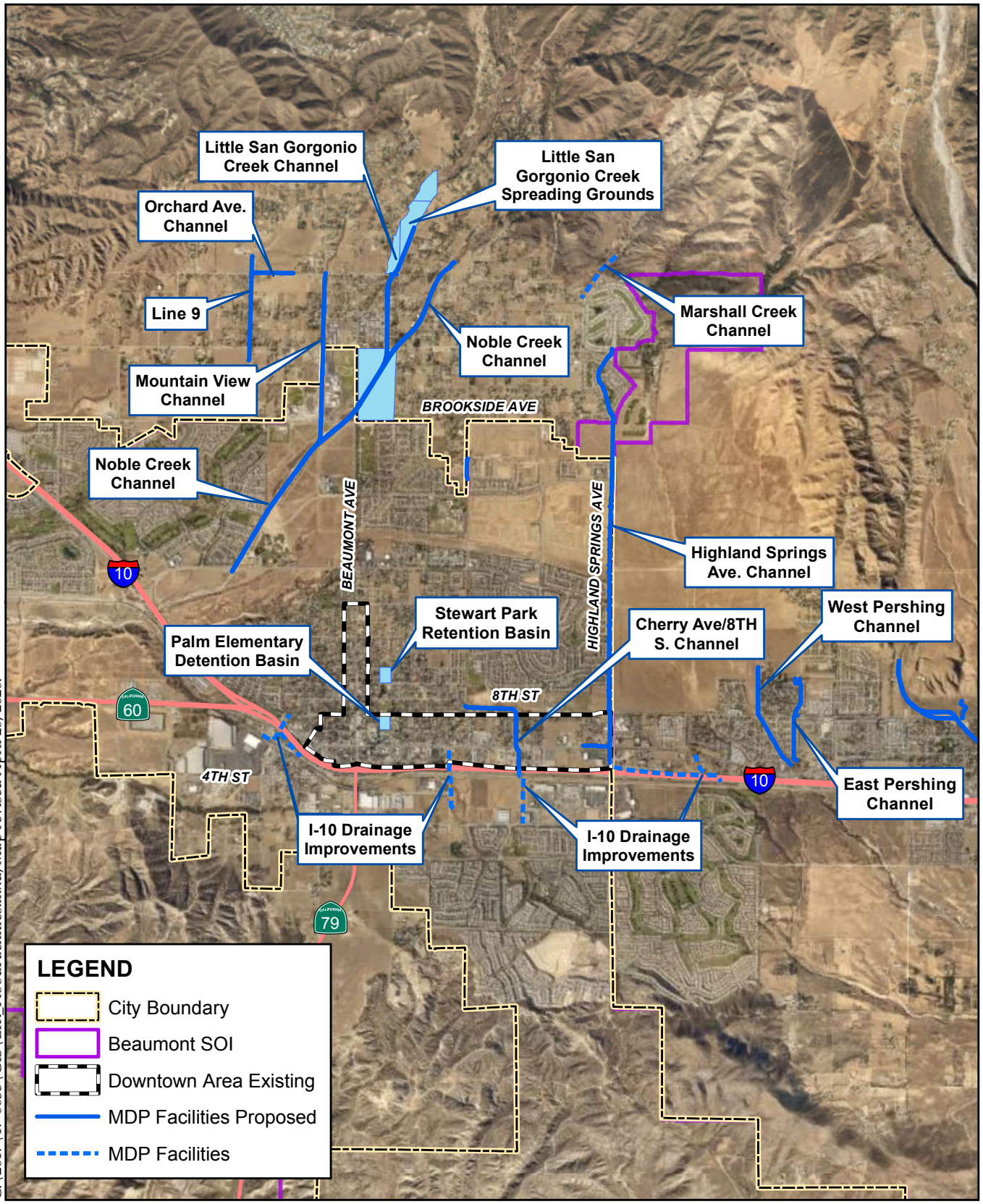
Cherry Avenue/8th Street Channel

This concrete-lined trapezoidal channel, constructed in 1957, is improved from 8th Street to its current outlet at 6th Street. Approximately 1.4 square miles of drainage area is tributary to the channel.

Highland Springs Avenue Channel

This concrete-lined trapezoidal channel extends northerly from Interstate 10 to the eastern prolongation of 16th Street.

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Sources: RCFC&WCD, 2019; City of Beaumont, 2018; Raimi+ Assoc. 2019; RCIT, 2016 (imagery).

0 0.5 1 1.5 2 Miles

Figure 5.18-3 Flood Control Facilities

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Little San Gorgonio Creek Channel

This facility is a rectangular section "wire and rail" channel, which means that the vertical earthen walls are supported by wire mesh secured to lengths of steel rails placed vertically and anchored by steel cables. It is a soft bottom channel extending from Orchard Street south to its confluence with Noble Creek Channel below Cherry Valley Boulevard.

Little San Gorgonio Creek Spreading Grounds

This system of nine earthen basins serves to recharge the groundwater table for the Cherry Valley area. It also acts as a catch basin for a portion of the large amount of silt and debris generated by erosion.

Marshall Creek Channel

This also is a "wire and rail" channel, constructed in 1938. The channel extends approximately 2,000 feet upstream from its outlet at Bellflower Avenue into Marshall Canyon. A 100-year flow rate of approximately 1,200 cubic feet per second (cfs)fs is provided for at this reach.

Mountain View Channel

Constructed in 1965, this concrete-lined trapezoidal channel extends from its confluence with Noble Creek, upstream to a point midway between Vineland Street and Cherry Valley Boulevard.

Noble Creek Channel

This is an ultimate design concrete-lined trapezoidal channel which conveys flows from Noble Creek and Little San Gorgonio Creek through the Cherry Valley Area.

Orchard Street Channel

Constructed in 1958 to intercept flows from Cherry Valley Creek, this concrete-lined trapezoidal channel outlets at Nancy Avenue and provides a 100-year flow rate of 530 cfs.

Interstate 10 Drainage Improvements

Caltrans has constructed over 30 drainage facilities to convey flows across Interstate 10 within the boundaries of the Master Plan of Drainage study area. Upon implementation of the Master Plan, these facilities will, in aggregate, protect upstream properties from a storm of 10-year frequency or greater.

Stewart Park Retention Basin

Constructed in 1989 to reduce the 10-year outflow from the park from 230 cfs to 13 cfs. This is located within the City of Beaumont's Stewart Park.

The Beaumont MDP Line 16 Project is already in the preliminary design phase with work being overseen by the District. This project will construct a storm drain to divert water into BCVWD's groundwater recharge facility. (UWMP, p. 6-59).

Solid Waste Management

The City is within the service area of the Lamb Canyon Landfill, located just south of the City and operated by the Riverside County Department of Waste Resources (RCDWR). Currently, Waste Management, Inc. provides waste collection and disposal services for residences and business within the City.

Based on data reported to the state Department of Resources Recycling and Recovery (CalRecycle), approximately 39,877 tons of waste that originated from the City was disposed in 2018 (CalRecycle(a)). A

majority of City waste in 2018 (27,887 tons) was disposed at Lamb Canyon Landfill, followed by disposal of waste at El Sobrante Landfill (6,166 tons) and Badlands Landfill (3,918 tons). The remaining 1,906 tons of City waste in 2018 was disposed at the following locations: Antelope Valley Public Landfill, Azusa Landfill, Buttonwillow Landfill, Bowerman Landfill (Irvine), Holloway Landfill (Lost Lake), Lancaster Landfill, Mid-Valley Landfill, Olinda Alpha Landfill (Brea), and Simi Valley Landfill. (CalRecycle(b).)

Lamb Canyon Landfill is currently undergoing a capacity expansion to extend the life of the facility. Disposal of the municipal waste generated within the Planning Area is ultimately the responsibility of the County of Riverside and as such, the County could direct the waste to any of the available disposal sites. This could be accomplished through direct transport to an alternative landfill or through the construction and operation of a transfer facility. Therefore, the overall capacity of the Riverside County landfills is a better measure than that of any individual landfill.

RCDWR estimated in its most recent Annual Report Summary to CalRecycle (2017), pursuant to the Countywide Integrated Waste Management Plan (CIWMP), that the County's disposal facilities will provide approximately 20 years of disposal capacity, based on current and future disposal. (CalRecycle(c).) The RCDWR disposal facilities are listed in **Table 5.18-C – Active Riverside County Landfills** and include seven active landfills within the unincorporated area of Riverside County; six of which are operated by the RCDWR, and the seventh, El Sobrante Landfill, is privately owned and operated under an agreement with the County of Riverside.

Table 5.18-C – Active Riverside County Landfills

Landfill Sites	Estimated Closure Year	Maximum Daily Load (tons/day)	Maximum Permitted Capacity (cubic yards)	Current Remaining Capacity (cubic yards)
Lamb Canyon	2029	5,000	38,935,653	19,242,950 (as of Jan. 8, 2015)
Badlands	2022	4,800	34,400,000	15,748,799 (as of Jan. 1, 2015)
El Sobrante	2051	16,054	209,910,000	143,977,170 (as of Apr. 1, 2018)
Blythe	2047	400	6,229,670	3,834,470 (as of May 24, 2016)
Mecca II	2098	400	452,182	6,371 (as of Aug. 15, 2014)
Desert Center (open 2 days/year)	2107	60	409,112	127,414 (as of Nov. 15, 2018)
Oasis (open 2 days/week)	2055	400	1,097,152	433,779 (as of Oct. 3, 2012)
Total	**-**	**27,114**	**291,433,769**	**183,370,953**

Source: CalRecycle Web site, Solid Waste Information System.

RCDWR Landfills are rated as Class III landfills according to CCR Title 27. Such landfills only accept nonhazardous, municipal solid wastes. Separate collection facilities are available for household

hazardous wastes and Antifreeze, Batteries, Oil and Paint (ABOP). Special arrangements must be made for disposal of hazardous waste from non-residential sources. (RC GP EIR p. 4.17-36)

Public Resources Code Section 41780 requires every city and county in the state to divert from landfills at least 50 percent of the quantity of waste generated within their jurisdiction in 2000. The Legislature amended this statute in 2000, requiring jurisdictions to sustain their waste diversion efforts into the future. The City's per capita disposal rate target since 2007 has been 9.7 pounds per person per day (PPD). As of 2017, the average per capita disposal rate for the City is 4.0 PPD (CalRecycle(d)).

Currently, the City supports many programs to encourage waste diversion. These include year-round recycling programs for prescription drugs and medications and household batteries. The City also hosts Recycle Days for free disposal of scrap metal, green waste, bulky items, bottle and cans, electronic waste, documents for shredding and tires. Waste Management Inc. also offers residents recycling opportunities for Sharps containers and the County offers free household hazardous waste disposal at Lamb Canyon Landfill.

Electrical

The City and City SOI are within the service area of Southern California Edison (SCE) for the provision of electricity. SCE is one of the nation's largest electric utilities, providing electric service to approximately 5 million customer accounts over a 50,000 square mile service area, including western Riverside County (SCE(a)). SCE is a California Independent System Operator that operates a 500 kv and 220 kv transmission lines, which travel east to west throughout Riverside County. These lines are part of the western United State electric transmission system which ties the entire region together and brings power from many areas to Riverside County. To continue powering California's growing population and economy, SCE plans to invest up to $13.7 billion over the three year period of 2018-2021 expanding and strengthening its electric system infrastructure (SCE(b)). SCE derives its electricity from a variety of sources, as shown in **Table 5.18-D**, SCE Supply Sources. The majority of electrical power that was traceable to a specific generation source came from eligible renewables (32 percent) and natural gas (20 percent).

Table 5.18-D – SCE Supply Sources (2017)

Energy Source	Power Mix
Eligible Renewables	**32%**
Biomass & waste	0%
Geothermal	8%
Small hydroelectric	1%
Solar	13%
Wind	10%
Coal	**0%**
Large hydroelectric	**8%**

Energy Source	Power Mix
Natural gas	**20%**
Nuclear	**6%**
Other	**0%**
Unspecified [(a)]	**34%**
Total	**100%**

Source: California Energy Commission (CEC), 2017 Power Content Label.
(a) "Unspecified" sources of power means electricity from transactions that are not traceable to specific generation sources.

Future projects within the Planning Area that require new connections to the SCE electrical grid have to coordinate with SCE to locate future facilities and establish utility easements.

Natural Gas

The City and City SOI are within the service area of Southern California Gas Company (SoCalGas) for the provision of natural gas at residences and businesses. SoCalGas provides natural gas to approximately 5.9 million meters in more than 500 communities over a 24,000 square mile service area (SCG(a)). Natural gas is a "fossil fuel," indicating that it comes from the ground, similar to other hydrocarbons like coal or oil. In addition to California producers of natural gas, SoCalGas also purchases natural gas from neighboring states which is delivered by interstate pipelines. Large transmission lines, some as large as 36 inches in diameter and ranging in pressure generally from 200 to 1,000 pounds per square inch above atmospheric pressure (psig), transport natural gas into population centers where they connect to distribution lines ranging in size from one inch to 20 inches and generally operating at lower pressures. Distribution lines are used to deliver natural gas to customers. Service lines of one-half to one inch in diameter branch off of the distribution pipes delivering natural gas to homes at less than one-third psig.

The U.S. Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) defines natural gas pipelines under two categories, "Transmission" and "Distribution." Transmission pipelines are primarily used to receive natural gas from suppliers and move it to distribution load centers or to storage facilities. These categories are separated primarily by the stress level at which they operate. The Distribution category is further divided into two subcategories: High Pressure Distribution mains, which have a maximum allowance operating pressure greater than 60 psig; and, Distribution mains and services, which have a maximum allowable operating pressure of 60 psig or less. The SoCalGas system ends at the outlet of the meter. The pipes that connect the meter to customer natural gas appliances and equipment's burner tip are typically referred to as the "house lines" and are not owned or operated by SoCalGas. (SCG(b))

Future projects in the Planning Area that require new connections to the SoCalGas system have to coordinate with SoCalGas for such things as locating future facilities and establishing utility easements.

Telecommunications

Several companies provide telecommunication services including fiber optic and broadband internet and television, and local and long-distance telephone, to residences and businesses throughout the Planning Area. Currently, the two largest providers include Frontier Communications and Spectrum (Charter Communications). Mobile telecommunication providers, including AT&T, Sprint, and T-Mobile also serve the Planning Area. Future developments that require the extension of existing telecommunication facilities have to coordinate with the pertinent company to locate facilities and establish utility easements.

5.18.2 Related Regulations

Federal Regulations

Federal Water Pollution Control Act

The Federal Water Pollution Control Act of 1948 was the first major U.S. law to address water pollution. Large-scale amendments were done in 1972 when it became commonly known as the Clean Water Act (see State Regulations, below).

Safe Drinking Water Act

The Safe Drinking Water Act was passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply, with amendments in 1986 and 1996. The Act authorizes the U.S. Environmental Protection Agency (US EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. US EPA, states, and water systems then work together to make sure that these standards are met.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) develops and maintains Flood Insurance Rate Maps (FIRMs) for the City. In accordance with FEMA requirements, and in order for the City to maintain its flood insurance eligibility status, all development within the Planning Area will be implemented in a manner that does not affect flood carrying capacities of upstream or downstream facilities or drainages.

Resource Conservation and Recovery Act (RCRA)

The RCRA is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. The US EPA oversees waste management regulation pursuant to Title 40 of the Code of Federal Regulations. Under RCRA, however, states are authorized to carry out many of the functions of the federal law through their own hazardous waste programs and laws, as long as they are at least as stringent (or more so) than the federal regulations. Thus, CalRecycle manages the State of California's solid waste and hazardous materials programs pursuant to US EPA approval.

State Regulations

Clean Water Act

The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In California, the authority of the CWA is vested with the State Water Resources Control Board (SWRCB) and nine RWQCBs. The Project is located within the boundary of the Santa Ana River Watershed within the jurisdiction of the Santa Ana RWQCB. NPDES permits that are applicable to the Planning Area include, but are not limited to, pretreatment standards, general industrial, construction, and municipal permits, and point- and non-point source waste discharge requirements.

In particular, the City WWTP is regulated by a NPDES waste discharge permit that specifies the discharge limits of the constituents in the effluent. The discharge permit also stipulates when the plant will require expansion based on when the average influent flow rate gets close to maximum design capacity.

Porter-Cologne Water Quality Control Act

In addition to implementing the CWA, the SWRCB, and nine RWQCBs are responsible for implementing the Porter-Cologne Water Quality Control Act. The Porter-Cologne Water Quality Control Act, Section 13000, directs each RWQCB to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs and outlines the beneficial uses and water quality standards for each water body.

Order No. 2006-0003-DWQ

Statewide General WDR for Sanitary Sewer Systems (Order No. 2006-0003-DWQ) requires all owners of sanitary sewer collection systems to report sanitary sewer overflows (SSO) and prepare a Sewer System Management Plan (SSMP). The City has had coverage under this permit since July 27, 2006. The SWRCB tracks compliance with electronic SSO spill reporting; SSMP Progress; and Collection System Questionnaire and annual updates. The SSMP provides methods for the City to identify, create, and incorporate a multitude of best management practices and procedures to maintain a well-functioning collection system.

Urban Water Management Planning Act

Urban water suppliers (as defined by California Water Code [CWC] Section 10617) are obligated by the California Department of Water Resources (DWR) to prepare for review and approval urban water management plans (UWMPs). They are updated and resubmitted every five years. Generally, water suppliers must analyze current system demands and supplies, make projections of supply and demand, and describe all water supply projects that might be undertaken to meet total projected water use over the next 20 years. Failure to comply with the UWMP requirements disqualifies the urban water supplier from obtaining any water management grant or loan administered by DWR.

The Water Conservation Act of 2009 (Senate Bill X7-7) requires retail urban water suppliers to report in their UWMPs how they will decrease daily per capita urban water use to assist the State in meeting a 20% reduction goal by 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans.

Senate Bill 221

Enacted on October 8, 2001, Senate Bill 221 (SB 221) requires written verification of sufficient water supplies for any new subdivision of 500 homes or more. These requirements also apply in the case where a water supplier has fewer than 5,000 total service connections, or the proposed development would increase the number of connections by at least 10 percent, unless there is proof of adequate water over at least the next 20 years, including long periods of drought. Provided that the encompassing UWMP provides detailed and pertinent analysis consistent with the requirements of State law, such proof would typically consist of a project's demonstrated consistency with the most recently updated UWMP. SB 221 does not apply to General Plans, but rather to specific, qualifying development projects at the tentative map approval stage.

Senate Bill 610

Senate Bill 610 ([SB 610] which amended CWC 10910 *et. seq.*) adopted in 2003 was passed to ensure sufficient water supplies to meet demand associated with proposed development in California. Section 10910 *et seq.* of the California Water Code (CWC) requires that a water supply assessment (WSA) be prepared if the proposed project has certain use and size characteristics. The WSA must evaluate the anticipated water demands of the project and determine if the local water supplier has adequate supplies to serve the project and meet existing and projected obligations. Further, Sections 13550-13556 of the Water Code states that local, regional, or state agencies shall not use water from any source of quality for non-potable uses if suitable recycled water is available as provided in Section 13550 of the Water Code.

For the purposes of SB 610, a "project" is a proposed development with water demand of 500-dwelling units or more. For industrial development, a "project" is a proposed development larger than 650,000 square feet or 40 acres. For commercial development, a "project" is a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space. Because the Project does not include a specific development plan, a WSA was not prepared as part of the Beaumont 2040 Plan; however, individual implementing projects within the city that meet the threshold for preparation of a WSA will require assessment by the water supplier and review by the land use authority. SB 610 does not apply to General Plans unless adoption of the General Plan includes approval of a qualifying "project."

Water Conservation in Landscaping Act

Assembly Bill 2515 promotes the conservation and efficient use of water. To ensure that adequate supplies are available for future uses, local agencies are required to adopt and implement water-efficient landscape ordinances. If such an ordinance is not adopted, the agency must adopt findings stipulating why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary. In the absence of such an ordinance or findings, the policies and requirements contained in the "model" ordinance drafted by the State of California apply within the affected jurisdiction.

Water Recycling in Landscaping Act

Senate Bill 2095 requires that a water producer capable of providing recycled water that meets all of the conditions of described in Section 13550 of the State Water Code, shall notify local agencies of the area(s) eligible to receive the recycled water, and the necessary infrastructure that the recycled water producer or retail water supplier will provide to support the delivery of recycled water. Within 180 days of receipt of such a notification from a recycled water producer, a local agency shall adopt and enforce a recycled water ordinance pursuant to this act.

Sections 13550-13556 of the California Water Code

In summary, these sections of the California Water Code prohibit local, regional, or State agencies from using potable water for non-potable uses if suitable recycled water is available as provided in Section 13550 of the Water Code.

California Integrated Waste Management Act of 1989 (Assembly Bill 939)

AB 939 establishes a hierarchy of preferred waste management practices as follows:

1) Source reduction - to reduce the amount of waste generated at its source;
2) Recycling and composting - to divert solid waste from entering landfills; and
3) Environmentally safe landfill disposal or transformation (incineration).

Each city and county are required to prepare, adopt and submit to CalRecycle a Source Reduction and Recycling Element (SRRE) that demonstrates how the jurisdiction will meet the Act's mandated diversion goal of 50 percent on and after January 1, 2000. Each jurisdiction must provide an Annual Report Summary to CalRecycle. In addition, Riverside County provides a Five-Year Review Report to provide an update on the CIWMP status for the entire county, including each jurisdiction.

Counties must also develop Countywide Integrated Waste Management Plans (CIWMPs). Riverside County's CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the SRRE's, Household Hazardous Waste Elements (HHWE's), and Nondisposal Facility Elements (NDFE's) for Unincorporated Riverside County and each of the cities in Riverside County.

Senate Bill 1016

The purpose of the per capita disposal measurement system of SB 1016 (2008) is to make the process of goal measurement as established by the Integrated Waste Management Act of 1989 (AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator--the per capita disposal rate--which uses only two factors: a jurisdiction's population (or in some cases employment) and its disposal as reported by disposal facilities.

In order for CalRecycle and jurisdictions to more properly focus on successful program implementation, SB 1016 shifts from the historical emphasis on using calculated generation and estimated diversion to using annual disposal as a factor when evaluating jurisdictions' program implementation.

The per capita disposal rate approach is not determinative of jurisdiction compliance. CalRecycle will use per capita disposal as an indicator in evaluating program implementation and local jurisdiction performance. CalRecycle's evaluation will be focused on how jurisdictions are implementing their programs.

Assembly Bill 341

AB 341 (2011) builds upon AB 939 and declares that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. The law also restricts a diversion rate greater than 50 percent from being placed on any city or county.

Senate Bill 1383

SB 1383 (2016) requires CalRecycle to adopt regulations that achieve the specified targets for reducing organic waste in landfills. The bill would authorize local jurisdictions to charge and collect fees to recover the local jurisdiction's costs incurred in complying with the regulations.

Other Relevant State Statutes for Energy and Water Efficiency

Other potential utilities and service systems and related impacts of the Project are also addressed under existing State statutes, which statutes expressly require use of energy efficient and water conserving technologies. These statutes include, but are not limited to:

- Health and Safety Code Section 17921.3 (low-flush toilets);
- Health and Safety Code Section 4047 (residential water softening limitations);
- Title 20, California Administrative Code (CAC) Section 1604 (f) (Appliance Efficiency Standards);
- Title 20, CAC Section 1601 (b) (Appliance Efficiency Standards);

- Title 24, CAC Section 2-5307 (b) (California Energy Conservation Standards for New Buildings);
- Title 24, CAC Section 2-5452(j) (pipe insulation standards); and
- Government Code Section 7800 (water efficient faucet fixtures in public facilities).

Regional Regulations

Beaumont Basin Watermaster

The Beaumont Basin Watermaster was formed on February 4, 2004 as a result of a negotiated Stipulated Agreement between several parties with interests in the Beaumont Groundwater Basin, including the City. The Judgment entered in the Superior Court of the State of California for the County of Riverside (Case No. RIC 389197), provides the Watermaster with the authority and responsibility to administer the adjudicated water rights within the Beaumont Basin. Pursuant to the Judgment, the Court appointed a five-member Watermaster committee consisting of representatives from the cities of Banning and Beaumont, the Beaumont-Cherry Valley Water District, the Yucaipa Valley Water District, and South Mesa Water Company.

The Beaumont Basin encompasses approximately 26 square miles, has a current safe yield of approximately 8,650 acre-feet, a total storage capacity available of up to 200,000 acre-feet for conjunctive use. By approving the Stipulated Judgment, the Court approved the responsibility for the management of the Beaumont Basin to the Watermaster. The Court retained its continuing jurisdiction should there be any need in the future to resolve difficult questions.

Master Drainage Plan

The RCFCWCD adopted the Beaumont Master Drainage Plan (July 1983), the boundaries of which include the Planning Area. Many cities within the RCFCWCD boundary that have a MDP will also establish an Area Drainage Plan (ADP), which is the financing mechanism used to offset taxpayer costs for proposed drainage facilities. According to the ADP, fees to support construction of MDP facilities are assessed on new development within the plan area. Currently, an ADP has not been established for the City of Beaumont (RCFCWCD Web site, 7/3/18).

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address utilities and service system topics:

Title 8 – Health and Safety, Chapter 8.12 – Solid Waste Management

Establishes mandatory solid waste collection in the City for the protection of the health, safety and welfare of the City's residents, and to carefully control the collection and disposal of solid waste so that the reductions required to be made by Public Resources Code Section 40000 et seq. (AB 939) can be planned for and accurately measured.

Title 8 – Health and Safety, Chapter 8.14 – Mandatory Recycling Requirements for Commercial Facilities

Establishes requirements for the recycling of recyclable materials generated from commercial facilities. These requirements are intended to increase the diversion of recyclable materials from landfills, conserve capacity and extend the useful life of landfills utilized by the City, reduce greenhouse gas emissions, and avoid the potential financial and other consequences to the City of failing to meet State law diversion requirements.

Title 13 – Public Services, Chapter 13.04 – Sewage Discharges
Restricts the types of discharges allowed in the sanitary sewer system.

Title 13 – Public Services, Chapter 13.08 – Sewer System
Establishes the methods by which sewage will be handled and restricts deposition in any unsanitary manner upon public or private property any human fecal matter, garbage, or other objectionable waste. It is also unlawful to discharge to the ground or to a natural watercourse any sewage, including, but not limited to, domestic or industrial wastewater or other polluted water, in a manner that would create a hazard or nuisance or that would impair the usefulness of groundwater or surface water.

Title 13 – Public Services, Chapter 13.09 – Regulating Fats, Oils and Grease (F.O.G.) Management in Food Service Establishments
Demonstrates compliance with the Order No. DWQ 2006-0003 adopted by the State Water Resources Control Board in May 2006, mandating implementation of various tasks associated with the City's sanitary sewer systems.

Title 13 – Public Services, Chapter 13.20 – Pretreatment and Regulation of Wastes (Ordinance No. 1094, adopted Nov. 7, 2017)
Describes the City's wastewater pretreatment ordinance that identifies and regulates certain facilities that have the potential to discharge undesirable pollutants that may interfere with or damage the WWTP, and/or pass through untreated into the environment. The ordinance incorporates the National Categorical Pretreatment Standards located in 40 CFR Chapter I, Subchapter N, Parts 405—471. Regulated users can include, but are not limited to industrial facilities, vehicle servicing facilities, water-softening wastes, food processing facilities, medical waste, spent solutions and sludge, and recovered pretreatment wastes. All regulated users are noticed by the City to obtain an individual wastewater discharge permit before connecting to or discharging to the WWTP. Each permittee is required to comply with the provisions of the permit. The City may conduct inspections, monitoring, flow metering, sampling, collection of compensation, and enforcement procedures including cease and desist orders and permit revocation.

Title 13 – Public Services, Chapter 13.24 – Stormwater/Urban Runoff Management and Discharge Controls
Protects and enhances the water quality of watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act, the State Porter-Cologne Water Quality Control Act and the conditions of any NPDES permit applicable to the City.

Title 16 – Subdivisions, Chapter 16.44 – Flood Control and Tract Drainage
Establishes the minimum facilities required for the control of tract drainage and floodwaters.

Title 16 – Subdivisions, Chapter 16.48 – Dry Sewers
Establishes that if a land division is filed that proposes a density of two or more lots per acres, and if connection to a wet sewerage system is not required, the installation of a dry sewer system may be required. Installation of the sewer mains, laterals and connections shall be completed prior to the installation of street improvements.

Title 17 – Zoning, Chapter 17.04.083 – Inclusion of Recycling Receptacles in Building Design
Establishes that office, commercial and retail, industrial and large-scale residential development projects shall include appropriately-sized receptacles for recyclable materials adjacent to trash containers in all common areas. Signs shall be posted to instruct users as to the proper separation of trash and recyclable materials.

5.18.3 Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential impacts to utilities and service systems include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

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

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

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

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

Implementation LUCD-6 Development Fees. Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning.

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

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

Implementation LUCD-13 Coordination of Development Plans and Infrastructure Funding. Phase development based on availability of infrastructure and only allow annexation to occur only when the full range of urban services is available or funded.

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

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

Implementation LUCD-7 Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions. Incorporate sustainability practices related to building construction, site design, and renovation into materials.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

Goal 5.9: A community with sustainable and improved infrastructure.

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

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

Implementation EDF35 Utility Services Benchmarking. Establish thresholds or standards for levels of service as a benchmark to evaluate adequacy of community and utility services.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.1 Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.1.4 Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

Implementation CFI1 Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure.

Implementation CFI5 Funding. Work with the Riverside County Flood Control and Water Conservation District to identify and pursue funding to support efforts that protect the Santa Ana Watershed.

Implementation CFI9 Area Drainage Plan. Develop an Area Drainage Plan with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI24 Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture.

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy 7.2.1 Work with Beaumont-Cherry Valley Water District and San Gorgonio Pass Water Agency to ensure an adequate supply of potable water facilities to sustain existing and projected water needs.

Policy 7.2.2 Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.

Policy 7.2.3 Ensure adequate funding is available to maintain existing and future water facilities.

Policy 7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District to incorporate into their next UWMP and PWMP.

Policy 7.2.6 Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.

Policy 7.2.7 Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements.

Policy 7.2.8 Seek opportunities to incorporate groundwater recharge elements into City drainage projects and work with other agencies to implement regional groundwater recharge projects.

Policy 7.2.9 Coordinate with the Beaumont Cherry Valley Water District to periodically assess, monitor, and manage the quality of groundwater.

Policy 7.2.10 Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.

Implementation CFI3 Adequate Water Supply for New Development. Require a Water Supply Assessment for new developments to ensure adequate water supply.

Implementation CFI4 Water System Plans and Rate Study. Participate in the revision of the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Policy 7.4.4 Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.

Goal 7.5: Manage and effectively treat storm water to minimize risk to downstream resources.

Policy 7.5.1 Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.

Policy 7.5.2 Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

Policy 7.5.3 Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Policy 7.5.4 Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.

Policy 7.5.5 Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.

Policy 7.5.6 Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.

Policy 7.5.7 Pursue grant funding and partnership opportunities for stormwater capture and/or restoration projects.

Policy 7.5.8 Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.

Policy 7.5.9 Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

Policy 7.5.10 Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.

Implementation CFI8 Low Impact Development. Develop standards to:

- determine where Low Impact Development techniques are appropriate and can incorporate best management practices.
- identify and eliminate barriers to incorporate watershed protection principles.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI21 Local Implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 (“MS4 Permit”).

Implementation S23 Update Municipal Code. Update municipal code to require:

- on site stormwater runoff retention
- limit stormwater runoff impacts on adjacent properties

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.4 Ensure waste facilities and infrastructure are designed to be safe and compatible with adjacent uses.

Policy 7.6.5 Ensure construction demolition achieves the State's 50 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Policy 7.6.7 Continue to work with regional agencies to educate residents about available drop-off and/or pickup points for e-waste and hazardous materials and chemicals, to avoid disposal into the sewer system, waste stream, or open space areas.

Implementation CFI25 Food Recovery Program. Work with local organizations and restaurants to develop a food rescue program that distributes edible food to low-income residents and promotes food waste prevention.

Implementation CF26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.

Policy 7.8.1 Ensure that adequate utility and telecommunication infrastructure support future development.

Policy 7.8.3 When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.

Policy 7.8.4 Consider aesthetic design, including well maintained grounds and fencing around substations.

Policy 7.8.5 Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.

Policy 7.8.6 Work with Southern California Edison to encourage joint use of the power line corridors.

Implementation CFI31 Telecommunication Siting. Establish siting parameters to minimize community impacts, including demonstration of compliance with federal safety standards, low-profile designs, co-location (where feasible), and minimum setbacks from residences.

Implementation CFI32 Fiber Optic Communications. Work with regional and state partners to support fiber optic market development and Beaumont's participation in the statewide diffusion of fiber optic technology.

Beaumont 2040 Plan, Chapter 9 - Safety

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Implementation S7 Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets.

Implementation S8	Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.
Implementation S10	Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events.
Implementation S11	Maintenance Fund. Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities.
Implementation S28	Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Policy 11.3.6	Encourage the placement of overhead utilities underground.
Policy 11.7.7	Locate visible utilities –including all “dry” utility access, above-ground equipment, trash containers, and utility boxes –behind or to the side of buildings, behind buildings, behind screening, and away from street corners.
Policy 11.10.1	Replace aging wet and dry infrastructure to ensure safe and reliable provision of services for new and existing residents.
Policy 11.10.2	Ensure that new development pays its fair share for infrastructure and utility improvements that it necessitates.
Policy 11.12.1	Promote the use of energy and water conservation technologies and practices.
Policy 11.12.3	Consider sustainable development practices that reduce energy and water demand.

5.18.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- (Threshold B) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- (Threshold C) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments;

- (Threshold D) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and/or
- (Threshold E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.18.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed applicable Beaumont 2040 Plan goals and policies, would serve to ensure potential impacts to utilities and service systems are reduced to the point where impacts are less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of such proposed projects which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development on properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control, i.e., not annexed to the City, would be subject to the County's entitlement requirements.

Threshold A: ***Would the Project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?***

In regard to water facilities, the future growth envisioned by the City and anticipated by the City's water supplier, BCVWD, will require additional water supply projects to meet future demand. Potable water supplied to the City comes from groundwater. BCVWD has outlined in their 2015 UWMP future water supply/treatment projects that it plans to undertake, which will be updated by BCVWD in their forthcoming 2020 UWMP to reflect the proposed Project. Since no development proposals are part of the proposed Project, the environmental effects from constructing or expanding facilities are unknown at this time. The proposed Project does not include any specific development proposals; however, the proposed Beaumont 2040 Plan policies for *Community Facilities and Infrastructure Goal 7.2* identify the City's need to prioritize coordination with BCVWD and the development of groundwater recharge sites and other projects to increase water supplies. The proposed Beaumont 2040 Plan policies for *Community Facilities and Infrastructure Goal 7.3* also describe how recycled water will be expanded to offset existing potable uses like irrigation. Further, the proposed Beaumont 2040 Plan policies for *Land Use and Design Goal 3.2* will ensure that there will be adequate water and wastewater system capacity to meet projected demand, and the City will continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.

In regard to wastewater, the City is currently undertaking a treatment capacity expansion and systems upgrade of the City's WWTP. The purpose of which is to provide adequate treatment capacity for projected growth within the City over the next 20 years and to meet the waste discharge requirements stipulated by the Santa Ana RWQCB. The environmental effects of the WWTP upgrade/expansion project were analyzed and determined to be less than significant with incorporation of mitigation measures in the project's CEQA document (March 20, 2018, SCH No. 2018011029). One of the

outcomes of the WWTP project is the availability of treated effluent that is of such quality to be available for distribution in a recycled water system, which is consistent with the aforementioned recycled water Goal and policies. This is consistent with BCVWD's stated desire in the 2015 UWMP to partner with the City and YVWD to distribute recycled water within its service area. Although BCVWD has an extensive recycled water pipeline system, expansions will be analyzed in the future at such time they occur. The proposed Project does not include specific development proposals; therefore the environmental effects of future wastewater collection systems are unknown at this time. The proposed Beaumont 2040Plan policies for *Land Use and Design Goal 3.2* will ensure that there will be adequate water and wastewater system capacity to meet projected demand, and the City will continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements. The proposed Beaumont 2040Plan policies for *Community Facilities and Infrastructure Goal 7.5* will ensure the City continues monitoring influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

In regard to stormwater drainage, the future growth envisioned by the City and anticipated by the RCFCWCD MDP will require the construction of new and/or expanded drainage facilities to ensure the orderly progression of development while also protecting life and property from flood damage. The proposed Project does not include specific development proposals; therefore, the environmental effects of future storm water drainage facilities are unknown at this time. The proposed Beaumont 2040Plan policies for *Land Use and Design Goal 3.2* describes how the City will continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development. *Land Use and Design Goal 3.11* includes preservation of watercourses and washes necessary for regional flood control, groundwater recharge areas, and drainage for open space and recreational purposes. Further, the proposed Beaumont 2040Plan policies for *Community Facilities and Infrastructure Goal 7.4* will require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

In regard to electrical, natural gas, and telecommunication services, the Planning Area is within the service areas of SCE, SoCalGas, and various telecommunication providers. The environmental effects of future expansions of electrical, natural gas, and telecommunication facilities will be evaluated with each development proposal. Future implementing projects of the Beaumont 2040 Plan will have to coordinate with each utility provider to establish service and provide any necessary extensions of facilities. The proposed Beaumont 2040Plan policies for *Community Facilities and Infrastructure Goal 7.8* aim to provide City-wide access to high-quality energy utility and telecommunication services by ensuring adequate infrastructure is in place to support future development. Further, the policies will place new utilities underground to reduce risk and ensure the siting of facilities provides efficient and quality service.

The proposed Beaumont 2040 Plan and revised Zoning Map/Zoning Code do not include specific development applications; therefore, the environmental effect of future construction, relocation, or expansion of utilities and service systems is unknown. Because this is a first-tier, program EIR, CEQA analysis of specific facilities may be properly deferred until plans for such facilities are developed. Since detailed plans are not developed, mitigation for any such facilities would be speculative at the programmatic level of analysis. Nevertheless, the proposed Project includes policies and programs that will minimize the environmental effects of the development of such facilities, as described herein. Through implementation of existing regulations listed in Section 5.18.2 and the proposed Beaumont 2040Plan policies listed in Section 5.18.3, the environmental impacts resulting from the expansion of water, wastewater, storm drain, electrical, natural gas, and telecommunication facilities will be **less than significant** and no mitigation is necessary**.**

Threshold B: ***Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.***

As projected by the BCVWD 2015 UWMP, the continued build-out of the BCVWD service area, which includes the City and City's SOI, will require an increase in water supplies to meet future increased water demand. As described previously, BCVWD's 2015 UWMP analyzed future water demands based on the previous City land use plan and determined that future water supply projects may include groundwater recharge and stormwater capture sites, additional SWP purchases, recycled water distribution, new non-potable wells and increased groundwater banking.

BCVWD calculated the City's build-out population in 2015 at approximately 90,600 persons and 17,856 cumulative new EDUs (UWMP, pp. 3-18, 3-22). The City currently estimates an existing population of 49,241 persons. The Beaumont 2040 Plan proposes a maximum of 40,849 residential dwelling units and, based on development at a typical non-residential intensity, is anticipating approximately 33,075,597 square feet of non-residential uses (i.e. retail/service, office, industrial) in the Planning Area at 100 percent build-out. The 2015 UWMP concluded that future water demands within their service area will be met during any dry period of up to six consecutive dry years assuming future supply projects are implemented by the BCVWD. This analysis will be redone by BCVWD as part of the 2020 UWMP update which will incorporate the proposed Project. Nonetheless, future projects to increase water supplies will be required to meet future demands. The proposed Beaumont 2040Plan policies for *Land Use and Design Goal 3.2* will ensure the timely provision of services with phased development, including coordination with BCVWD to ensure access to clean and adequate water supply. General Plan policies for *Community Facilities and Infrastructure Goal 7.2* aims for a clean and sustainable water supply that supports existing community needs and long-term growth by working with BCVWD and SGPWA to ensure adequate water supplies, adequate funding, and supply projects.

For future qualifying projects, a Water Supply Assessment (WSA) will be required pursuant to SB 610 for inclusion in the projects' CEQA analysis. The WSA discerns whether the expected demand from the project has been accounted for in the forecasted demands in the most recent UWMP. A Written Verification of Supply (WV) per SB 221 is prepared as a condition of approval for a subdivision map of 500 units or more. Considered a fail-safe mechanism to provide sufficient evidence that adequate water supplies are available before construction begins, the WV is also prepared/adopted by the water supplier and approved by the land use authority. Depending on the project, one or both of these analyses may be required. The proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.2* include a requirement to review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community. Development proposals that may not warrant a WSA and/or WV still require an analysis of sufficient water supplies in the CEQA process.

Through implementation of existing regulations listed in Section 5.18.2 and the proposed Beaumont 2040Plan policies listed in Section 5.18.3, the environmental impacts to water supplies will be **less than significant** and no mitigation is necessary**.**

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

See Threshold A for discussion of current City WWTP upgrade and expansion project. The WWTP's current capacity of 4.0 mgd could be reached around 2022. The WWTP is in the process of a treatment capacity expansion from 4.0 mgd to 6.0 mgd in order to serve the projected City population for the next

20 years. The future capacity of 6.0 mgd could be reached around 2038 assuming the current City growth rate, which would be a conservative assumption since development would typically slow as the City approaches buildout. Maximum flow to the WWTP, beyond the 20-year planning period, is 8.0 mgd. To this end, the WWTP has been developed in a "modular" fashion by which capacity can be economically and efficiently increased with additional trains of process equipment.

It is the City's responsibility to provide sufficient wastewater conveyance and treatment services to customers within its service area. With the City's current WWTP expansion, the City is anticipated to have adequate treatment capacity for current and future residents until approximately 2038. The WWTP discharge permit with the Santa Ana RWQCB stipulates that a capacity expansion will be needed when the influent flow reaches a certain proportion of the maximum design capacity (typically 75 percent). Because additional treatment capacity may be needed in the future, the proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.5* will ensure the City continues monitoring influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed. Further, the proposed General Plan policies for *Land Use and Design Goal 3.2* will ensure that there will be adequate water and wastewater system capacity to meet projected demand, and the City will continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements. *Goal 7.8* includes policies to encourage residential clustering as a means to preserve open space but it would have the indirect benefit of limiting development where sewer connections may not be available or feasible. Through the implementation of existing regulations listed in section 5.18.2 and the Beaumont 2040 Plan policies listed in section 5.18.3 that address wastewater treatment systems, impacts from insufficient WWTP capacity are **less than significant** and no mitigation is required.

Threshold D: ***Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

The amount of solid waste currently generated in the Planning Area will increase as a result of the proposed Beaumont 2040 Plan, Riverside County General Plan EIR No. 521 uses the following solid waste generation factors (p. 4.17-47):

- Residential: 0.41 tons per dwelling unit;
- Commercial: 2.4 tons per 1,000 square feet; and
- Industrial: 10.8 tons per 1,000 square feet.

Based on buildout of the Beaumont 2040 Plan at 40,849 residential dwelling units, 11,315,270 square feet of commercial uses, and 21,760,327 square feet of industrial uses, approximately 278,916 tons per year of solid waste will be generated using the generation factors above.

The City is within the service area of Lamb Canyon Landfill, and a majority of the waste generated by the City is taken to Lamb Canyon Landfill. Waste generated within the City is also taken to other Riverside County landfills, as well as various landfills throughout the state. As shown in **Table 5.18-C**, the Lamb Canyon Landfill is approximately 50 percent full as of 2015. Disposal of the municipal waste generated within the General Plan Area is ultimately the responsibility of the County of Riverside and as such, the County will direct municipal wastes to any of the available disposal sites. This could be accomplished through direct transport to an alternative landfill, or through the construction and operation of a transfer facility. Wastes generated under buildout conditions will be directed to landfills with available capacity, as

determined by the County. As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. (RC GP DEIR, p. 4.17-36.) The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan.

In addition, all future development would be required to comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341. Furthermore, Community Facilities and Infrastructure Goal 7.7 and Policies 7.7.1 through 7.7.5 and Implementation Actions CFI25 through CFI30 would reduce the demand for solid waste disposal.

The California Integrated Waste Management Act requires each city and county to prepare, adopt, and submit to CalRecycle a source reduction and recycling element that demonstrates how the jurisdiction will meet the Integrated Waste Management Act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. No aspect of the proposed General Plan would be expected to conflict with this requirement, The City of Beaumont has implemented many programs within the community as well as within its own organization to serve this purpose. Because there is adequate capacity at existing landfills to serve future development, and future development would be required to meet County and state recycling requirements to further reduce demands on area landfills, this impact would be less than significant.

Through the implementation of existing regulations listed in section 5.18.2 and the Beaumont 2040 Plan policies listed in section 5.18.3 related to solid waste reduction goals, impacts are **less than significant** and no mitigation is required.

Threshold E: ***Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

The City's Municipal Code establishes mandatory solid waste collection to comply with the requirements of AB 939. The City has also established disposal and mandatory recycling requirements for commercial facilities, single family residential and multifamily residential premises to comply with State law diversion requirements (Municipal Code Chapter 8.12). As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e. WM) to handle the City's solid waste and requires WM to cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. WM and the City work together to submit information to meet the reporting requirements of AB 939, or any other law or regulation, to reach the solid waste and recycling goals mandated by the AB 939 (Municipal Code Chapter 8.12)

The proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.6* will develop a zero-waste program that increases recycling and reduces waste sent to the landfill by encouraging construction materials to avoid "Red List" materials and chemicals, expand programs to collect food waste and green waste from commercial and residential uses, promote green purchasing options across all City departments. Consider the lifecycle effects from purchases, ensure construction demolition achieves the State's 50 percent target for material salvage and recycling of non-hazardous construction materials, ensure waste facilities and infrastructure are designed to be safe and compatible with adjacent uses, promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities, and continue to work with regional agencies to educate residents about available drop-off and/or pickup points for e-waste and hazardous materials and chemicals, to avoid disposal into the sewer system, waste stream, or open space areas.

The proposed General Plan policies for *Community Facilities and Infrastructure Goal 7.7* will provide for an effective solid waste collection and disposal system by implementing source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. The City will establish a goal to achieve 100 percent recycling citywide for both residential and nonresidential development. Further, the City will implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle, and the City will require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services. The City will offer economic incentives to businesses within the City which are "zero waste" and develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills. Through the implementation of existing regulations in Section 5.18.2 and the Beaumont 2040 Plan policies in section 5.18.3 related to solid waste reduction goals, impacts are **less than significant** and no mitigation is required.

5.18.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the Beaumont 2040 Plan and Revisions to Zoning Ordinance and Zoning Map will not result in significant adverse impacts with regards to utilities and service systems, no mitigation measures are necessary.

5.18.7 Level of Significance after Mitigation

With adherence to and implementation of the above-listed Beaumont 2040 Plan policies as well as adherence to Federal, State, regional, and local regulations, the impact from the Project to utilities and service systems is considered less than significant and no mitigation is necessary.

The significance of impacts to utilities and service systems resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified, specific mitigation measures may be required by CEQA.

5.18.8 References

The following references were used in the preparation of this section of the Draft PEIR:

MSSP Engineering Ventures and Urban Logic Consultants. *Master Sanitary Sewer Plan for the City of Beaumont, California.* January 22, 1996. (Available at the City of Beaumont).

CIWMP CalRecycle Electronic Annual Report, *Annual Report Summary: Riverside-Unincorporated (2017)*, submitted July 31, 2018. (Available at https://www.rcwaste.org/Portals/0/Files/Planning/CIWMP/2017%20Annual%20Report.pdf, accessed July 12, 2019).

CalRecycle(a) CalRecycle, Local Government Information Center (LoGIC), *Jurisdiction Disposal by Facility, Disposal during 2018 for Beaumont.* (Available at https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed July 12, 2019).

CalRecycle(b) CalRecycle, Local Government Information Center (LoGIC), *Multi-year Countywide Origin Summary for the County of Riverside.* (Available at https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Origin/CountywideSummary, accessed July 12, 2019).

CalRecycle(c) CalRecycle, *Solid Waste Information System (SWIS) Facility Detail for County of Riverside* (Available at https://www2.calrecycle.ca.gov/swfacilities/Directory/, accessed July 12, 2019).

CalRecycle(d) CalRecycle, *Jurisdiction per capita disposal rate trends, post-2006* (Available at https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports, accessed September 10, 2019).

CEC California Energy Commission, *Power Source Disclosure, 2017 Power Content Label for Southern California Edison.* July 2018 version. (Available at https://ww2.energy.ca.gov/pcl/labels/2017_labels/SCE_2017_PCL.pdf, accessed July 22, 2019.)

DWR-1 California Department of Water Resources, *State Water Project Allocation Increases to 20 Percent*, May 22, 2020. (Available at https://water.ca.gov/News/News-Releases/2020/May-20/SWP-Allocation-May, accessed September 3, 2020.)

MDP Riverside County Flood Control and Water Conservation District, *Report on Master Drainage Plan for the Beaumont Area Zone Five.* July 1983. (Available at http://www.floodcontrol.co.riverside.ca.us/MDPMapReports.aspx, accessed July 3, 2018).

RC GP EIR, 2015 Riverside County General Plan Environmental Impact Report No. 521, public review draft, Agriculture and Forestry Resources, Section 4.5, Feb 2015.

RWQCB-1 California Regional Water Quality Control Board Santa Ana Region, *Order No. R8-2015-0026, NPDES no. CA0105376 Waste Discharge Requirements and Master Reclamation Permit for the City of Beaumont Waste Water Treatment Plant,* July 24, 2015. (Available at https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2015/R8-2015-0026_City_of_Beaumont_WWTP.pdf, accessed September 3, 2020.)

SCE(a) Southern California Edison, *Southern California Edison's Service Area.* Updated 4/25/2019. (Available at www.sce.com, accessed July 12, 2019).

SCE(b) Southern California Edison, *Southern California Edison Facts.* Updated 1/17/2019. (Available at www.sce.com, accessed July 12, 2019).

SCG(a) Southern California Gas Company, *Company Profile*. (Available at https://www3.socalgas.com/about-us/company-profile, accessed July 12, 2019).

SCG(b) Southern California Gas Company, *Pipeline Integrity Web site* (Available at https://www3.socalgas.com/stay-safe/pipeline-and-storage-safety/pipeline-integrity, accessed July 22, 2019.)

UWMP Beaumont Cherry Valley Water District, *2015 Urban Water Management Plan*. January 2017. (Available at https://bcvwd.org/wp-content/uploads/2017/09/January-2017-Urban-Water-Management-Plan-Final.pdf, accessed July 3, 2018.

WMP Beaumont Cherry Valley Water District, *Potable Water System Master Plan.* January 13, 2016. (Available at https://bcvwd.org/wp-content/uploads/2017/08/2016-Potable-Water-System-Master-Plan.pdf, accessed July 3, 2018).

Webb Albert A. Webb Associates, *Feasibility Study for WWTP Expansion and Salt Mitigation.* December 2016. (Available http://beaumontca.gov/DocumentCenter/View/29097, accessed July 3, 2018.)

Webb(a) Albert A. Webb Associates, *Beaumont Wastewater Treatment Plant Upgrade/Expansion and Brine Pipeline Project, SCH No. 2018011029 Final Initial Study/Mitigated Negative Declaration*. Adopted March 20, 2018 (Available at http://beaumontca.gov/DocumentCenter/View/30692, accessed July 5, 2018).

5.19 ENERGY

The components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan) and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to energy because it addresses site planning, building design, and community aesthetics, rather than physical changes to the land, and it was prepared for compatibility with the proposed Beaumont 2040 Plan. The revised Zoning Map will have similar types of land uses as the Beaumont 2040 Plan for consistency purposes; therefore, all discussions which apply to the Beaumont 2040 Plan shall also apply to the revised Zoning Map.

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources and whether the Project conflicts or obstructs a state or local plan for renewable energy or energy efficiency.

In response to the Notice of Preparation, the City received no comment letters regarding energy. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding energy at the Project's public scoping meeting.

5.19.1 Setting

Energy sources are non-renewable if they cannot be replenished in a short period of time. Non-renewable energy resources include fossil fuels, which consist of oil, coal, natural gas, and associated byproducts such as gasoline and diesel. Energy used to power residences and commercial/industrial buildings, heat and cool buildings, and operate vehicles require the burning of nonrenewable fossil fuels. Energy use relates can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change and thus impact environmental quality. The discussion of energy most relevant to the Project is focused on electricity demand, natural gas demand, and fuel consumption.

Electricity

The City of Beaumont (City) electricity purveyor is Southern California Edison, a public utility company. SCE serves 50,000 square miles and delivers more than 87 billion kilowatt-hours (kWh) of electricity to 15 million people across 180 cities and 15 counties. SCE monitors and maintains a vast electricity system consisting of approximately 12,635 miles of transmission lines and 91,375 miles of distribution lines (SCE 2019a).

Currently, SCE is undertaking several projects in Riverside County to improve overall reliability. One major project that will benefit the City of Beaumont is the West of Devers (WOD) Upgrade project. The WOD project will help upgrade the existing transmission lines between Devers, El Casco, San Bernardino, and Vista substations to increase system transfer capacity from 1,600 megawatts (MW) to 4,800 MW. The project is undergoing construction (SCE 2019b).

SCE is dedicated to conserving energy generated by fossil fuels and increasing its portfolio of renewable energy sources. In 2017, 32 percent of SCE's energy supply was generated from renewable energy sources (CPUC 2018, p. 3), which includes biopower, geothermal, hydropower, wind, and solar photovoltaic power (CPUC 2018, p. 10). Solar photovoltaic and wind energy generates approximately 68 percent of SCE's electricity (CPUC 2018, p 10). The Renewable Portfolio Standard (RPS), discussed in

detail in subsequent discussion, requires SCE, and other utilities providers, to increase their renewable energy supply, per SB 100, to 60 percent by 2030. SCE is well positioned to meet their procurement requirement for the 60 percent RPS by 2030 per the SB 100 mandate which took effect January 1, 2019 (CPUC 2018, pp. 2, 3). SCE's electricity consumption by sector as of 2018 is provided in **Table 5.19-A – SCE Electricity Consumption in 2018 (GWh)**.

Table 5.19-A – SCE Electricity Consumption in 2018 (GWh)[a, b]

Agricultural & Water Pump	Commercial Building	Commercial Other	Industry	Mining & Construction	Residential	Streetlight	Total Usage
3,192	31,574	4,367	13,392	2,390	29,865	496	85,276

Notes:
[a] Source: (CEC 2018a)
[b] all units are in millions of kilowatt-hours (GWh) and rounded to the nearest whole number

As reported by the California Energy Commission (CEC) in **Table 5.19-A**, above, SCE consumed approximately 85.3 billion kilowatt-hours (kWh) in 2018, of which approximately 30 billion kWh were consumed by the residential sector and 31.6 billion kWh were consumed by the commercial building sector.

According to SCE, the City of Beaumont consumed approximately 205,785,604 kWh in 2018, of which the residential sector consumed 114,480,422 kWh while the nonresidential sector consumed 91,303,164 kWh.[1]

Additionally, the City entered an Energy Leaders Partnership (ELP) with SCE in 2010 to help the community, public agencies, businesses, and residents to reduce energy consumption. The ELP created and implemented an Energy Action Plan (EAP) which lists energy reducing goals for the City's and sets forth commitments to achieve these goals through specific actions. These actions include but not limited to retrofitting municipal facilities to provide greater energy efficiency (EAP 2011).

Natural Gas

The City's natural gas purveyor is Southern California Gas Company (SoCalGas), a subsidiary of Sempra Energy, a private company. As a public utility, SCG is under the jurisdiction of California Public Utilities Commission (CPUC), but can also be affected by actions of federal regulatory agencies (CPUC NGC). SoCalGas is the nation's largest natural gas distribution utility, serving 24,000 square miles and delivering natural gas to more than 500 communities.

California's existing gas supply portfolio is regionally diverse and includes supplies from on- and off-shore California sources, southwestern United States supply sources, the Rocky Mountains, and Canada (CGEU 2018, p. 12). The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), SCG, San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities (CPUC NGC).

Natural gas demand statewide, including volumes not served by utility systems, is expected to decrease at an annual rate of 0.5 percent from 2018 to 2035, and residential gas demand is expected to decline at an annual average rate of 1.4 percent, whereas demand in commercial and industrial markets is expected to increase slightly at an annual rate of 0.2 percent. While gas-fired generation will continue to be the technology of choice to meet the ever-growing demand for electric power, overall gas demand for electric

[1] Data provided by Raimi and Associates (R+A 2020)

generation is expected to decline at a rate of 1.4 percent per year for the next 17 years due to more efficient power plants, statewide efforts to minimize greenhouse gas emissions through more efficient power plants, aggressive programs pursuing demand-side reductions, and the acquisition of preferred power generation resources that produce little or no carbon emissions. Gas demand for electric power generation is expected to be moderated by CPUC-mandated goals for electric energy efficiency programs and renewable power, with 33 percent of energy needs met with renewable power by 2020 and 50 percent by 2030 and beyond (CGEU 2018, p. 4-5).

SCG projects total gas demand to decrease at an annual rate of approximately 0.74 percent from 2018 to 2035, due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to advanced metering infrastructure. By comparison, the 2016 California Gas Report projected an annual decline in demand of 0.7 percent over the forecast horizon. The difference between the two forecasts is caused primarily by stricter goals on the energy efficiency portfolio, which includes the revised updates to the Title 24 codes and standards as well as Senate Bill (SB) 350 goals that are designed to double energy efficiency savings by the year 2030. (CGEU 2018, p. 66.)

SCG also implements energy efficiency programs. SCG's conservation and energy efficiency activities are intended to help customers evaluate energy efficient options, and encourage customers to install energy efficient equipment, such as offering rebates for new hot water heaters (CGEU 2018, p. 78). SCG's cumulative annual energy efficiency cumulative savings goals are expressed for different sectors in billion cubic feet (Bcf) as seen on page 79 of the 2018 California Gas Report (CGEU 2018). SCG's goals for energy efficiency for 2018-2030 are based on the levels authorized by the CPUC's *Decision Adopting Energy Efficiency Goals for 2018-2030* (CPUC D.17-09-025), which is based on the *Energy Efficiency Potential and Goals Study for 2018* (CGEU, p. 78). SCG is subject to energy efficiency targets established by SB 32 and SB 350. SB 32, which went into effect on January 1, 2017, sets a 2030 GHG emission target of 40 percent below 1990 levels. SB 350, which was signed into law on October 7, 2015, extends this target to 50 percent by 2030. Additionally, the law requires the state to double statewide energy efficiency savings in both the electric and natural gas sectors by 2030 (CGEU 2018, pp. 89-90).

Natural gas service must be provided in accordance with SCG's policies and extension rules on file with CPUC at the time contractual agreements are made. The viability of natural gas is based on present conditions of gas supply and regulatory policies. The natural gas consumption by sector within SCG's service area is provided in **Table 5.19-B – Natural Gas Consumption in SCG Service Area in 2018.**

Table 5.19-B – Natural Gas Consumption in SCG Service Area in 2018[a, b]

Agricultural & Water Pump	Commercial Building	Commercial Other	Industry	Mining & Construction	Residential	Total Usage
78	913	75	1,714	229	2,147	5,156

Notes:
[a] Source: CEC 2018b
[b] all numbers in millions of therms and rounded to the nearest whole number

As shown in the table above, SCG consumed approximately 5.2 billion therms in 2018, of which approximately 2.1 billion therms were consumed by the residential sector and 913 million therms were consumed by the commercial building sector.

According to SCG, the City of Beaumont consumed approximately 5,943,283 therms in 2018, of which the residential sector consumed 5,199,772 therms while the nonresidential consumed 743,511 therms.[2]

Transportation Fuel

Fossil fuels are known to create the United States' transportation fuels. Fossil fuel energy sources include oil, coal, and natural gas, which are non-renewable resources that formed when prehistoric plants and animals died and were gradually buried by layers of rock; however, fossil fuel industries drill or mine for these energy sources, burn them to produce electricity, or refine them for use as fuel for heating or transportation (USDOE).

The U.S. and specifically California is defined by the automobile. In 2018, there were over 25 million vehicles registered in California by the Department of Motor Vehicles (CDMV 2018). In 2016, 39.8 percent[3] of all of California's energy use was used for transportation, approximately 3,115.6 trillion British thermal units (Btu) (USEIA F30). In 2016, California consumed 574,228 thousand barrels[4] of petroleum for transportation uses, which is approximately 3,064.8 trillion Btu (USEIA CT7).

The *2017 Integrated Energy Policy Report*, which provides the results of the California Energy Commissions assessments of a variety of energy related issues facing California, estimated that between 2018 and 2030, gasoline fuel demand for transportation in California will decline from close to 16 billion gallons in 2018 to between 12.5 billion gallons in 2030, primarily due to increases in fuel efficiency and electrification. Further, while petroleum-based fuels continue to represent the largest share of transportation fuel demand, alternative fuel demand for transportation is anticipated to increase. Electricity fuel is expected to increase from close to 150 million gallons of gasoline equivalent in 2018 to almost 600 million gallons of gasoline equivalent in 2030. Natural gas, hydrogen, and E85[5] demand is also expected to increase, however at slower rates. The growth in electricity is tied primarily to the electrification of light-duty vehicles, while the growth in natural gas reflects increased fuel diversification in trucks and buses. Compared to the billions of gallons of gasoline equivalent consumed overall, these numbers are not large, but they do represent growing sources of demand (TEFA 2017, pp. 212-213).

5.19.2 Related Regulations

Federal Regulations

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law (EISA). Among other key measures, the Act would do the following, which would aid in the reduction of national mobile and non-mobile GHG emissions:

1 Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

2 Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

[2] Data provided by Raimi and Associates (R+A 2020)

[3] 3,115.6 trillion Btu (from transportation consumption in California) / 7,830.3 trillion Btu (from total energy consumption in California) = approximately 39.8%

[4] One barrel (in reference to petroleum) is a unit of volume equal to 42 U.S. gallons (USEIA Glossary)

[5] E85 is a fuel blend of 85 percent ethanol and 15 percent gasoline (TEFA 2017, p. 182)

3 While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

USEPA and National Highway Traffic Strategy Administration (NHTSA) Joint Rulemaking for Vehicle Standards

In April 2018, the USEPA signed the Mid-term Evaluation Final Determination, which finds that the model years 2022 to 2025 GHG standards are not appropriate and should be revised (88 FR 16077). This Final Determination serves to initiate a notice to further consider appropriate standards for model years 2022 to 2025 light-duty vehicles. On August 24, 2018, the USEPA and NHTSA published a proposal to freeze the model year 2020 standards through model year 2026 and to revoke California's waiver under the CAA to establish more stringent standards (NHTSA 2018). On March 31, 2020, the NHTSA and USEPA finalized the SAFE Vehicle Rule, which increased stringency of CAFE and CO_2 emissions standards by 1.5% each year through model year 2026 (NHTSA 2020). California has filed lawsuits against the USEPA over the amendments and repeal of the waiver. As of the time of this writing, the outcome of the lawsuits were still pending.[6]

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

In response to the Massachusetts v. EPA ruling discussed above, the Bush Administration issued an Executive Order on May 14, 2007, directing the USEPA, the Department of Transportation (DOT), and the Department of Energy (DOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was created to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, and energy efficient. Major features of the ISTEA include (DOT):

- A National Highway System (NHS), consisting primarily of existing Interstate routes and a portion of the Primary System, was established.
- State and local governments were given more flexibility in determining transportation solutions, whether transit or highways, and the tools of enhanced planning and management systems to guide them in making the best choices.
- New technologies, such as intelligent vehicle highway systems (now known as Intelligent Transportation Systems or ITS) and prototype magnetic levitation systems, were funded.
- The private sector was tapped as a source for funding transportation improvements.
- The Act continued discretionary and formula funds for mass transit.
- Highway funds were available for activities that enhance the environment, such as wetland banking, mitigation of damage to wildlife habitat, historic site, activities that contribute to meeting air quality standards, a wide range of bicycle and pedestrian projects, and highway beautification.
- Highway safety was further enhanced by a new program to encourage the use of safety belts and motorcycle helmets.

[6] https://oag.ca.gov/news/press-releases/attorneys-general-becerra-james-sue-trump-administration-unlawfully-cutting; https://oag.ca.gov/news/press-releases/attorney-general-becerra-files-lawsuit-against-epa-attacking-california%E2%80%99s

- State uniformity in vehicle registration and fuel tax reporting was required.

The Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) builds upon the initiatives established in the ISTEA legislation discussed previously (DOT). TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs (FHWA 2015). TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety (FHWA 1998).

State Regulations

At the State level, the California Air Resources Board (CARB), CEC and CPUC are agencies with authority over different aspects of energy. CPUC regulates privately-owned utilities in the energy, rail, telecommunications, and water sectors. CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. CARB focuses on California's unique air quality challenges by setting the state's own stricter emissions standards for a range of statewide pollution sources including vehicles, fuels and consumer products. Major State energy-related laws and plans are discussed below.

California Air Resources Board (CARB)

CARB's 2016 Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve greenhouse gas emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The estimated benefits of the strategy in reducing emissions from mobile sources includes an 80 percent reduction of smog-forming emissions and a 45 percent reduction in diesel particulate matter from today's levels in the South Coast. Statewide, the Mobile Source Strategy would also result in a 45 percent reduction in greenhouse gas emissions, and a 50 percent reduction in the consumption of petroleum-based fuels. (CARB 2016, p. 3)

Regulations adopted or under development as a result of the Mobile Source Strategy include: increases to fuel efficiency, near-zero and zero-emission technologies, renewable fuels for on-road vehicles, and deployment of zero-emission technology, increases to worksite efficiencies, and increases in renewable fuels for off-road equipment, (CARB 2016, p. 11)

California Energy Commission (CEC)

The CEC was formed by Assembly Bill (AB) 1575, also known as the Warren-Alquist Act (CEC WAA), and is the State's primary energy policy and planning agency (CEC 2019). AB 1575, also requires EIRs to consider wasteful, inefficient, and unnecessary consumption of energy (CEC AB 1575, p. 2) and was the driving force behind the creation of Appendix F to the CEQA Guidelines. CEC was established to address the State's energy challenges, and is responsible for the creation of the State Energy Plan. The State Energy Plan identifies the emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan recommends that the State assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. The State Energy Plan also identifies a number of strategies, including providing assistance to public agencies and fleet operators, encouraging urban designs that reduce vehicles miles traveled, and accommodating pedestrian and bicycle access.

California Public Utilities Commission (CPUC)

CPUC regulates investor-owned electric and natural gas utilities operating in California, which includes SCG and SCE (CPUC Electric). The CPUC regulates the natural gas rates and natural gas services, including in-State transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing (CPUC NGC). In 2008, the CPUC adopted the state's first "Long-Term Energy Efficiency Strategic Plan" for achieving energy savings in various sectors throughout California. In 2011, the Strategic Plan was updated to include a chapter related to lighting (CPUC EESP).

California Code of Regulations (CCR Title 24)

CCR Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), was established in 1978 to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels and natural gas use result in GHG emissions and energy efficient buildings require less electricity and natural gas. Therefore, increased energy efficiency results in decreased GHG emissions. (SB 2015, p. 6.)

The CEC adopted 2019 Standards which became effective January 1, 2020. The 2019 Standards will reduce energy use by seven and 30 percent for residential and non-residential buildings, respectively (CEC 2019, p. 1.). The 2019 Standards also require residential buildings to included photovoltaic (PV) systems.

CCR Title 24, Part 11 (California's Green Building Standard Code) (CALGreen), was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of volatile organic compounds (VOC) emitting materials, strengthen water conservation, and require construction waste recycling. (SB 2015, p. 7.)

The 2019 CALGreen Code also became effective January 1, 2020 (CBSC 2019, webpage). The 2019 CALGreen Code requires, among other things, waste reduction measures including: providing readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling, and a minimum 65 percent diversion of construction and demolition waste from landfills. Site development measures include electric vehicle charging facilities and bicycle racks. Water reduction measures include: the reduction of generation of wastewater by either installing water-conserving fixtures or using non-potable water systems. Pollution reduction measures include requiring low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard. Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet are required to ensure that all are working at their maximum capacity according to their design efficiencies.

Assembly Bill 939 and Assembly Bill 341

Assembly Bill 939, The California Integrated Waste Management Act of 1989, which was later modified by AB 341, required each jurisdiction within the state to include the following:

- Diversion of 25% of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities
- Diversion of 50% of all solid waste on and after January 1, 2000
- Source reduction, recycling, and composting of 75% of all sold waste on or after 2020 and annually thereafter

The California Department of Resources Recycling and Recovery (CalRecycle) was required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal. (CalRecycle 2020, webpage)

Assembly Bill 1493

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lower GHG emissions from new light-duty autos to the maximum extent feasible. Additional strengthening of the Pavley standards (previously referred to as "Pavley II," now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 (and more for years beyond 2020). (SB 2015, p. 5.)

Renewable Portfolio Standard

The Renewable Portfolio Standard (RPS) required energy providers to derive 33 percent of their electricity from qualified renewable sources by 2020. This is anticipated to lower emission factors (i.e., fewer GHG emissions per kilowatt-hour used) from utilities across the state; however, potential GHG reductions from this legislation were not applied to the electricity in Southern California Edison (SCE) service territory due to the uncertainty in SCE's generation sources after the closure of the San Onofre Nuclear Generating Station. (SB 2015, p. 7.)

Senate Bill 350 (SB 350), signed in 2015, increased the RPS from 33 percent in 2020 to 50 percent by 2030 and will double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030. (CARB 2017, p. 2)

Senate Bill 100 (SB 100) was subsequently signed in 2018 and directs the California Public Utilities Commission (CPUC), CEC, and CARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also accelerates the RPS to 50 percent by 2026 and to 60 percent target 2030. (SB 100 2018)

Assembly Bill 1007- State Alternative Fuels

Assembly Bill (AB) 1007 requires the CEC to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the CEC with the California Air Resources Board and in consultation with other federal, state, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce GHG emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan (CEC 2007, p. 10).

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations (California Code of Regulations [CCR] Title 20, Parts 1600–1608) contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California.

Local Regulations

Sustainable Beaumont

In 2015, the City of Beaumont developed and approved *Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions*, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

Beaumont Municipal Code

The following chapter of the Beaumont Municipal Code address energy conservation topics:

Title 15 – Building and Construction, Chapter 15.19 – Energy Code

Chapter 15.19 of the City of Beaumont Municipal Code (BMC) adopted the California Energy Code, Title 24, California Code of Regulations, Part 6, including any and all amendments thereto that may hereafter be made and adopted by the State of California through the approval of ordinance no. 1079 § 14, 12-6-2016.

5.19.3 Beaumont 2040 Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential energy impacts.

Beaumont 2040 Plan

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential energy impacts include:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD11 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

<u>Beaumont 2040 Plan, Chapter 4 – Mobility</u>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

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

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

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

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

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M14 Traffic Calming Measures in Downtown. Finalize standards to create a defined, walkable, and safe core, along the Sixth Street and Beaumont Avenue corridors, by implementing traffic calming features, planting street trees to provide shade, and providing on-street parking consistent with the Beaumont Downtown Area Plan.

Implementation M25 Special Events. Minimize parking and vehicle travel to special events through traffic management and promotion of transit to the event.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.
- Be consistent with the Downtown Area Plan.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

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

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

Beaumont 2040 Plan, Chapter 6 – Health and Environmental Justice

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

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

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

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

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.2 Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

Policy 7.6.5 Ensure construction demolition achieves the State’s 65 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/ grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

Policy 8.1.5 Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.6 When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy 8.1.7 Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Policy 8.1.8 Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy 8.1.9 Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: A City which encourages energy from renewable sources.

Policy 8.2.1 Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy 8.2.2 Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.

Policy 8.2.3 Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: A City that reduces citywide greenhouse gas emissions.

Policy 8.3.1 Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- 1990 levels by 2020
- 40 percent below 1990 levels by 2030
- 60 percent below 1990 levels by 2040

Policy 8.3.2 Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.

Policy 8.3.4 Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

Policy 8.3.5 Prioritize municipal policies and programs that reduce the City's carbon footprint such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

Policy 8.3.6 Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.

Policy 8.3.7 Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policy 8.11.5 Consider incentives for the inclusion of live/work creative studio space in new developments in Downtown.

Implementation C1 Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.

Implementation C2 Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.

Implementation C3 Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency

and reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

Beaumont 2040 Plan, Chapter 9 – Safety

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.

- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Beaumont 2040 Plan, Chapter 11 – Downtown Area Plan

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policy 11.1.2 Promote residential and office uses on the upper floors within the Downtown Core district.

Policy 11.1.3 Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.

Policy 11.1.4 Adopt zoning districts with appropriate development standards that create a walkable downtown.

Policy 11.1.5 Encourage high-density multifamily residential uses in the Extended 6th Street district.

Policy 11.1.6 Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.

Policy 11.1.8 Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policy 11.3.1 Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.

Policy 11.3.2 Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

Policy 11.4.2 Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:

a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.

b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.

c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.

Policy 11.4.3 Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.1 Protect the existing grid street system and implement Downtown Street designs.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.10 Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policy 11.12.1 Promote the use of energy and water conservation technologies and practices.

Policy 11.12.2 Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.

Policy 11.12.3 Consider sustainable development practices that reduce energy and water demand.

Policy 11.12.4 Ensure that new development does not result in wind and solar access impacts.

Policy 11.12.5 Avoid creating a "canyon effect" through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

Policy 11.12.7 Consider changes to the building code that will increase energy efficiency.

Implementation DAP4 Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.

Implementation DAP6 Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.

Implementation DAP11 Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.

Implementation DAP12 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Revised Zoning Ordinance

The Revised Zoning Ordinance adds Section 17.11.140 to provide regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential energy impacts.

5.19.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. A significant impact will occur if implementation of the proposed Project will:

- (Threshold A) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. and/or,
- (Threshold B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.19.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as proposed Beaumont 2040 Plan goals, policies, and implementation actions are intended to reduce potential energy impacts to less than significant. (See full discussion on environmental impacts below.) In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

For purposes of the analyses herein, the discussion includes the City limits as well as the City's SOI (collectively referred to as "Planning Area"). Future development of properties within the City's SOI that are annexed to the City would be subject to the City's entitlement process while future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements.

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

Based on CEQA Guidelines, Appendix G, Environmental Checklist Form, and Appendix F, Energy Conservation, to ensure energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential impacts of proposed projects with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources, as applicable. Environmental effects may include a proposed project's energy requirements and its energy-use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of a proposed project on local and regional energy supplies; the effects of a proposed project on peak and base period demands for electricity and other forms of energy; the degree to which a proposed project complies with existing energy standards; the effects of a proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The energy and fuel usage information provided in this section are based on data provided by Raimi and Associates (R+A 2020).

Short Term Construction Impacts

Development projects constructed under the Beaumont 2040 Plan would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, VMT, and fuel efficiency of vehicles. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction. Furthermore, the construction contractors are required to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of 13 CCR Article 4.8, Chapter 9. Such required practices

would limit wasteful and unnecessary energy consumption. Energy use during construction would be temporary and over time would become more energy and fuel-efficient due to advances in technology and fuel economy described above in Section 5.19.2 and therefore would not be wasteful or inefficient; construction impacts to energy resources are considered be **less than significant and no mitigation measures are necessary**.

Long Term Impacts During Operation

Operation of new development projects accommodated under the Beaumont 2040 Plan would create additional demand for electricity and natural gas compared to existing conditions. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting.

Electricity and Natural Gas

Raimi and Associates (R+A) estimated the future electricity and natural gas usage at buildout of the Beaumont 2040 Plan as part of the GHG analysis evaluated in Section 5.7 of this Draft PEIR. The energy consumption estimates incorporated the regulatory requirements from the Renewable Portfolio Standard (RPS) which requires 60 percent electricity be renewable in 2030, and 100 percent be carbon-free in 2045 and current Title 24 requirements. These estimates are shown in **Table 5.19-C – 2040 Forecast Energy Consumption**.

Table 5.19-C – 2040 Forecast Energy Consumption

Category	2040 Annual Energy Usage	
	Electricity (KWh)	Natural Gas (Therms)
Residential	279,177,409	12,680,412
Nonresidential	295,339,560	2,405,045
Total	**574,516,969**	**15,085,457**

Source: R+A 2020

As previously stated in Section 5.19.1, the existing (2018) electricity and natural gas consumption within the City limits total 205,783,586 kWh and 5,943,283 therms, respectively. In comparison, SCE produced approximately 85 billion kWh of electricity in 2018 and SCG produced approximately 5.2 billion therms of natural gas in 2018 (**Tables 5.19-A** ad **5.19-B**). Thus, the Beaumont 2040 Plan's energy requirements would account for a negligible percent (approximately 0.7 and 0.3 percent, respectively) of the existing consumption of electricity and natural gas and would not significantly affect regional supplies.

While the electricity and natural gas demand for the Planning Area would increase compared to existing conditions, developments accommodated under the Beaumont 2040 Plan would be required to comply with the regulations described above in Section 5.19.2. In particular, current and future updates to the Title 24 Building Energy Efficiency Standards and CALGreen Code would contribute in reducing the energy demands shown in **Table 5.19- C**. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Title 24 Building Energy Efficiency Standards and CALGreen Code will result in greater building energy efficiency and move closer toward buildings achieving zero net energy. In addition, the RPS increases energy sourced from renewable resources, towards being carbon free in 2045.

Implementation of the Beaumont 2040 Plan goals 8.1, 8.2, 8.3, 8.11, 9.10, and 11.12 and their policies and implementation actions listed above in Section 5.19.3, above, contribute to reducing energy consumption through increasing energy efficiency, energy conservation, and use of renewable energy. The Revised Zoning Ordinance also includes a new section (Section 17.11.140) that provides regulations for wind energy conversion systems (WECS) which accommodates future development of renewable energy sources in the Planning Area. When taken together, these policies and requirements increase energy efficiency and reduce wasteful, inefficient use of energy resources.

Transportation Fuel

Raimi and Associates (R+A) estimated the GHG emissions from future gasoline and diesel fuel usage at buildout of the Beaumont 2040 Plan as part of the GHG analysis evaluated in Section 5.7 of this Draft PEIR. The transportation fuel estimates incorporated the regulatory requirements from the Clean Car Standards currently available in CARB emissions factor (EMFAC) model and the vehicle miles traveled (VMT) data from the Traffic Impact Analysis (TIA) (Appendix F.1). These standards require that vehicles sold in California meet minimum fuel efficiency requirements, and that fuel sold in the state emits less GHGs during production and use. The EMFAC model contains fuel consumption data that was used to estimate the gasoline and diesel fuel consumption for the Planning Area. These estimates are shown in **Table 5.19-D – 2040 Forecast Fuel Consumption**.

Table 5.19-D – 2040 Forecast Fuel Consumption

Category	2040 Annual Estimate	
	VMT	Gallons
Gasoline	1,527,906,125	40,221,722
Diesel	197,399,736	26,603,256
Total	**1,725,305,861**	**66,824,978**

Source: R+A 2020

In 2019, the State of California consumed approximately 15.3 billion gallons of gasoline and 3.0 billion gallons of diesel fuel (CDTFA). Thus, the annual fuel usage at buildout of the Beaumont 2040 Plan would account for a negligible percent of the existing diesel and gasoline fuel consumption in California.

Implementation of the Beaumont 2040 Plan Beaumont 2040 Plan goals 3.1, 3.3, 3.7, 3.8, 4.1, 4.2, 4.3, 4.4, 4.5, 4.7, 5.1, 6.5, 8.3, 8.11, 11.1, 11.3, 11.4,11.8, and 11.12 and their policies and implementation actions listed above in Section 5.19.3, above, promote mixed-use development, alternative forms of transportation and investing in infrastructure for public and active transport, contributing to the reduction of transportation fuel.

In conjunction with regulatory requirements, implementation of the Beaumont 2040 Plan will ensure that energy demand associated with growth in the Planning Area would not be inefficient, wasteful, or unnecessary. Therefore, energy impacts associated with implementation the Beaumont 2040 Plan would be **less than significant and no mitigation measures are necessary**.

Threshold B: ***Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

There are two renewable energy plans that would apply to the project; the Renewables Portfolio through the State and the local Sustainable Beaumont Plan.

Renewables Portfolio Standard (RPS)

The state's electricity grid is transitioning to renewable energy under the RPS. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. As stated in Section 5.19.2, the RPS goals have been updated since adoption with 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State objective of transitioning to renewable energy. The development accommodated under the Beaumont 2040 Plan would comply with the current and future iterations of the Title 24 Building Energy Efficiency Standards and CALGreen Code. Furthermore, as discussed under Threshold A, the Beaumont 2040 Plan includes goals 8.1, 8.2, 8.3, 8.11, 9.10, and 11.12 and their policies and implementation actions listed above in Section 5.19.3, above, contribute to reducing energy consumption through increasing energy efficiency, energy conservation, and use of renewable energy. The Revised Zoning Ordinance also includes a new section (Section 17.11.140) that provides regulations for wind energy conversion systems (WECS) which accommodates future development of renewable energy sources in the Planning Area. Therefore, implementation of the Beaumont 2040 Plan would not conflict with or obstruct implementation of the RPS, and **no impact** would occur.

Sustainable Beaumont Plan

As stated in Section 5.19.2, the City adopted the Sustainable Beaumont Plan in 2015, which provides a comprehensive plan to use energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, so the City can keep dollars in its local economy, create new green jobs, and improve community quality of life in addition to reducing greenhouse gas (GHG) emissions. (SB 2015, p. 1).

The Beaumont 2040 Plan builds upon the Sustainable Beaumont Plan and includes goal 8.3 and associated policies and implementation actions listed above in Section 5.19.3, above, that require the City to establish GHG reduction targets, implement reduction measures, monitor and update programs that address energy from all sectors. As discussed for Threshold A, addition goals involve increasing energy conservation and efficiency, mixed-use development, alternative forms of transportation and investing in infrastructure for public and active transportation, all of which contribute to the reduction of electricity, natural gas, and transportation fuel. These goals and their associated policies and implementing actions would contribute to the reduction in energy demand throughout the city. Thus, implementation of the Beaumont 2040 Plan would not conflict with or obstruct implementation of the Sustainable Beaumont Plan, and thus **no impact** would occur.

5.19.6 Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Because the proposed Project will not result in significant adverse impacts with regards to energy, no mitigation measures are necessary.

5.19.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to energy. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable federal, state, and local standards/regulations discussed herein, the Project's potential impacts regarding energy were found to be **less than significant**.

The significance of energy impacts resulting from specific future development projects will be evaluated on a project-by-project basis and Beaumont 2040 Plan policies as well as City standards and practices will be applied, individually or jointly, as necessary and appropriate. If project-level impacts are identified at that time, specific mitigation measures may be required by CEQA.

5.19.8 References

The following references were used in the preparation of this section of the Draft PEIR:

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CPUC 2018	California Public Utilities Commission, *California Renewables Portfolio Standard Annual Report, November 2018.* (Available at http://cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/Utilities_and_Industries/Energy_-_Electricity_and_Natural_Gas/Renewables%20Portfolio%20Standard%20Annual%20Report%202018.pdf, accessed July 10, 2019.)
CPUC NGC	California Public Utilities Commission, *Natural Gas and California*. (Available at http://www.cpuc.ca.gov/General.aspx?id=4802, accessed July 10, 2019.)
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3)

5.20 WILDFIRE

The two components of the proposed Project analyzed herein are:

1) Adoption and implementation of the General Plan Update (Beaumont 2040 Plan); and
2) Adoption and implementation of the revised Zoning Ordinance and Zoning Map.

Of the two Project components, the revised Zoning Ordinance is not considered to have impacts related to wildfire because they address site planning, building design, and community aesthetics, rather than physical changes to the land and were prepared for compatibility with the proposed General Plan Update.

Impacts related to the adoption and implementation of the Beaumont 2040 Plan and adoption and implementation of the DAP will be addressed herein. The revised Zoning Ordinance/Zoning Map will have similar types of land uses as the General Plan Update for consistency purposes; therefore, all discussions which apply to the General Plan Update shall also apply to the revised Zoning Map.

Since an initial study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to potential impacts to the Project from risk of wildfire.

5.20.1 Setting

A wildfire is an unplanned fire that burns in a natural area such as a forest, grassland, or prairie (FEMA 2018). The potential for exposure to wildfire hazards can be reduced by: elimination of wildfire hazards areas; land use plans and policies that discourage or prohibit development proximate to known wildfire hazards areas; and site plans and tract/parcels maps that incorporate adequate clear areas acting to protect structures from wildfire hazards, and facilities that evidence fire-resistant designs. (GP EIR 2006, p. 4.8-3).

Primary fire protection services within the City are provided by the Riverside County Fire Department (RCFD). These services are supplemented by the California Department of Forestry and Fire Protection (CalFire). In addition to protection and response services, RCFD also implements programs designed to help prevent fires and reduce fire hazards, including but not limited to: participation in land use and development review processes, building inspection, and public education and awareness (GP EIR 2006, p. 4.8-4).

Wildfire Severity

The severity of potential is influenced by four factors: fire origin, vegetation, climate, and slope (GP EIR 2006, p. 4.8-3).

Fire Origin

A wildfire is defined as occurring in a natural, outdoor area (FEMA). However, wildfires can affect buildings if they spread to nearby communities. Urban development can exacerbate wildfire risk, specifically areas with low- to intermediate- housing density were most likely to burn, potentially due to intermingling with wildland vegetation or difficulty of firefighter access. Fire frequency also tends to be highest at low to intermediate housing density, at least in regions where humans are the primary cause of ignitions (CNRA 2018, pp 86-87).

Per the City's General Plan Land Use Plan (**Figure 3-4**), the City and the Sphere of Influence contains areas of open space as well as residential development of various densities and other urban land use designations (commercial, industrial, etc.) in proximity to these open space areas. Thus, the potential for structures in developed areas to become involved in wildfire exists within the Project area.

Vegetation

The amount and concentration of vegetation available is considered potential fuel for a fire (GP EIR 2006, p. 4.8-4). The amount of moisture within vegetation is the most important factor in determining its flammability; the less moisture, the less flammable. Generally, dead vegetation has less moisture that living vegetation, and thus is more flammable. In addition, the chemical makeup of the vegetation, the density of plant growth, and moisture in the underlying soil also determine the effectiveness of vegetation as fire fuel (NPS 2017).

The amount and concentration of vegetation available is defined as the "fuel load." Light fuel loads typically consist of flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuel loads consist of heavier brush and timber over six feet high. The majority of the fuel loads in the City are characterized as light fuels with some medium fuels in the southern and western portions of the Project area (GP EIR 2006, p. 4.8-4).

Climate

Weather conditions such as wind, temperature, and humidity also contribute to fire behavior. Wind is one of the most important factors because it can bring a fresh supply of oxygen to the fire and push the fire toward a new fuel source (NPS 2017). The majority of fires in Southern California occur when the marine airflow is displaced by the dry Santa Ana winds after long dry periods. Wind velocities can reach up to 100 miles per hour in exposed open space areas and relative humidity sometimes reaches zero. The westerly winds that blow with considerable force through the eastern portion of the San Gorgonio Pass can also contribute to fire hazards in the Planning Area (GP EIR 2006, p. 4.8-4).

Slope

Topographical features, specifically slope, can help or hinder the spread of fire as well as during fighting the spread of fire. Slope can determine how quickly a fire will move up or down hills. For example, if a fire ignites at the bottom of a steep slope, it will spread much more quickly upwards because it can pre-heat the upcoming fuels with rising hot air, and upward drafts are more likely to create spot fires (NPS 2017). The Project contains various steepness of slopes ranging from 0 to 5 degrees to 41 to 70 degrees (see **Figure 5.6-5, Steep Slopes**); thus, some areas could be susceptible to additional wildfire risk due to steep slopes.

Wildfire Hazards

CalFire classifies wildfire hazard areas in California. CalFire maps fire hazards within State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). LRAs are lands on which neither state nor federal government have any legal responsibility for providing fire protection (NWCG 2019). SRAs are defined as land exclusive of cities and federal lands regardless of ownership, which are classified by the State Board of Forestry as areas in which the primary financial responsibility for preventing and suppressing fires is that of the State of California (CalFire 2013). Per California Public Resource Code 4201-4204, SRAs are mapped based on relevant factors such as fuels, terrain, and weather, and their potential for causing ignition to buildings (CalFire 2007).

Per California Government Code 51175-89, CalFire is required to identify very high fire hazard severity zones (VHFHSZs). Fire hazards can be in state responsibility areas (SRA) or Local Responsibility Areas (LRA), and within either SRAs or LRAs, there are VHFHSZs, or non-VHFHSZs. Mapping of the VHFHSZ is based on data and models of potential fuels over a 30-50 year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings (CalFire 2009).

Figure 5.20-1 – Fire Hazard Severity Zones depicts the zones pursuant to the latest CalFire information (https://egis.fire.ca.gov/FHSZ/). As shown on **Figure 5.20-1**, the majority of the City limits are within a LRA (CalFire 2020), while a large portion of the Sphere of Influence is identified being within a SRA. There are a few pockets of VHFHSZ within the City Limits, as the majority of the SOI in the southern portion of the Planning Area is VHFHSZ. This VHFHSZ area is associated with the open space and conservation lands within the SOI.

5.20.2 Related Regulations

Federal Regulations

The Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (FEMA DMA) requires mitigation planning requirements for State, local, and Indian Tribal governments as a condition of mitigation grant assistance from the Federal Emergency Management Agency (FEMA). Specifically, a State mitigation plan is required in order to receive disaster assistance from FEMA and adds incentives for increased coordination and mitigation of disaster plans. The Act has also established new requirements for local mitigation plans.

National Fire Plan

In 2000, the National Fire Plan was developed by the Secretaries of the Departments of Agriculture and Interior as a report on how to respond to severe, ongoing fire activity, reduce impacts of fires on rural communities and the environment, and ensure sufficient firefighting resources in the future. This report, entitled *Managing the Impacts of Wildfire on Communities and the Environment: A Report to the President in Response to the Wildfires of 2000*, became the basis of the National Fire Plan (CHDS 2007). The National Fire Plan addresses five objectives: Firefighting, Rehabilitation, Hazardous Fuels Reduction, Community Assistance, and Accountability (FAR NFP). The National Fire Plan developed its implementation strategy via its *10-Year Comprehensive Strategy* and its *Implementation Plan*. Based on these two reports, in 2002 the President at the time (George W. Bush) announced the Healthy Forest Initiative to implement the National Fire Plan; this became the Healthy Forests Restoration Act of 2003. The National Fire Plan, as enacted under the Healthy Forests Restoration Act of 2003, works towards the goals of reducing the devastation of wildland fires and improving the health of forests and rangelands (CHDS 2007).

The National Cohesive Wildland Fire Management Strategy

Under the direction of the *Federal Land Assistance, Management, and Enhancement Act of 2009* (the FLAME Act), the Secretary of the Interior and the Secretary of Agriculture created the *National Cohesive Wildland Fire Management Strategy* report. This report contains a cohesive wildfire management strategy as directed by the FLAME Act and under the advisement of the intergovernmental Wildland Fire Leadership Council. The most recent version of this report is 2014's *The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy* (FAR 2014, p. 1).

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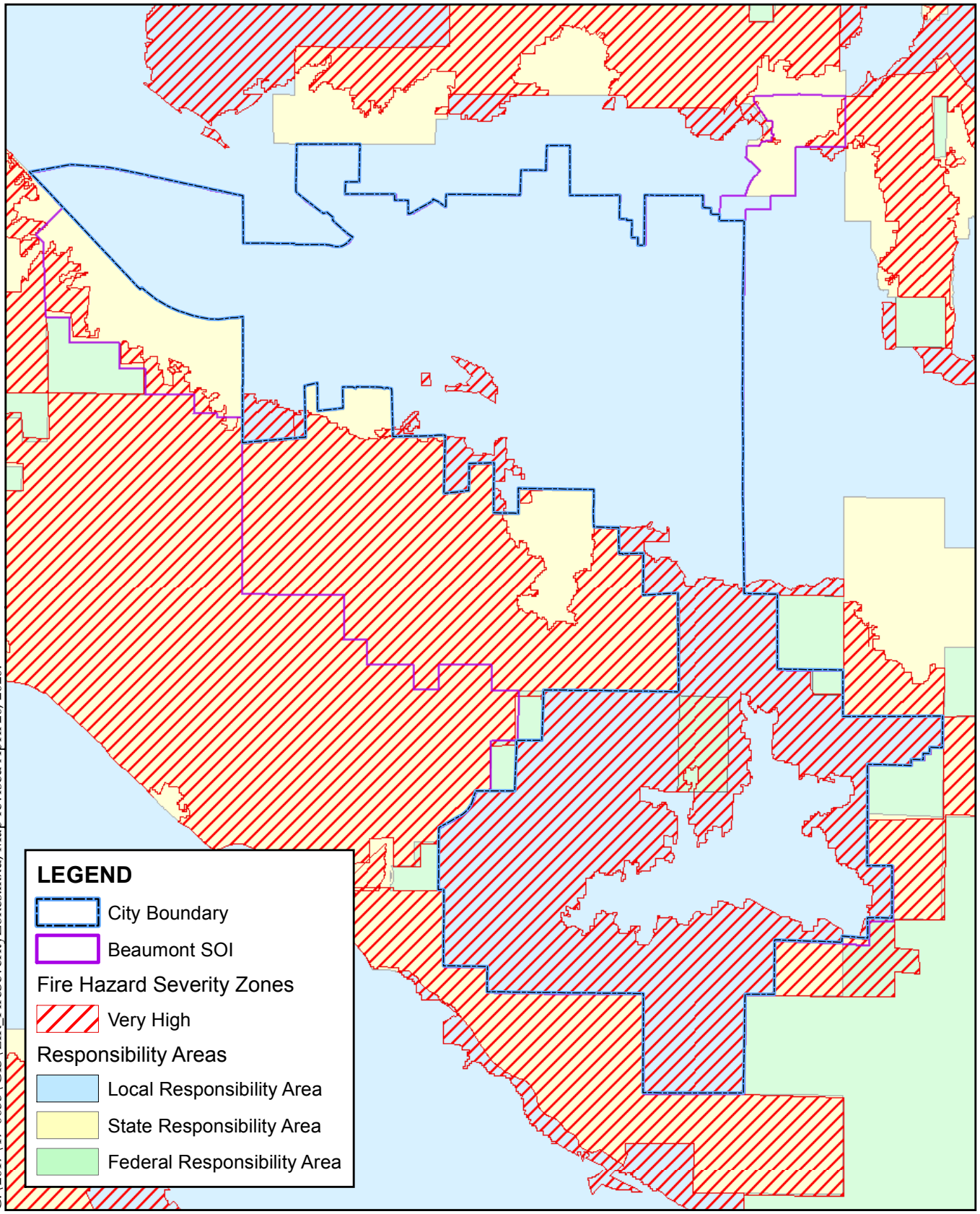


Figure 5.20-1 Fire Hazard Severity Zones

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

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State Regulation

2018 California State Hazard Mitigation Plan

Created by the California Governor's Office of Emergency Services (CGOES), the 2018 California State Hazard Mitigation Plan (SHMP) represents the state's primary hazard mitigation guidance document. The primary goal of the SHMP is to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. It includes an updated statewide risk assessment, disaster history, and statistics; recent mitigation progress, success stories, and best practices; updated state hazard mitigation goals, objectives, and strategies; and updated climate mitigation progress and adaptation strategies (CGOES HMP). The SHMP is required by FEMA under the Disaster Mitigation Act of 2000, which requires states to have disaster mitigation plans as described above (CGOES 2018, FEMA 2015).

California Department of Forestry and Fire Protection (CalFire)

The California Department of Forestry and Fire Protection (CalFire) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. The Office of the State Fire Marshal (OSFM) supports the Cal Fire mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The OSFM provides for fire prevention by enforcing fire-related laws in state-owned or operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies (CalFire About).

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2015 International Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of CCR 24 of the California Code of Regulations (CCR 24).

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CalFire. The main objectives of the California Fire Plan are as follows: involve the community; assess community risk; and develop solutions and implement projects (CalFire CFP).

California Government Code Section 51182

California Government Code Section 51182 specifically requires people who own, lease, control, operate, or maintain a building or structure on or adjoining land within a VHRHSZ, to do all of the following: (A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards (CGC 51182).

California Public Resource Code 4290

California Public Resource Code 4290 require the following measures related to fire hazards (CPRC 4290):

1) Road standards for fire equipment access.
2) Standards for signs identifying streets, roads, and buildings.
3) Minimum private water supply reserves for emergency fire use.
4) Fuel breaks and greenbelts.

California Public Utilities Commission General Orders

General Order 95

General Order 95 contains requirements for overhead electric line design, construction (including reconstruction) and maintenance, to ensure adequate service and safety (CPUC 95, p. I-3). General Order 95 includes fire safety requirements; these requirements are implemented by the California Public Utilities Commissions by several other Rules and General Orders, as follows:

- Rule 18A requires utility companies take appropriate corrective action to remedy safety hazards (CPUC 95, p. I-8).
- Rule 18B requires that each utility company establish an auditable maintenance program (CPUC 95, p. I-9).
- Rules 31.2 requires that lines be inspected frequently and thoroughly to ensure they are in good condition (CPUC 95, p. III-6).
- Rule 35 requires that vegetation management activities be performed in order to establish necessary and reasonable clearances. These requirements apply to all overhead electrical supply and communication facilities that are covered by General Order 95, including facilities on lands owned and maintained by California State and local agencies (CPUC 95, pp. III-19 – III-21).
- Rule 38 establishes minimum vertical, horizontal, and radial clearances of wires from other wires (CPUC 95, p. III-28).

General Order 165

General Order 165 sets requirements for electrical distribution facilities inspections to ensure safety. Utilities must perform both “patrol” (a simple visual inspection meant to identify obvious problems) and “detailed” inspections (a more careful, detailed) examination over a specific time period based on the type of equipment (CPUC 165, p. 2, 5). Utilities must also submit an annual report of their inspections to the California Public Utilities Commission (CPUC 165, p. 4).

General Order 166

General Order 166 requires that investor-owned utilities develop fire prevention plans. The fire prevention plans must include the measures the utility plans to implement to mitigate the threat of power-line fires, identify areas in the utility’s service territory where there are specific fire-weather conditions and fire-threat indicators (CPUC 166, pp. 6-7). Utilities must also report annually to the California Public Utilities Commission on their compliance with this order (CPUC 166, p. 13).

Executive Order N-05-19

On January 9, 2019, Governor Gavin Newsom issued Executive Order N-05-19 in order to address the recent damaging wildfires happening in California. Executive Order N-05-19 directs CalFire, in consultation with other state agencies and departments, to recommend immediate, medium and long-term actions to help prevent destructive wildfires. In response, CalFire (with the contribution of several other state agencies) created the *Community Wildfire Prevention & Mitigation Report* (February 22, 2019) which contains recommendations to reduce the damage from wildfires across the state. Specifically, they focus on reducing wildfire fuel (such as vegetation clearing), long-term community protection (creating defensible space in communities), wildfire prevention, and forest health (CalFire 2019, pp. 1-3).

Senate Bill 1241

Senate Bill 1241 required the Office of Planning and Research, the California Natural Resources Agency, and CalFire to develop "amendments to the initial study checklist of the [CEQA Guidelines] for the inclusion of questions related to fire hazard impacts for projects located on lands classified as state responsibility areas, as defined in section 4102, and on lands classified as very high fire hazard severity zones, as defined in subdivision (i) of section 51177 of the Government Code." (CNRA 2018, p. 70). These amendments were incorporated into the Office of Planning and Research's updated CEQA thresholds, including the new Wildfire section. The new thresholds for Wildfire are included in this section of the DEIR.

State of California Emergency Plan

The most recent version of the *State of California Emergency Plan* (CEP) was distributed as of October 1, 2017 from the California Governor's Office of Emergency Services. It addressed California's response to emergency situations associated with natural disasters or human-caused emergencies (CGOES 2017, p. 1). It is a requirement of the *California Emergency Services Act* (CGOES CEP), and is consistent with the *California Disaster and Civil Defense Master Mutual Aid Agreement* (MMAA). The MMAA obligates each signatory (which includes the State of California, its various departments and agencies, and the various political subdivisions, municipal corporations, and public agencies) to provide aid to each other during an emergency without expectation of reimbursement (CGOES 2017, p. 59). The CEP provides a consistent, statewide framework to enable state, local, tribal governments, federal government, and the private sector to work together to mitigate, prepare for, respond to, and recover from the effects of emergencies regardless of cause, size, location, or complexity (CGOES 2017, p. 5).

Subdivision Map Act

The Subdivision Map Act, California Government Code Section 66474.02, requires that before a jurisdiction approves a tentative map or parcel map in an area located in a SRA or VHFHSZ, a legislative body of a county shall make the following findings (CGC 66474.02):

1) A finding supported by substantial evidence in the record that the subdivision is consistent with regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code or consistent with local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.

(2) A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:

> (A) A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.

(B) The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.

Regional Regulations

Riverside County Ordinance No. 787

Riverside County Ordinance No. 787 adopts the 2016 California Fire code with amendments. It includes the requirement that all water mains and fire hydrants meet fire flow standards included in the California Fire Code and review and approval by CalFire (ORD 787).

Riverside County Ordinance No. 659

Riverside County Ordinance No. 659 requires the payment of mitigation fees to provide sufficient fire service for new development (ORD 659).

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The County of Riverside's Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) identifies the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through grant programs (CREMD 2018, p. 4). The City is one of the participating jurisdictions in the LHMP (CREMD, p. 20).

County of Riverside Development Impact Fees

Development Impact Fees (DIFs) leveed per Riverside County Ordinance 659 (ORD 659) and Riverside County Code Chapter 4.60, to offset the project-related demand on existing fire services (RCCO 4.60).

Local Regulations

City of Beaumont Local Hazard Mitigation Plan

Dated June 2012, the City of Beaumont prepared a Local Hazard Mitigation Plan (LHMP). The LHMP was prepared to document the City's compliance with Disaster Mitigation Act of 2000 to achieve eligibility for funding of mitigation through FEMA Flood Mitigation Assistance, Pre-Disaster Mitigation and Hazard Mitigation Grant Programs. One of the hazards identified in the LHMP is wildfire and the LHMP outlines many measures to work with and coordinate other emergency management agencies during fire or other hazard events.

Beaumont Municipal Code Chapter 15.20 – Fire Code

Chapter 15.20 of the City of Beaumont Municipal Code adopts the County of Riverside Ordinance No. 787, which adopts the 2016 California Fire Code with amendments (CBMC 15.20).

5.20.3 Beaumont 2040 Plan

Implementation of the following General Plan goals and policies will assist in minimizing adverse impacts related to wildfire. The City's Beaumont 2040 Plan includes the following goals and policies, the adherence to which will reduce potential environmental impacts to wildfire:

Beaumont 2040 Plan, Chapter 3 – Land Use and Community Design

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

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

Policy3.1.9 Prioritize public investments and guide private investments around existing neighborhoods and districts to locate expansion areas contiguous to the existing footprint.

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

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

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

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

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

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

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

Goal 12: A City that minimizes the extent of urban development in the hillsides, and mitigates any significant adverse consequences associated with urbanization.

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

Policy3.12.3 Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure Element

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.

Policy 7.1.9 Encourage designs that treat infrastructure elements as amenities, not hazards, when considering development applications and infrastructure improvements

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policy7.2.2 Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.1 Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.

Policy 7.8.3 When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.

Policy 7.8.5 Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space Element

Goal 8.7: A City where open space is preserved and used for resource conservation and/or recreation.

Policy 8.7.5 Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.

Policy 8.7.6 Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.

Goal 8.9: A City where the extent of urban development in the hillsides is minimized and mitigated.

Policy 8.9.3 Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.

Beaumont 2040 Plan, Chapter 9 – Safety Element

Goal 3: A City that provides effective emergency response following a natural or human-caused disaster.

Policy 9.3.1 Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.

Policy 9.3.2 Continue to partner with local emergency management organizations to implement coordinated emergency response planning.

Policy 9.3.3 Continue to educate City staff, residents, and businesses regarding appropriate actions to take during an emergency.

Policy 9.3.4 Promote community-based, emergency preparedness programs and disaster education awareness, including the City's annual emergency system training.

Policy 9.3.5 Support the existing Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.

Policy 9.3.6 Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.

Goal 9.4: A City that is protected from the effects of natural and manmade disasters.

Policy 9.4.1 Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.

Policy 9.4.2 Conduct a community risk assessment or hazard profile in partnership with fire crews, community members, and city staff to identify specific target hazards, including critical facilities, community assets, and historical buildings.

Policy 9.4.3 Maintain adequate levels of staffing for fire protection and emergency services by

- Retention of current staffing positions,
- Forecast of future demand, and
- Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.

Policy 9.4.4 Ensure that backup power is maintained in critical facilities across the City.

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Policy 9.4.6 Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.

Policy 9.4.7 Develop a fire service standards study, including identification of existing and future needs and recommendations to address challenges posed by Beaumont's topography, vegetation hazards, road network, extent of fire emergency, and safety personnel capacity.

Goal 9.5: A City with enhanced fire and emergency response services.

Policy 9.5.1 Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.

Policy 9.5.2 Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.

Policy 9.5.4 Continue code enforcement efforts to reduce fire hazards associated with older buildings.

Policy 9.5.5 Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.

Policy 9.5.6 Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.

Policy 9.5.7 Continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties, and the general public through all available media.

Policy 9.5.8 Continue to support and promote the Riverside County Fire and CAL FIRE Ready Set Go program.

Policy 9.5.9 Coordinate with CAL FIRE, Riverside County Fire Department, and other agencies to provide emergency services training for residents and City staff, and promote fire

prevention programs, including raising awareness about fire safe landscaping and buffer zones in areas of wildfire risk.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policy 9.6.1 Inventory and assign risk levels for wildfire hazards to assist in regulating the allowable type, density, location, and/or design and construction of new developments, both public and private.

Policy 9.6.2 Update development standards to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations.

Policy 9.6.3 Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

Policy 9.6.4 Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.

Policy 9.6.5 Prohibit new public or critical facilities in Very High Fire Hazard Severity Zones, except when other options do not exist.

Policy 9.6.6 Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.

Policy 9.6.7 Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.

Policy 9.6.8 Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires.

Policy 9.6.9 Ensure that re-development after a large fire complies with the requirements for construction in the High and Very High Fire Hazard Severity Zones for fire safety.

Policy 9.6.10 Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

Goal 9.8: A City with reduced potential flood hazards.

Policy 9.8.3 Work closely with Federal and regional partners to perform timely reviews of potential flood hazards and identify mitigation strategies.

Policy 9.8.4 Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.

Policy 9.8.7 Support regional efforts to control and mitigate existing potential flood related problems.

Policy 9.8.8 Evaluate the feasibility of expanded joint-use of open space lands and utility easements for flood control.

Policy 9.8.9 Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in areas that have experienced flooding in the past.

Goal 9.9: A City that promotes preparedness related to the adverse effects of high winds common in the Pass area.

Policy 9.9.1 Consider potential risk posed by high winds in the City in the review of new development applications including those for signs.

Policy 9.9.4 Continuously monitor multi-hazard threats during high wind and associated wildfire conditions. Allocate appropriate firefighting and emergency personnel resources to effectively respond to multi-hazard threats.

5.20.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the *CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *CEQA Guidelines*. If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), a significant impact would occur if the Project would:

- (Threshold A) Substantially impair an adopted emergency response plan or emergency evacuation plan;
- (Threshold B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- (Threshold C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; and/or
- (Threshold D) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes;

5.20.5 Environmental Impacts before Mitigation

At the programmatic level addressed in this EIR, a variety of regulatory measures, including compliance with and implementation of Federal, State, Regional, and Local regulations as well as City's applicable General Plan goals and policies, would serve to ensure potential impacts to wildfire are reduced to the point where impacts are less than significant. In addition, future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Beaumont 2040 Plan.

Threshold A: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

CalFire identifies areas of VHFHSZs within Local Responsibility Areas (LRA)s and SRAs. As shown on **Figure 5.20-1**, the City Limits are within a LRA (CalFire 2020). Within the SOI of the Planning Area, there are areas of SRA and Federal Responsibility Area (FRA) associated with the open space and conservation areas in the southern portion of the Planning Area. Lastly, the majority of the SOI is within a VHFHSZ, with a few pockets of the City Limits having some VHFHSZ.

The Riverside County Fire Department Office of Emergency Services is responsible for planning for and managing emergency responses for the County; specifically, the County's Local Hazard Mitigation Plan (LHMP), as discussed above, includes assessments of the nature, locations, probabilities, and severities of a wide variety of hazards, as well as mitigation goals and strategies and action plans for reducing disaster risks (LHMP, p. 4). It specifically contains recommendations for dealing with wildfire risks, primarily through creating defensible space by keeping fire fuel away from buildings (CREMD, pp. 395 – 396). Since the City is one of the participating jurisdictions in the LHMP, the City will comply with the LHMP (CREMD, pp. 423 - 424).

The City's GP Safety Element contains additional policies, shown above, for reducing potential losses from disasters and for emergency responses. Evacuation routes designated under the Safety Element of the General Plan are shown in **Figure 5.20-2 Evacuation Routes**. Additionally, the Circulation Element of the General Plan provides for appropriate access and circulation throughout the General Plan area and allows for appropriate access for rapid response for emergency situations and routes for evacuation purposes.

Goals 9.3, 9.4, 9.5 and 9.6 in the General Plan support and provide for updates, coordination, programs and promotion by the City and other public agencies for emergency services, support, and responses. Specifically, Policies 9.4.5 and 9.4.6 address the need to maintain and provide emergency access and evacuation planning. Lastly, Implementation Plan S13 also requires standards for new development and requiring emergency/evacuation access and routes.

Thus, the implementation of the General Plan and Revised Zoning does not propose any changes that will impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the City will comply with the LHMP and applicable GP Goals and Policies ensuring that emergency response plans and evacuation plans are provided. Impacts are considered **less than significant with no mitigation necessary**.

Threshold B: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

As discussed in Threshold A above, The Planning Area does include areas of SRAs and VHFHSZs, mainly in the southern portion of the City and Sphere of Influence, so the Project has a potentially significant impact on wildfire. As discussed above, factors such as vegetation (potential fuel for wildfires), climate, slope, and fire origin (proximity to development) could possibly exacerbate wildfire risks.

Protection from wildfire is realized through creation of defensible areas around structures and the use of fire-resistant building materials (CREMD, pp. 395 – 396). Standard City Building and Safety Department and City Fire Department environmental and building permit review processes are intended to ensure that new developments are safely designed to avoid exacerbating wildfire risk.

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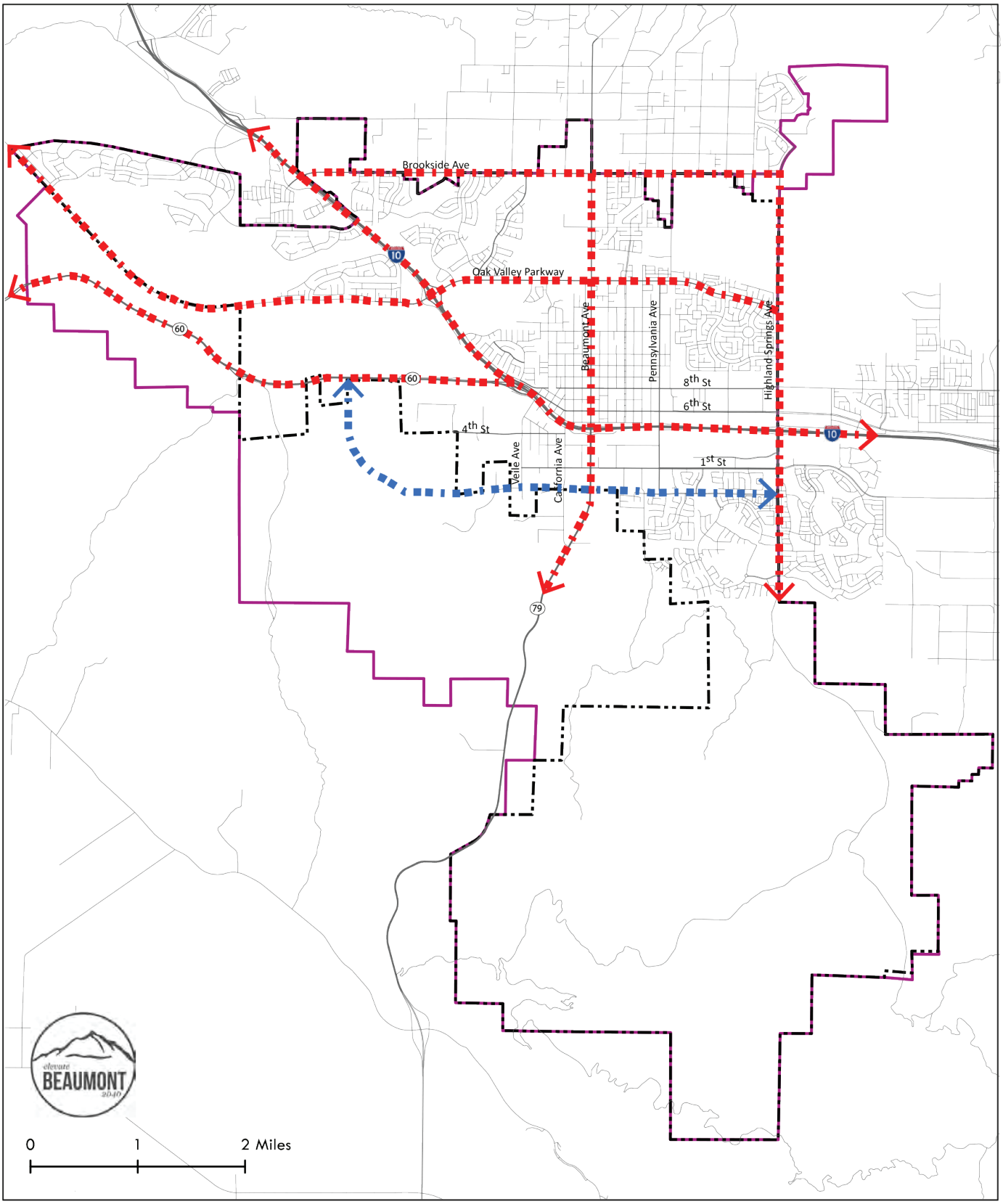


Figure 5.20-2 - Evacuation Routes

City of Beaumont General Plan Update

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For instance, General Plan Goal 9.6 and supporting Polices along with General Plan Policies 3.1.12, 3.11.5, 3.11.6, 3.11.7, and 9.3.3 promote public awareness of wildland fire hazards and require appropriate protection from these hazards. Buffering and distancing development through the General Plan policies listed above, will help to limit the exposure of residents to pollutants during fires. Evacuation routes and emergency preparedness outlined above in Threshold A will also further to remove residents from exposure during wildfire events to also reduce exposure during fire events. Therefore, with implementation of the applicable General Plan goals, policies, and implementation plans, impacts are considered **less than significant with no mitigation necessary.**

Threshold C: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

The Planning Area does include a few SRAs and VHFHSZs, so the Project has a potentially significant impact on wildfire. The Project does not include any implementing development projects, and thus does not require the installation of new infrastructure. However, the General Plan does include Goals and Policies related to the planning for infrastructure and needed to support the development contemplated by the General Plan and subsequently the Zoning Map revisions.

Specifically, General Plan Goal 9.5 and supporting Policies along with General Plan Policies 3.1.9, 7.1.8, 7.1.9, 7.2.2, 7.4.3, 9.4.4 all further the planning for infrastructure in terms of protection against wildfires. Implementation Plans S12, S13, S14 and S16 also address the need to plan for and consider wildfire risk related to important infrastructure plans. Because development in or near the SRA and VHFHSZ's are low density and will have restraints from the goals and policies listed above, temporary or ongoing fire risk is also not envisioned.

Maintenance of existing infrastructure and the potential installation of new infrastructure for future projects in the Project area would comply with the City of Beaumont's fire code requirements new development projects and as such, will be reviewed by the Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. In addition, any development in the City would need to comply with the City's building code and standard building permit review process as designated by the City Building and Safety Department, to ensure that new developments have access to necessary utilities, and any additional utility construction complies with all code requirements. Therefore, because development implemented through compliance with the General Plan and Revised Zoning Map will comply with applicable General Plan Goals, Policies and Implementation Plans, impacts related to installation and maintenance needs that can exacerbate fire risk are considered **less than significant with no mitigation necessary.**

Threshold D: ***If located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFHSZ), would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

The Planning Area is in and near SRAs and VHFHSZs, so the Project has a potentially significant impact on wildfire. As discussed in DEIR Sections 5.6, Geology and Soils, landslide risks from the Project are less than significant with compliance with existing codes and regulations, including the California Building Code (as adopted by the City's Municipal Code). Project flooding and drainage is discussed in DEIR Section 5.9, Hydrology and Water Quality; runoff, flooding, and drainage impacts are less than significant

with no mitigation required with implementation of relevant General Plan policies and existing regulations, such as compliance with the City's municipal code.

Specifically, General Plan Goal 8.5 and its supporting Policies, and General Plan Policies 3.1.6, 3.1.9, 3.1.12, 3.12.2, 3.12.3, 7.4.1, 7.4.3, all help to address and maintain open areas, preserve or discourage development in hillside areas, or drainages that can lead to flooding or downstream risk after fire events. Through compliance with existing regulations and General Plan Goals and Policies there are no significant risks as a result of runoff, post-fire slope instability, or drainage changes, and impacts are considered **less than significant with no mitigation measures necessary**.

5.20.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (*CEQA Guidelines*, Section 15126.4). Since all impacts related to wildfire are less than significant before mitigation, mitigation is not necessary and no mitigation measures are proposed.

5.20.7 Level of Significance after Mitigation

Since all impacts related to wildfire are less than significant before mitigation, mitigation is not necessary and no mitigation measures are proposed. Impacts are **less than significant**.

5.20.8 References

The following references were used in the preparation of this section of the DEIR:

CalFire 2009	California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *Very High Fire Hazard Severity Zones in LRA, As Recommended by CALFIRE – Beaumont*, December 21, 2009. (Available at https://osfm.fire.ca.gov/media/5907/beaumont.pdf, accessed July 11, 2019).
CalFire 2007	California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *Fire Hazard Severity Zones in SRA – Western Riverside County,* November 7, 2007. (Available at https://frap.fire.ca.gov/media/6243/fhszs_map60.pdf, accessed July 11, 2019).
CalFire 2013	California Department of Forestry and Fire Protection, Fire and Resource Assessment Program. *State Responsibility Area and Facilities*, updated 2013. (Available at https://frap.fire.ca.gov/media/2136/facilities_sra_map.pdf, accessed July 11, 2019).
CalFire 2019	California Department of Forestry and Fire Protection. *Community Wildfire Prevention & Mitigation Report*, February 22, 2019. (Available at https://fire.ca.gov/media/5584/45-day-report-final.pdf, accessed July 12, 2019).
CalFire 2020	California Department of Forestry and Fire Protection. Fire Hazard Safety Zone Viewer. https://egis.fire.ca.gov/FHSZ/ (accessed April 27, 2020).
CalFire About	California Department of Forestry and Fire Protection. *About Us*. (Available at https://www.fire.ca.gov/about-us/, accessed July 12, 2019).
CalFire CFP	California Department of Forestry and Fire Protection. *California Fire Plan Overview*. (Available at https://www.fire.ca.gov/media/4934/fireplan.pdf, accessed July 12, 2019).

CBMC 15.20	City of Beaumont Municipal Code. Title 15, Chapter 15.20 – Fire Code. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.20FICO, accessed July 12, 2019).
CCR 24	California Code of Regulations, Tile 24, Part 9. *2016 California Fire Code, Part 9 – Includes September 2017 Errata*. (Available at https://codes.iccsafe.org/content/document/1004?site_type=public, accessed July 12, 2019.)
CGC 51182	California Government Code. *Title 5, Division 1, Part 1, Chapter 6.8. Very High Fire Hazard Severity Zones, Section 51182*. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=51182, accessed July 12, 2019).
CGC 66474.02	California Government Code. *Title 7, Division 2, Chapter 4, Article 1. General, Section 66474.02*. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=66474.02, accessed July 12, 2019).
CGOES 2017	California Governor's Office of Emergency Services. *State of California Emergency Plan*, October 1, 2017. (Available at https://www.caloes.ca.gov/PlanningPreparednessSite/Documents/California_State_Emergency_Plan_2017.pdf, accessed July 12, 2019)
CGOES 2018	California Governor's Office of Emergency Services. *Introduction to the California State Hazard Mitigation Plan*, last updated April 11, 2018. (Available at https://www.caloes.ca.gov/HazardMitigationSite/Documents/001-General%20CA%20SHMP%20one-pager_4-11-18.pdf, accessed July 12, 2019)
CGOES CEP	California Governor's Office of Emergency Services. *State of California Emergency Plan (NEW)*. (Available at https://www.caloes.ca.gov/cal-oes-divisions/planning-preparedness/state-of-california-emergency-plan-emergency-support-functions, accessed July 12, 2019)
CGOES HMP	California Governor's Office of Emergency Services. *2018 California State Hazard Mitigation Plan*. (Available at https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation/hazard-mitigation-planning/state-hazard-mitigation-plan, accessed July 12, 2019)
CHDS 2007	Center for Homeland Defense and Security, Homeland Security Digital Library. *Wildland Fire Management: The National Fire Plan*, 2007. (Available at https://www.hsdl.org/?abstract&did=480165, accessed July 12, 2019).
CNRA 2018	California Natural Resources Agency. *Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines, OAL Notice File No. Z-2018-0116-12*, November 2018. (Available at http://resources.ca.gov/ceqa/docs/2018_CEQA_Final_Statement_of%20Reasons_111218.pdf, accessed July 11, 2019).
CPRC 4290	California Public Resources Code. Division 4, Part 2, Chapter 2. Hazardous Fire Areas, Section 4290. (Available at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=4290.&lawCode=PRC, access July 12, 2019).

CPUC 95	California Public Utilities Commission. *General Order No. 95*, May 2018. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M217/K418/217418779.pdf, accessed July 12, 2019).
CPUC 165	California Public Utilities Commission. *General Order Number 165*, December 2017. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M209/K552/209552704.pdf, accessed July 12, 2019).
CPUC 166	California Public Utilities Commission. *General Order No. 166*, last revised December 14, 2017. (Available at http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M209/K451/209451792.pdf, accessed July 12, 2019).
CREMD 2018	County of Riverside Emergency Management Department. *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan*, July 2018. (Available at https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv_Co_%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf, accessed April 27, 2020).
FAR 2014	Forests and Rangelands. *The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy,* April 2014. (Available at https://www.forestsandrangelands.gov/documents/strategy/strategy/CSPhaseIIINationalStrategyApr2014.pdf, accessed July 12, 2019).
FAR NFP	Forests and Rangelands. *Previous Wildland Fire Management Initiatives*. (Available at https://www.forestsandrangelands.gov/resources/overview/, accessed July 12, 2019).
FEMA 2018	Federal Emergency Management Agency. *Be Prepared for a Wildfire*, May 2018. (Available at https://www.fema.gov/media-library-data/1527866703522-0c3242fc628e2979e6fd98e35d338cc2/Wildfire_May2018.pdf, accessed July 11, 2019).
FEMA DMA	Federal Emergency Management Agency. *Disaster Mitigation Act of 2000*, last updated September 26, 2013. (Available at https://www.fema.gov/media-library/assets/documents/4596, accessed July 11, 2019).
FEMA 2015	Federal Emergency Management Agency, Federal Insurance and Mitigation Administration. *Federal Insurance and Mitigation Administration (FIMA) Policy – State Mitigation Plan Review Guide (Guide) (FP 302-094-2),* March 6, 2015. (Available at https://www.caloes.ca.gov/HazardMitigationSite/Documents/State_Mitigation_Plan_Review_Guide_Policy_FP_3020942.pdf, accessed July 12, 2019).
GP EIR 2006	Applied Planning, Inc. City of Beaumont. *Revised Draft Environmental Impact Report, City of Beaumont General Plan Update*, December 2006. (Available at the City of Beaumont).
NPS 2017	National Park Service. *Wildland Fire – Learning in Depth, Wildland Fire Behavior*, last updated February 16, 2017. (Available at https://www.nps.gov/articles/wildland-fire-behavior.htm, accessed July 11, 2019).
NWCG	National Wildfire Coordinating Group. *Glossary – Local Responsibility Area*. (Available at https://www.nwcg.gov/term/glossary/local-responsibility-area, accessed July 11, 2019).

ORD 659	County of Riverside. *Ordinance No. 659 (As Amended Through 659.13)*. (Available at https://www.rivcocob.org/wp-content/uploads/2009/10/659.13.pdf, accessed July 12, 2019).
ORD 787	County of Riverside. *Ordinance No. 787 (As Amended Through 787.8)*. (Available at https://www.rivcocob.org/ords/700/787.pdf, accessed July 12, 2019).
RCCO 4.60	Riverside County Code of Ordinances. *Chapter 4.60, Development Impact Fee*. (Available at https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT4REFI_CH4.60DEIMFE, accessed July 12, 2019.)

6.0 CONSISTENCY WITH REGIONAL PLANS

California Environmental Quality Act, Section 15125(d), requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans. The purpose of this section is to discuss the proposed Project's consistency with the regional and local growth forecasts prepared by the Southern California Association of Government's (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* and to provide an analysis of the Project's impacts on the population, housing, and job projections for the region. SCAG is the designated metropolitan planning organization, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

6.1 Setting

Population forecasts for the City and surrounding area are provided by SCAG, in the 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction (SCAG-A). The RTP growth forecast is updated every four years and was recently updated in 2016. The SCAG RTP Growth Forecast is broken down into separate growth forecasts for individual cities and unincorporated county areas. **Table 6-A – SCAG-City of Beaumont Growth Forecasts** depicts the SCAG population forecasts for the City, which includes the proposed Project site.

6-A – SCAG-City of Beaumont Growth Forecasts

Forecasts	2012	2040
Population	39,400	80,600
Households	12,400	27,200
Employment	5,900	18,000
Jobs-to-Housing Ratio[1]	0.48:1	0.66:1

Source: SCAG-A

Notes:

1. The total number of jobs relative to the total number of households.

Jobs-to-housing ratio is used as an indicator of a community's jobs-rich or jobs-poor status. SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California* (SCAG-B), states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply."

The concept of employment/housing balance has been widely discussed by SCAG and the South Coast Air Quality Management District (SCAQMD) over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated employment/housing balance into its growth forecast, transportation, and air quality policies. The term employment/housing balance is the concept that if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions have ratios greater than the regional average, and housing-rich subregions have ratios lower than the regional average. An appropriate employment/housing ratio for any given geographic area is area

specific, in that each locale presents differing demographic characteristics. Jobs/housing ratios are also dynamic and fluctuate over time.

Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of one or more than 1 to 1 indicates a jobs-rich area. (SCAG-B, p. 15). As reflected in **Table 6-A** above, the 2016 RTP/SCS growth forecast indicates that in the year 2012 the jobs-to-housing ratio the City was 0.48:1 which is considered jobs-poor. The jobs-to-housing ratio is expected to gradually increase by 2040 to 0.66:1; since this is still less than a 1 to 1 ratio of jobs to households, the City would remain jobs-poor.

6.2 Related Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast* (RTP/SCS). SCAG has placed a greater emphasis than ever on sustainability and integrated planning in the RTP/SCS. The RTP/SCS is a long range plan whose vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably (RTP/SCS, p. 2). Further, it outlines more than $556.5 billion in transportation system investments for the MPO region through 2040 (RTP/SCS, p. 6). The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura (RTP/SCS, p. 67). The goals included in the 2016 RTP/SCS are meant to provide guidance for considering projects within the context of regional goals (RTP/SCS, p. 84).

The RTP provides an opportunity to identify transportation strategies today that address mobility needs for the future (RTP/SCS, p. 2). The SCS demonstrates the integration of land use, transportation strategies, and transportation investments within the 2016 RTP/SCS. This requirement was put in place by the passage of Senate Bill (SB) 375, with the goal of ensuring that the SCAG region can meet its regional GHG reduction targets set by the California Air Resources Board (CARB). The SCS exceeds the targets issued by CARB (which are 8 percent reductions by 2020 and 13 percent reductions by 2035), resulting in 8 percent reduction by 2020 and 18 percent by 2035, and 21 percent by 2040 (RTP/SCS, p. 15).

Western Riverside Council of Governments

The Western Riverside Council of Governments (WRCOG) is a joint-powers agency that conducts interagency regional coordination and planning for local governments in western Riverside County and serves as the council of governments and local transportation planning agency for the western Riverside subregion of SCAG. Its member agencies are 17 cities, including the City of Beaumont; Riverside County, and the Eastern and Western Municipal Water Districts. WRCOG administers the Riverside County Measure A, a half-cent transportation sales tax that supports freeway construction projects and designates smaller revenue allocations for arterial roadway improvements in western Riverside County. WRCOG also administers western Riverside County's Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of new development on the subregion's arterial highway system identified on the Regional System of Highways and Arterials. Other areas overseen by WRCOG include housing, planning for regional growth, and planning for solid waste and hazardous waste management.

County of Riverside General Plan – The Pass Area Plan (2014)

The County of Riverside General Plan applies to land in Beaumont's SOI. This land is under the County's jurisdiction and not currently located in City limits; however, it could be annexed at some time in the future. Beaumont's SOI is located within The Pass Area Plan of the County's General Plan.

Riverside Local Agency Formation Commission

The Local Agency Formation Commission (LAFCO) of Riverside County is a state-mandated local agency that administers California Government Code Sections 56000 et seq., known as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Among the purposes of LAFCO are discouraging urban sprawl and encouraging the orderly formation and development of local government agencies, including cities and special districts, based on local conditions and circumstances (Section 56301). LAFCO regulates, through approval and denial, the boundary changes proposed by other public agencies or individuals. In reviewing proposals for boundary changes, LAFCO is required to consider certain factors such as the conformity between city and county plans, current service levels, and the need for future services to the area, as well as the social, physical, and economic effects that agency boundary changes present to the community. (Government Code Section 56841.) Any annexation to the City must be approved by LAFCO.

6.3 Consistency Analysis

As discussed in Section 5.13– Population/Housing, the Beaumont 2040 Plan allocates up to 40,849 dwelling units; which is 5,352 more units than currently allowed under this existing 2007 General Plan. This allocation of dwelling units will result in a projected population of 131,949 in the buildout year of 2040; an increase of 24,749 people of the existing General Plan's buildout year 2030. Further, the Beaumont 2040 Plan is projected to generate approximately 38,224 employment opportunities by the buildout year. **Table 6-B – General Plan Buildout Comparison**, identifies the change between the existing General Plan and the Beaumont 2040 General Plan buildouts.

Table 6-B – General Plan Buildout Comparison

Forecast Category	Existing General Plan	Beaumont 2040 Plan	Increased Quantity	Increased Percent
Population	107,200	131,949	24,749	18.8
Employees	29,755	38,224	8,469	22.2
Households	35,497	40,849	5,352	13.1
Jobs-to-Housing Ratio	0.83:1	0.93:1	0.10	10.8

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10, GP

The Beaumont 2040 Plan's projected population will increase by 24,749, or 18.8 percent, over that of the existing General Plan. The total number of dwelling units allocated for the Planning Area will also increase by 5,352, or 13.1 percent.

As identified in Section 5.13 – Population/Housing, the 2016 SCAG growth forecast for buildout year 2040 projected a jobs-to-housing ratio for the City of 0.66:1, which is considered jobs-poor. Hence, the City currently suffers from an imbalance in employment to housing and is considered to be jobs poor since the jobs-to housing ratio is less than 1:1. While the Beaumont 2040 Plan will remain jobs-poor with a ratio of 0.93:1, the allocation of land uses will provide more employment opportunities than the existing general plan and brings the employment housing balance closer to 1:1; 10.8 percent higher than the 2007 General Plan. Consequenty, the Beaumont 2040 Plan will increase the employment/housing balance by 29 percent over SCAG's projections for the City.

Table 6-C – Consistency with 2016 RTP/SCS Goals, presents a side by side comparison of applicable 2016 RTP/SCS Goals which were provided to the City from SCAG in their April 9, 2018 Notice of Preparation comment letter. A discussion regarding the Project's consistency or inconsistency with each of these goals is provided below.

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable:** This is not a project specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	**Consistent:** As discussed in Section 5.16 – Transportation of this Draft EIR and the Beaumont 2040 Plan's Traffic Impact Analysis (TIA), which addresses the Project's roadway network in more detail, the Beaumont 2040 Plan includes an updated Mobility Plan which shows that transportation networks in the City that will be developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs have been incorporated into the Beaumont 2040 Plan to guide development and maintenance of transportation networks, including but not limited to: ▪ Riverside County Congestion Management Program ▪ Caltrans Traffic Impact Studies Guidelines

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	▪ Caltrans Highway Capacity Manual ▪ SCAG RTP/SCS Additionally, the City is required by the California Government Code to coordinate its circulation system with regional transportation plans. The Beaumont 2040 Plan's Mobility Plan is a comprehensive transportation management strategy that addresses infrastructure capacity. Furthermore, the Beaumont 2040 Plan is consistent with AB 1358 (the Complete Streets Act) as Complete Streets are one of the key components in the Mobility Plan. The Beaumont 2040 Plan's Land Use and Community Design Plan sets the appropriate design parameters for future change and redevelopment as it relates to maximizing mobility and accessibility for all people and goods in the region. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance on how to improve mobility within the City: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 2.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent:** All modes of transit are required to follow safety standards set forth by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., the City) and regional (e.g., SCAG, County of Riverside, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS Goal 2. The Beaumont 2040 Plan's Mobility Plan develops a street network that balances the needs of all users with importance placed on pedestrian safety as well as vehicular safety and provides both vehicular and non-vehicular circulation plans while the Land Use and Community Design Plan provide for standards in design. The

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to ensure the travel safety and reliability for all people and goods in the region: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 3.
Goal 4: Preserve and ensure a sustainable regional transportation system.	**Consistent:** As discussed in Section 5.16 – Transportation a TIA was completed for the Beaumont 2040 Plan to determine impacts upon existing traffic capacities and to determine the need for improvements to future traffic capacities. The Beaumont 2040 Plan encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system. The Beaumont 2040 Plan's Mobility Plan develops a street network that balances the needs of all users while the Land Use and Community Design Plan provide for standards in design. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to preserve and ensure a sustainable regional transportation system: **Land Use and Community Design Plan** ▪ Goals: 3.4 ▪ Policies: 3.4.1, 3.4.2, 3.4.4 ▪ Implemention Strategies: LUCD13 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.5, 4.8 ▪ Policies: 4.1.4, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.5.1, 4.5.2, 4.5.3, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1, M3, M5, M7, M13, M20, M22, M26 Thus, the Beaumont 2040 Plan achieves Goal 4.

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
Goal 5: Maximize the productivity of our transportation system.	**Consistent:** The Beaumont 2040 Plan's Mobility Plan addresses the City's transportation system which is planned to be developed and maintained to encourage efficiency and productivity. As discussed in Section 5.16 – Transportation, at buildout, the Beaumont 2040 Plan's Vehicle Miles Traveled (VMT) per service population is 25 percent higher than the threshold of significance established by the City. However, the Planning Area will result in lower VMT per service population than adjacent cities and Riverside County as a whole as identified in **Table 5.16-D – VMT Comparison: Future Year**. Further, the Beaumont 2040 Plan's Mobility Chapter includes roadway design recommendations for the improvement and maintenance of all aspects of the public rights-of-way that promote complete streets to maximize productivity of the region's public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of the City. As reflected in the **Figure 5.16-14 – Bicycle and Pedestrian Priority Network**, many areas of the City will be served by trails and bikeway. Future implementing development projects will be required to implement traffic improvements outlined in the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan which will improve intersections and roadways from the existing conditions, and create more vibrant and productive areas. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to maximize the productivity of our transportation system: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 5.
Goal 6: Protect the environment and health of our residents by improving air quality and	**Consistent:** The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development will be encouraged through the development of

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
encouraging active transportation (e.g., bicycling and walking).	alternative transportation methods (pedestrian sidewalk and trail networks, bicycle trails, and Shared Use Roadways for Neighborhood Electric Vehicles and golf carts), green design techniques for buildings, and other energy-reducing techniques. As such, the Beaumont 2040 Plan will comply with the provisions of the California Building and Energy Efficiency Standards (Title 24 of the California Code of Regulations; CEC[2015]) and the California Green Building Standards Code (CALGreen[2017]; Part 11 of Title 24). Further, the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan establish requirements for future implementing projects to maximize the protection of the environment and improvement of air quality by being required to coordinate with local transit services to ensure any required transit connections are included for future implementing developments and incorporate active transportation. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies to Protect the environment and health of our residents by improving air quality and encouraging active transportation: **Land Use and Community Design Plan** ▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8, 3.10 ▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6, 3.10.1, 3.10.2, 3.10.3, 3.10.4 ▪ Implemention Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20 **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8 ▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1 through M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 5.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent:** As discussed in Section 5.19 – Energy, the Beaumont 2040 Plan will ensure that energy demand associated with growth in the Planning Area would not be inefficient, wasteful, or unnecessary. Further, the City adopted the Sustainable Beaumont Plan in 2015, which provides a comprehensive plan to use energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, so the City can keep dollars in its local economy, create new green jobs, and improve community quality of life in addition to

Table 6-C – Consistency with 2016 RTP/SCS Goals

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	reducing greenhouse gas (GHG) emissions. The Beaumont 2040 Plan builds upon the 2015 Sustainable Beaumont Plan and includes the following goals, policies, and implementation strategies to actively encourage and create incentives for energy efficiency, where possible: **Land Use and Community Design Plan** ▪ Goals: 8.1, 8.2, 83 ▪ Policies: 8.1.1, 8.1.2, 8.1.3, 8.1.4, 8.1.5, 8.1.6, 8.1.7, 8.1.8, 8.1.9. 8.1.10, 8.1.11, 8.2.1, 8.2.2, 8.2.3, 8.3.1, 8.3.2, 8.3.3, 8.3.4, 8.3.4, 8.3.5, 8.5.6, 8.5.7 ▪ Implemention Strategies: C1, C2, C3, C4, C5, C6, C8, C9, C10, C11, C12, C2 Thus, the Beaumont 2040 Plan achieves Goal 7.
Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent:** See response to RTP/SCS Goal. 6 above. Thus, the Beaumont 2040 Plan achieves Goal 8.
Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. (Note- SCAG does not yet have an agreed-upon security performance measure.)	**Consistent:** The Beaumont 2040 Plan includes a goals, policies, and implementing strategies requiring roadways to comply with federal, state, and local designs and safety standards. As discussed in Section 5.16 – Transportation, the Beaumont 2040 Plan will not result in result in inadequate emergency access and future implementing development projects will be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. The Beaumont 2040 Plan' Mobility Plan includes the following goals, policies, and implementation strategies providing specific guidance to maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies: **Mobility Plan** ▪ Goals: 4.1, 4.2, 4.6, 4.8 ▪ Policies: 4.1.6, 4.2.1, 4.2.2, 4.6.1, 4.6.2, 4.8.1, 4.8.2 ▪ Implementation Strategies: M1, M3, M5, M6, M7, M8, M11, M12, M28 and M30 Thus, the Beaumont 2040 Plan achieves Goal 9.

Source: RTP/SCS

As reflected in **Table 6-C** above, the proposed Project will be consistent with all applicable SCAG policies.

6.4 References

The following references were used in the preparation of this section of the DEIR:

GP City of Beaumont, Draft General Plan Update, dated August 21, 2020. (Available at https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft, accessed August 27, 2020).

RTP/SCS Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy*, adopted April 2016. (Available at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed August 26, 2020.)

SCAG-A Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, dated April 11, 2016. (Available at http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed August 27, 2020.)

SCAG-B Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at http://www.scag.ca.gov/DataAndTools/Pages/SMDL.aspx, accessed August 27, 2020.)

7.0 OTHER CEQA TOPICS

The *CEQA Guidelines* stipulate several general content requirements for EIRs. Those applicable to this project include cumulative impacts (Section 15130), unavoidable adverse impacts (Section 15126(b)), irreversible changes (Section 15126 (c)), and growth inducing impacts (Section 15126(f)). The following addresses each of these general requirements.

7.1 Cumulative Impact Analysis

CEQA requires that an EIR examine the cumulative impacts associated with a project, in addition to project-specific impacts. The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to a project alone (State *CEQA Guidelines* Section 15130(b)).

As stated in Section 15130(a) of the State *CEQA Guidelines*, an EIR "shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in Section 15130" (State *CEQA Guidelines,* Section 15065(c)). Section 15355 of the State *CEQA Guidelines* states that "cumulative impacts" occur from "…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (State *CEQA Guidelines* Sections 15130(a)(3) and 15130(b)(5)). A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through mitigation fee payment programs.

7.1.1 Assessment of Cumulative Impacts

State *CEQA Guidelines* Section 15130(b)(1) requires that a discussion of cumulative impacts be based one of the two methods:

- The List Method: based on a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- The Plan Method (a.k.a. Regional Growth Projections Method): a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

This EIR utilizes Plan Method since the Project the General Plan Update (Beaumont 2040 Plan) constitutes the City's growth projection document for future long-term plans for development in the City and Sphere of Influence.

7.1.2 Aesthetics

The geographic context for aesthetic cumulative analysis is the Planning Area and the surrounding cities and County lands. The viewshed of the San Gorgonio and San Bernardino Mountains. The General Plan includes policies that would protect views and vistas from being obstructed from future development. Project-specific design review of future development proposals within City limits will ensure that

development pursuant to the Beaumont 2040 Plan is attractive and cohesive, without diminishing the quality of the natural beauty of the general vicinity. Accordingly, projects which may impact views of ridgelines will be given particular attention. Future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and design review process.

Development pursuant to the Beaumont 2040 Plan and Revised Zoning Map which would occur in or immediately adjacent to large expanses of open space would have the greatest potential for adverse effects to scenic resources because these areas tend to contain undisturbed or minimally-altered naturally-occurring scenic resources such as trees and stands or rock outcroppings. Further, site-specific analysis required by the City's entitlement process and CEQA will ensure that potential scenic impacts of individual proposed projects are disclosed and mitigated to a level which would be less than significant, if applicable and feasible. Additionally, development pursuant to the General Plan may affect built environment resources, such as historic buildings.

There are no designated or eligible State scenic highways within or adjacent to the Planning Area. The closest officially designated State scenic highway is SR-243 freeway, located approximately four miles east of the Planning Area. However, within the Planning Area, segments of Oak Glen Road/Beaumont Avenue (from San Bernardino County line to Beaumont Avenue the to the Beaumont City limit), San Timoteo Canyon Road/Redlands Boulevard (from the Beaumont City limit to the Moreno Valley City limit then to SR-60 freeway), and Gilman Springs Road/SR-79 freeway (Moreno Valley City limit to Lamb Canyon Road (SR-79), south of the Beaumont City limit to the Gilman Springs Road intersection and continuing south towards SR-74 freeway and the City of San Jacinto) have been designated by Riverside County as County eligible scenic highways.

Project-specific design review of future development proposals within City limits will afford the City the opportunity to consider visual attributes and character of projects as well as their potential impacts on visual resources and along County eligible scenic highways. Special attention will be given to all development proposals that could affect views of, or otherwise alter, ridgelines. Historic buildings within the City's core area will be preserved as required by Federal, State, and local policies and new development would be required to be consistent with these policies and programs.

Light pollution may alter the natural light levels in the outdoor environment due to artificial light sources, which can interfere with nocturnal wildlife, particularly night-hunting or foraging animals, such as owls, rodents, and others. Excessive night lighting can also lead to skyglow, which interferes with the operation of astronomical observatories. Development pursuant to the Beaumont 2040 Plan will introduce new sources of light into the Planning Area in the form of streetlights, lighting within parking lots, illuminated signs, residential/other outdoor security lighting, and vehicular lights that may affect the nighttime sky. Additionally, new sources of light from Glare may also arise from the use of reflective materials on building exteriors or from certain industrial process or agricultural operations, such as solar farms or fishponds. Although all new development pursuant to the Beaumont 2040 Plan and Revised Zoning Map would incrementally contribute to light pollution throughout the Planning Area, all future development within the City limits would be subject to the provisions of Chapter 8.50, Outdoor Lighting of the BMC. Chapter 8.50 sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City. New development on properties within the City's SOI that propose annexation to the City will also be subject to the provisions and requirements of the City's Outdoor Lighting Ordinance. Development within the City's SOI that does not include annexation to

the City, will be subject to the County's process and regulations, including the applicable provisions of County Ordinance No. 655. County Ordinance No. 655 requires the use of low-pressure sodium exterior lights, and appropriate directional installation and shielding for outdoor light fixtures to reduce potential light pollution impacts on Mt Palomar Observatory activities.

Through compliance and implementation of its Beaumont 2040 Plan goals and and project-specific design review for development proposals, and through compliance with exitsing ordinances regulating lighting discussed above, the cumulative effects of impacts to scenic vistas, scenic resources, visual character or creating new sources of light and glare would not be considered cumulatively considerable.

7.1.3 Agricultural and Forestry Resources

The cumulative setting for impacts to agricultural and forestry resources is Riverside County. As discussed in Section 5.2, there are no forests, forest land, or timberland within the Planning Area. Therefore, impacts to forestry resources resulting from the proposed Project are not cumulatively considerable.

Cumulatively Riverside County has seen a decline in the amount of Farmland over the past few decades as open land becomes converted to development. The overall loss of soils that support state-designated Farmland is a recognized cumulative impact Countywide (County GPA 960). The Beaumont 2040 Plan and policies do not require the preservation of designated Farmland, and since the revised Zoning Ordinance/Zoning Map does not include zones exclusively for agriculture, implementation of the proposed Project could convert up to 46 acres of Farmland, which is considered to be potentially significant. Impacts regarding the conversion of Farmland will be reduced to less than significant through the protection of Farmland via an agricultural easement, cancellation of a Notice (or Notices of Non-Renewal) or placement of a new Williamson Act contract on property at another location in California as required by mitigation measure **MM AG-1**. Through compliance with mitigation measure **MM AG-1**, impacts regarding the conversion of Farmland to non-agricultural use are not cumulatively considerable

7.1.4 Air Quality

As outlined in Section 5.3, the South Coast Air Quality Management District (SCAQMD) considers the thresholds for project-specific impacts and cumulative impacts to be the same. Consequently, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Therefore, the analysis of project impacts also constitutes the cumulative analysis. As demonstrated in the impact analysis in Section 5.3 of the PEIR, after incorporation of mitigation measures, the Beaumont 2040 Plan would result in potentially significant impacts relating to air quality and toxic air contaminants (TACs). Mitigation measure **MM AQ 1** would contribute to reduced criteria air pollutant emissions and TACs associated with buildout of the Beaumont 2040 Plan. However, no further mitigation measures are available that would reduce impacts to below applicable SCAQMD significance thresholds due to the magnitude and associated emissions generated by the Beaumont 2040 Plan. Therefore, air quality impacts remain significant and unavoidable and would therefore be cumulatively considerable.

7.1.5 Biological Resources

The cumulative setting for biological resources related to the Project is the Planning Area along with the larger setting of the other cities and County areas of the "Pass Area" of Riverside County. Growth pressure not just from the Project, but including other surrounding cities and the County areas will contribute to potential sprawl and conversion of open lands into developed areas.

The Project does not change land use designations from open space to development; rather the General Plan merely intensifies land uses in areas already considered for development. The Land Use Plan (**Figure 3-4**) depicts large areas of existing Conservaiton lands that will remain as such. General Plan policies and implementation measures have been proposed to include buffers, avoidance and protection of natural drainages and open space which will all contribute to the lessening of cumulative effects of development.

As discussed in Section 5.4, the City is a Permittee to the MSHCP. The MSHCP was prepared to provide for the Take and mitigation of the 146 species covered under the MSHCP pursuant to the FESA, which includes most of the species listed in Section 5.4 of this EIR. Addtionally the intent of the MSHCP is to compile a Reserve of open space/conservation lands that would never be developed so that habitats support sensitive and protected species, along with just preserving open space for communities is achieved.

The implementation of the MSHCP for future implementing projects consistent with the Beaumont 2040 Plan at a project-specific level would minimize direct, indirect, and cumulative biological impacts. The MSHCP allows for the issuance of take at the local level, by MSHCP Permittees including the City, thereby streamlining the take authorization process on a project-by-project basis. Project compliance with the provisions of the MSHCP fully mitigate impacts to Covered Species and habitats. An impact is not considered cumulatively considerable if a project is required to implement or fund its fair share of mitigation mesures designed to alleviate a cumulative impact (CEQA Guidelines Section 15130 (a)(3). Therefore, compliance with the MSHCP, as well as the polcies and mitigation mesures idenfified in Section 5.4 as well as other state and federal regulations governing biological resources, will result in less than cumulatively considerable impacts.

7.1.6 Cultural Resources

The cumulative setting for cultural resources related to the Project is the Planning Area along with the larger setting of the other cities and County areas of the “Pass Area” of Riverside County. These areas have similar cultural/historic characteristics. The cumulative impacts of development impacting known or unknown cultural resources during development is consistent area wide and is not unique to the City of Beaumont. Additionally, as part of the City’s typical entitlement review process, a project applicant may be required to provide a cultural resources assessment and, mitigate project-specific impacts. Therefore, compliance with existing regulations and processes and implementation with applicable Beaumont 2040 Plan goals, policies, and implementation measures and the proposed certificate of appropriateness process will reduce impacts within the City. State laws regulating the finding of human remains would also prevent a cumulative impact of loss of resources from human remains discovered during ground disturbing activies. Because of these measures, impacts are not considered cumulatively considerable.

7.1.7 Geology/Soils

The cumulative context for geology/soils, including paleontology, is more localized and site specific, and is not typically considered a cumulative issue. Inividual projects not only in the City of Beaumont, but in other nearby cities and the County all have to comply with the same level of design and study considerations to ensure structures are safe from a geotechnical standpoint. For instance, development within the City limits or properties and developments annexed into the City would be required to comply with the building design standards of the CBC Chapter 33 for construction of new buildings and/or structures related to seismicity and specific engineering design and construction measures would be implemented to anticipate and avoid potential impacts from seismic activity. Additionally, goals, policies and implementation in the Beaumont 2040 Plan will also ensure that adverse effects caused by seismic

and geologic hazards are minimized by limiting the densities and intensity of uses in this area. Thus, compliance with CBC regulations and Beaumont 2040 Plan goals, policies, and implementation actions will reduce impacts related to earthquake faults and seisimic safety, landslide, lateral spread, subsidence, liquefaction, or collapse.

With implementation of the Beaumont 2040 Plan, soil erosion and/or the loss of topsoil would be likely to occur when soil is exposed during construction activities. Wind and water are the two main methods of erosion, and human activities that remove vegetation or otherwise disturb soil are the biggest influence to erosion potential. The degree to which erosion and topsoil loss occurs is limited by measures specifically incorporated during construction to reduce wind-blown dust and/or stormwater erosion, often called “best management practices” (BMPs) or erosion control plans.

The City and County are co-permittees to the Riverside County MS4 Permit issued by the Santa Ana River RWQCB. This permit places stormwater pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities within the Planning Area. As such, developments under County land use control and developments under the City’s land use control would require submittal of a SWPPP and a WQMP for review and approval by County/City staff prior to issuing building permits. The SWPPP describes the erosion and sediment control BMPs to be used during the construction phase and the WQMP describes the post-construction treatment methods for the expected pollutants of concern. Although implementation of the Beaumont 2040 Plan and revised Zoning Map will introduce development that will have the potential to cause erosion and loss of topsoil, compliance with the NPDES will reduce impacts.

Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins thus, portions of the Planning Area may be subject to expansive soils. Although expansive soils are now routinely alleviated by following the CBC, problems related to past inadequate grading or site preparation practices constantly appear (Beaumont 2040 Plan, p. 9-11.) All development in the Planning Area is required to be compliant with the CBC Code in Title 24, as related to the construction of structures and facilities on expansive soils. Prior to any construction in areas on expansive soils, a geotechnical assessment of the site is required by a certified geologist. This report must make recommendations as to the stability of the site and the requirements for grading, site preparation, and building foundations.

The CBC approaches the issue of building on expansive soils in a project-by-project way. Geotechnical investigations by a licensed geotechnical professional are required with each project proposed in order to determine whether expansive soils exist and if so, whether the project is geotechnically feasible and what design considerations will be needed to construct. As a condition of approval, prior to the issuance of any grading permit, the City requires grading plans to satisfactorily address the geotechnical investigation’s recommendations. With implementation of the Beaumont 2040 Plan and revisions to the Zoning Map, new structures within the Planning Area may be proposed on expansive soils; however, the degree of risk to life or property from the effects of expansive soils is considered **less than significant** with through compliance with existing regulations and goals, policies, and implementation contained in the Beaumont 2040 Plan; no mitigation is necessary.

The City currently estimates 161 parcels are served by individual septic tank systems for wastewater disposal directly into the ground. Because of varying soil characteristics and depths to groundwater throughout the Planning Area, some areas may have moderate to severe limitations on the use of septic tanks or alternative wastewater disposal systems. To the extent the Beaumont 2040 Plan accommodates development in such areas, there is the potential for effects to soils that cannot adequately support the

use of septic tanks or alternative wastewater disposal systems. All septic-using development within the Planning Area has to comply with the provisions of the CBC (CCR Title 24, Part 2), Chapters 18, which address soils and foundations; and Chapters 16 and 17, which address structural design, structural test and inspections. The provisions of Chapter 18 apply to all building and foundation systems. All construction, including that of septic tanks is required to have an appropriate geotechnical investigated conducted pursuant to CBC standards. Such investigation includes an assessment as to whether or not the site's soils are suitable for onsite wastewater disposal system. Pursuant to CBC, no development utilizing onsite septic disposal shall be approved unless the geotechnical study for the site determines that onsite soil conditions are suitable for septic disposal. Developments proposing septic systems must also comply with the RWQCB Basin Plan and the Riverside County Department of Environmental Health's Technical Guidance Manual. The City allows for certain types of subdivisions (Schedule B, C, and D Subdivisions) (BMC 16.40.060(D) and 16.40.070(D)) the opportunity to prove soil conditions are appropriate for on-site septic tanks if the site cannot connect to the City's sewer system.

If connection to the City sewer system is not possible, City and State regulations establish criteria that must be met to determine feasibility of using an on-site septic tank system. Therefore, where sewers are not available for the disposal of wastewater within the Planning Area, there are methods in place to ensure adequate support of septic systems. Compliance with existing regulations and Beaumont 2040 Plan goals, policies, and implementation, will be required for future development under the General Plan. It is also assumed that these same regulations are being applied to other cities and the County as individual development projects are proposed.

A variety of ground-disturbing activities such as mass grading, excavation, trenching, and auguring are expected to occur during future project developments under the Beaumont 2040 Plan which have the potential to damage or destroy paleontological resources. These same activities would be expected region-wide as well.

Paleontological resources are protected under Federal, State, regional, and local regulations as described in Section 5.6.2 – Related Regulations that would prevent adverse impacts to paleontological resources with implementation of the Beaumont 2040 Plan. Specifically, Beaumont 2040 Plan policy 8.11.4 requires development to avoid paleontological resources, whenever possible. If complete avoidance is not possible Policy 8.11.4 requires development to minimize and fully mitigate impacts to paleontological resources. Since future development project will be subject to subsequent CEQA review, and since other area development has the same level of protective measures they must also adhere to from state and federal regulations, this would not create a cumulative considerable impact.

Therefore, compliance with local, state and federal regulations, impacts to geology/soils including paleontology would not be considered cumulative considerable.

7.1.8 Greenhouse Gas Emissions

As discussed in Section 5.7.2, GHG emissions are inherently a cumulative impact. While the analysis outlined in Section 5.7 is focused on the Beaumont 2040 Plan, and is specific to the Project, it is also considered cumulative because it is only as a contribution to a cumulative effect that the Project-specific GHG emissions have environmental consequences. Therefore, the GHG analysis includes the analysis of both the project and cumulative impacts. As outlined in Section 5.7, the estimated GHG emissions per service population in 2030 and 2040 are higher than the identified thresholds of significance. MM GHG 1 would ensure that the City is tracking and monitoring the City's GHG emissions in order to achieve long-term GHG reductions consistent with statewide goal. However, at this time, there is no plan that

incorporates the Beaumont 2040 Plan that achieves long-term GHG reduction goals. Therefore, the GHG impacts are cumulatively considerable.

7.1.9 Hazards

The cumulative setting for Hazards is typically an effect limited to a specific area and is not typically widespred into other areas of the Region; impacts from Hazards would be primarily related to future development within the City of Beaumont. As development increases thorugh the buildout of the General Plan, exposure to hazards can increase. This new development will result in increased transport, use, storage, and disposal of hazardous materials in the Planning Area as well as create an increase in the upset and/or accident conditions involving the release of hazardous materials into the environment. The public could also be exposed to hazardous materials if new development or redevelopment were to be located on a current or historical hazardous material site. Of particular concern are facilities with leaking underground storage tanks or other methods of storage that could accidentally leak or be released into the soil, groundwater, surface water, or air. The transport, storage, use, and disposal of hazardous materials and wastes is extensively regulated by federal, state, and local policies as discussed in Section 5.8.2 of this Draft PEIR, above, which provides a high level of protection to the public. Beaumont will continue to enforce disclosure laws that require users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport and to notify the appropriate city, county, state, and federal agencies in the event of a violation. By recognizing these hazards and ensuring that an educated public is able to work with City officials to minimize risks associated with hazardous materials, the City can maintain safe conditions throughout the Planning Area. Facilities developed consistent with the Beaumont 2040 Plan that will use hazardous materials will be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect public health.

The Riverside County Department of Environmental Health (DEH) is the CUPA for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, of which the Planning Area is a part. Riverside County DEH implements the hazardous materials business plans that include an inventory of hazardous materials used, handled, or stored at any business in the Planning Area. DEH is also responsible for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, aboveground storage tanks, and stationary sources handling regulated substances.

In addition, to the numerous federal, state, and local regulations, the Beaumont 2040 Plan incorporates policies and implementation actions to minimize the risk associated with the use and transport of hazardous materials in the Planning Area.

To address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants, Beaumont 2040 Plan Policy 9.11.2 requires an assessment of hazardous materials as part of environmental review. Individual developments may be required to prepare site-specific Phase I Environmental Assessments and supplemental environmental reviews, if applicable, to determine if there are any unknown site-specific sources of hazardous materials or wastes. In particular, site-specific assessments will be useful to identify potentially contaminated soils that may be encountered during grading and excavation or improperly or unrecorded abandoned wells. Additionally, these studies may identify asbestos containing materials, lead residue from paints, polychlorinated biphenyl (PCB) residue from transformers, and other hazardous materials which may be identified in existing buildings proposed for demolition or modification.

Compliance with and enforcement of existing laws and regulations concerning the upset and/or accidental release of hazardous materials into the environment, supported by Beaumont 2040 Plan Policies will prevent cumulatively considerable impacts from occuring.

Future land uses consistent with the Beaumont 2040 Plan could include commercial uses within one-quarter mile of existing and new schools. However, Beaumont 2040 Plan Policy 9.11.5 prohibits the placement of new facilities involved with the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses, which includes schools. Additionally, the California Department of Education establishes standards for school sites pursuant to Education Code Section 17251 and adopts school site regulations, which are contained in the California Code of Regulations, Title 5, commencing with Section 14001. The regulations define certain health and safety requirements for school site selection, including a potential school site's proximity to airports, high-voltage power transmission lines, railroads, and major roadways. Regulations regarding the placement of schools also restrict the presence of toxic and hazardous substances and hazardous facilities and hazardous air emissions within one-quarter mile of a proposed school site. Further, Education Code Section 17213 requires the written findings of the environmental impact report or negative declaration prepared for a proposed school site to include a statement verifying that the site is not currently or was not formerly a hazardous, acutely hazardous substance release, or solid waste disposal site or, if so, that the wastes have been removed.

The DTSC's School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning up proposed school sites. The division ensures that proposed school sites are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school. All proposed school sites that will receive state funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under the DTSC's oversight.

CEQA Guidelines Section 15186, School Facilities, requires that school projects, as well as projects proposed to be located near schools, examine potential health impacts resulting from exposure to hazardous materials, wastes, and substances. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential hazardous materials handling and emissions could occur in proximity to existing schools.

There would not be any cumulative impacts associated with known contaminanted sites in the City, as these have both been recitcified with regulators, as discussed in Section 5.8. Additionally, there are no airports in or near the City to cause cumulative impacts and the evacuation routes from the General Plan will assit the overall region with access to emergency routes that could affect neighboring communities as well as the City of Beaumont. Lastly, compliance with General Plan policies along with other local, state and federal requirements related to future development and wildland fire risk will reduce any cumulative impacts.

No cumulatively considerable impacts related to Hazards has been identified related to the implementation of the Project.

7.1.10 Hydrology/Water Quality

Hydrology and Water Quality cumulative setting is related to the watershed that the City is located within. Watersheds do not follow jurisdictional boundaries, so the inherent discussion of impacts to hydrology

and water quality are already on a cumulative level. Implementation of the General Plan and Zoning updates have the potential to cause violations of water quality standards, decrase groundwater, alter drainage patterns to affect runoff which could cause erosion, flooding, or exceed planned facilities, put development at risk from tsunami or seiches, or conflict with the groundwater management plan. However, as detailed in Section 5.9 of this Draft PEIR, there are numerous local, state and federal regulations that affect all projects and jurisdictions to prevent hydrology and water quality impacts from development. Addtionally, there are numerous General Plan policies outlined in Section 5.9 which are aimed at reducing potential impacts to hydrology and water quality. With adherence to all the existing regulations as well as the General Plan policies proposed, impacts associated with hydrology and water quality are not considered cumulatively considerable.

7.1.11 Land Use and Planning

The cumulative setting for land use and planning in the Planning Area and the adjacent unincorporated County areas, the City of San Jacinto, and the City of Banning. Cumulative land use impacts would result if implementation of the Beaumont 2040 Plan would divide an established community or if growth resulting from the Beaumont 2040 Plan would conflict with land use plans and/or policies, or state planning initiatives.

The Beaumont 2040 Plan would replace the City's 2007 General Plan. The revised Zoning Ordinance and Zoning Map will modify certain regulations governing land use and development in the City. The Beaumont 2040 Plan does not propose to modify or revised any of the 17 existing specific plans within the Planning Area (see **Figure 5.10-2**) and as such will not conflict with those local plans.

Regarding regional plans, as discussed in Section 5.4 – Biological Resources, the Beaumont 2040 Plan is consistent with the MSHCP. As discussed in Section 6, the Beaumont 2040 Plan is consistent with the 2016 SCAG RTP/SCS. Because the Beaumont 2040 Plan would be consistent with and/or supplement adopted plans and regulations governing land use and development in the region, it would not make a considerable contribution to cumulative impacts.

The Beaumont 2040 Plan is also consistent with state planning initiatives, such as SB 1000, SB 743 and the Complete Streets Act. Although implementation of the Beaumont 2040 Plan would result in vehicle miles traveled (VMT) per service population that is 25 percent higher than the threshold of significance established by the City, the Planning Area will result in lower VMT per service population than most areas within Riverside County. Additionally, Beaumont 2040 Plan Mobility Element would implement the Complete Streets Act by providing a comprehensive multi-modal system with enhanced connectivity, safety, and comfort for all modes of transportation. As the Beaumont 2040 Plan is consistent with state planning initiatives, the proposed Project's impacts to land use and planning would not be cumulatively considerable.

7.1.12 Mineral Resources

The cumulative setting for mineral resources is within the Planning Area since mineral resources are site specific. The City has no known or identified mineral resources of regional or statewide importance. The Planning Area does not contain any "locally important mineral resource recovery sites." Although the current Zoning Ordinance has a Mineral Resources Overlay Zone (Section 17.03.160, neither the City's 2007 General Plan, existing Zoning Map, or any specific plan within the Planning Area identifies a locally-important mineral resource recovery site. Development pursuant to the Beaumont 2040 Plan, Revised Zoning Ordinance, and Revised Zoning Map will not restrict access to mineral resources outside of the Planning Area. Therefore, the potential for adoption and implementation of the Beaumont 2040 Plan and

Revised Zoning Map to result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State and for this reason is not considered to be cumulatively considerable.

7.1.13 Noise

The study area for the assessment of cumulative noise impacts is the Planning Area and neighboring jurisdictions as shown on **Figure 5.12-3 – Future Noise Contours**. Noise impacts were assessed by determining whether implementation of the proposed Project (i.e. buildout of the Beaumont 2040 Plan per the Zoning Map and compliance with the revised Zoning Ordinance) would expose persons to noise levels that would conflict with thresholds established by the City or changes in traffic noise levels that would exceed the Federal Transit Administration (FTA) recommendations in **Table 5.12-G – Significance of Changes in Operational Roadway Noise Exposure**.

Development of private and public works projects per the Beaumont 2040 Plan could result in a temporary cumulative noise impact from construction, if the simulatenous construction of multiple projects in close proximity to each other were to occur. However, through compliance with BMC Section 9.02.11(F) and Beaumont 2040 Plan Noise Element Implementation actions N2, N7, N8, and N9, cumulative noise impacts resulting from new construction would be less than significant.

Permanent cumulative noise impacts could result from traffic generated at buildout of the Beaumont 2040 Plan where roadway segments are adjacent to existing noise-sensitive land uses. Beaumont 2040 Plan Policies 10.1.2, 10.1.3, 10.1.4, 10.1.5, 10.1.8, 10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.5, 10.2.6, and 10.2.7 and Implementation actions N2, N3, N5, and N10 would ensure that noise impacts, including traffic noise, are considered as individual development projects and transportation improvements are proposed; and, if necessary, appropriate, site-specific noise attenuation techniques are incorporated into future development and transportation project designs. Future traffic noise may also be attenuated through the use of traffic calming measures (Policy 10.2.5), sound reducing paving materials (Policy 10.2.6), and the use of sound barriers. Noise impacts to sensitive receptors along I-10, SR-60, and SR-70 may be reduced by working with Caltrans and the Federal Highway Administration per Policy 10.2.1. Athough noise levels at existing sensitive receptors would be reduced to the degree feasible, the analysis n Section 5.12 indicates noise levels from future traffic could still exceed FTA recommendations on certain roadways and freeway segments within the Planning Area as shown in **Table 5.12-H –Comparison of Calculated existing (2018) and Future 2040 Noise Levels along Major Roadways and Railways**. Therefore, the proposed Project's noise impacts are cumulatively considerable.

7.1.14 Population/Housing

The geographic context for population/housing cumulative analysis is the Planning Area and the surrounding cities and County lands. Cumulative impacts in the context of population, housing, and employment are analyzed in terms of consistency with SCAG growth assumptions for the WRCOG subregion. Buildout of the Beaumont 2040 Plan would contribute to regional growth with respect to population, housing, and employment. SCAG projects the WRCOG Subregion's housing will reach 1,054,300 dwelling units by 2040, with a resultant population of approximately 3,183,700 persons. This would represent a growth rate of approximately 29.5 percent over the WRCOG Subregion's 2012 population estimate of 2,245,100 persons. At buildout (2040), the Beaumont 2040 Plan would result in a population of approximately 131,949 persons, which would comprise approximately 5.9 percent of the WRCOG Subregion's forecast population (2,245,100 persons). Implementation of the Beaumont 2040 Plan would not significantly alter the subregional or regional growth rates projected by SCAG, as concluded above. The City's growth levels would remain generally consistent with SCAG's forecast for

2040. Further, proposed policies and implementation actions are designed to best manage and accommodate the City's growth. The physical environmental effects of the city's growth on the region are evaluated in the technical resource chapters of this Draft PEIR.

Thus, implementation of the Beaumont 2040 Plan would adequately meet the housing needs of the anticipated population growth within the City update's so contribution to the potential for cumulative inducement of population growth would not be cumulatively considerable.

Additionally, the City's jobs to housing ratio at buildout of the Beaumont 2040 Plan would be improved over existing conditions; refer to Section 5.13 – Population/Housing. Further, the Beaumont 2040 Plan would not displace people or housing within the Planning Area so the regional effects of the forecast growth would not result in a considerable contribution. Therefore, implementation of the Beaumont 2040 Plan would not result in cumulatively considerable population, housing, and employment impacts.

7.1.15 Public Services

Buildout per the Beaumont 2040 Plan would increase the demand for fire protection, police protection, schools, and library facilities due to additional population and new non-residential development. Each of these services are discussed separately

Fire Protection

Fire protection services in the City are provided under contract with the Riverside County Fire Department (RCFD) and CAL FIRE, who also serves the SOI area. Even though RCFD and CAL FIRE are regional service providers, because the City contracts for these services the cumulative setting for fire protection is the City. As discussed in Section 5.14 – Public Services, buildout of the Beaumont 2040 Plan would result in the need for an additional 26 fire stations to serve the Planning Area. Implementation of Beaumont 2040 Plan Goals 3.2, 5.8, 9.3, 9.5, 9.6; Policies 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 7.1.3, 9.3.1, 9.3.2, 9.3.4, 9.5.1, 9.5.2, 9.5.3, 9.5.4, 9.5.6, 9.5.7, 9.5.8, 9.5.9, 9.6.1, 9.6.2, 9.6.4; and Implementation LUCD13, S12, S13, S14, S15, S16, combined with subsequent project-level CEQA of future facilities, along with compliance with the California Fire Code, would ensure that cumulative environmental impacts associated with the continued provision of fire protection services would be less than cumulatively considerable**.**

Police Protection

Since Beaumont operates its own police department, the cumulative setting for police protection is the City. As discussed in Section 5.14 – Public Services, at buildout of the Beaumont 2040 Plan approximately 131 sworn officers would be needed to serve the Planning Area. Additional equipment, facilities, and personnel would also be required to meet the City's performance objectives for law enforcement services. Implementation of Beaumont 2040 Plan Goals 3.2, 4.3, 5.8, 7.1, 9.1, and 11.11; Policies 3.2.3, 3.9.4, 4.3.1, 4.3.2, 5.8.1, 5.8.3, 5.8.4, 5.8.5, 7.1.3, 9.1.1, 9.1.2, 9.1.3, 9.1.4; and Implementation actions LUCD6, S1, S2, S3, and S5, combined with subsequent project-level CEQA review and payment of DIFs for future projects and facilities, would ensure that cumulative environmental impacts associated with the continued provision of police services would be less than cumulatively considerable.

Schools

The cumulative setting for schools is the Beaumont Unified School District (BUSD). As discussed in Section 5.14, implementation of the Beaumont 2040 Plan update as well as development throughout the BUS is expected to result in population growth that would increase student enrollment in BUSD. The BUSD's 2019 School Facility Needs Analysis identifies that BUSD can expect an additional 29,285

residential units through calendar year 2040 and BUSD will need to construct at least one elementary school, one middle school and one high school to accommodate anticipated development over the next 20 years. Current state law indicates that the environmental impact of new development on school facilities is considered fully mitigated through the payment of required development impact fees. All new development proposed and approved, including any future development allowed by the Beaumont 2040 Plan, would be required to pay applicable development impact fees. Additionally, Beaumont 2040 Plan Policy 7.10.1, will bring the City and BUSD together to anticipate and adjust for fluctuating school enrollment and potential impacts on existing schools. Therefore, cumulative impacts on school facilities are considered less than cumulatively considerable.

Libraries

As discussed in Section 5.14, the Beaumont Library is owned and operated by the Beaumont Library District. Thus, the cumulative setting for library services is the boundaries of the BLD, which includes. The City, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County. The population increase and new development and redevelopment anticipated with implementation of the Beaumont 2040 Plan and new development within other areas of the BLD, will place additional demands on library facilities and services. The BLD is funded by property taxes, contributions from individuals, and foundations. As the population of the City of Beaumont continues to grow, the BLD services will continue to be impacted until adequate facilities are provided. However, the development proposed by the Beaumont 2040 Plan will result in the development of vacant properties and the redevelopment underutilized land, which in turn will increase property tax revenue to the BLD. Further, future discretionary development projects are required to conduct project-level CEQA analysis and identify appropriate mitigation measures, as feasible. Therefore, cumulative impacts on library facilities are considered less than cumulatively considerable.

7.1.16 Recreation

The cumulative setting for recreational impacts is typically limited to the jurisdiction since its up to provide parks to it's community. However, if a community does not provide for adequate recreational uses, residents may us recreational facilities in neighboring communities which could lead to accelerated deterioration of said facilities. Based on the anticipated Beaumont 2040 Plan buildout population of 131,940, which results in an increase of approximately 82,699 persons,[1] a total of 415 new acres of parkland[2] will be is needed to comply with the City's park standard of five acres per 1,000 persons. Based on the number of open space and park acres shown in **Table 5.15-B,** the adoption of the Revised Zoning Ordinance making parks a permitted use in all of City's residential zoning districts. and compliance with Chapter 3.34 of the Beaumont Municipal Code and applicable Beaumont 2040 Plan goals, policies and implementation, impacts regarding maintaining acceptable service ratios and performance standards for park and recreation facilities will not result in cumulatively considerable imapcts related to recreation.

7.1.17 Transportation/Traffic

The transportation analysis in this PEIR addresses cumulative impacts to the regional transportation system. The Riverside Traffic Analysis Model (RIVTAM) was used to develop forecasts for the Beaumont 2040 Plan (TIA, p. 18). The RIVTAM model already assumes a level of growth for other nearby

[1] Buildout population determined based on 40,848 residential units in the Planning Area multiplied by 3.23 persons per dwelling unit equals 131,940 persons, minus the existing population of 49,241 equals a population increase of 82,699 persons.

[2] 82.699 persons multiplied by 5 acres of parkland per 1,000 persons equals 415 acres.

jurisdictions based on all reasonably foreseeable and probable future projects in the region and population/employment projections. In sum, all scenarios studied in the Traffic Impact Analysis (TIA) for this PEIR are considered cumulative by nature because anticipated land use forecasts for other areas are already included in the traffic model.

As outlined in Section 5.16, regional population and employment growth is anticipated to result in vehicle miles traveled (VMT) that would exceed the City's adopted threshold of significance of a three percent increase over existing conditions. This represents a significant cumulative impact. While the Beaumont 2040 Plan includes various policies to reduce vehicle miles traveled and promote multi-modal transportation system, the California Air Pollution Control Officers Association (CAPCOA) identifies the maximum achievable VMT reduction with transportation demand management (TDM) measures to be 10 percent in a suburban setting. Given that the Beaumont 2040 Plan buildout is estimated to generate VMT per service population that is approximately 25 percent higher than the threshold of significance, TDM measures would likely not reduce VMT per service population to a level below the City's threshold of significance. Therefore, the Beaumont 2040 Plan would result in a cumulatively considerable contribution to this significant impact.

7.1.18 Tribal Cultural Resources

The cumulative setting for Tribal Cultural Resources is considered to the be areas of each individual Tribe and their recognized area of ancestorial territories. As outlined in Section 5.17, of the 41 Tribes that were sent tribal consultiaton letters under AB52, only the Agua Caliente Band of Cahuilla Indians and the San Manuel Band of Mission Indians requested consultation with the City. The City consulted with these tribes and the tribal concerns raised during the consultation process are addressed in the Beaumont 2040 Plan Open Space and Conservation Element. No cumulatively considerable impacts resulted from these consultations.

7.1.19 Utilities

The cumulative setting for utilities depends on the service being considered; some of these services are affecting not just the City of Beaumont. As regional growth occurs, along with the growth from the implementation of the General Plan, demand will increase for water, wastewater, electrical, natural gas, telecommunications and solid waste services. Service providers for each of these utilities will need to monitor their level of service and funding sources in order to provide the service for the anticipated growth. The proposed Beaumont 2040 Plan and revised Zoning Map/Zoning Code do not include specific development applications; therefore, the environmental effect of future construction, relocation, or expansion of utilities and service systems is unknown. Because this is a first-tier, program EIR, CEQA analysis of specific facilities may be properly deferred until plans for such facilities are developed. Since detailed plans are not developed, mitigation for any such facilities would be speculative at the programmatic level of analysis. Nevertheless, the proposed Project includes policies and programs that will minimize the environmental effects of the development of such facilities, as described herein. Addtionally, the City will comply with existing local and state regulations governing solid waste generation and reduction measures. Through implementation of existing regulations listed in Section 5.18.2 and the proposed Beaumont 2040Plan policies listed in Section 5.18.3, the cumulative impacts associated with providing utilities to support the implementation of the Project is not cumulatively considerable**.**

7.1.20 Energy

Energy use can also be considered a cumuatlive impact as everyone that uses energy to live, work and transport themselves, regardless of which community is an energy consumer. When evaluating the

cumulative impact of a project like a Genreal Plan, the overall increase and planned growth envisioned in the General Plan will create the need for more energy resources not only in the City, but region wide as well. As outlined in Section 5.19, potential impacts related to energy consumption from future development under the Beaumont 2040 Plan were evaluated. Construction that could occur with future development under the Beaumont 2040 Plan would result in a temporary increase in fuel consumption. However, it is anticipated that fuel would not typically be consumed in a wasteful manner during construction of individual projects under the Beaumont 2040 Plan, as it is in the interest of construction contractors to meet project schedules and minimize costs in addition to advances in technology and fuel economy. Through the policies and programs of the Beaumont 2040 Plan and required regulatory compliance (including, but not limited to energy efficiency, renewable energy requirements, and fuel economy increases), electricity, natural gas, and transportation-related energy consumption in the City would be reduced to the extent feasible. Therefore, the potential for cumulative impacts related to energy would not be cumulatively considerable.

7.1.21 Wildfire

The cumulative setting for wildfire risk is region wide. A fire that breaks out in a nearby community can easily spread to another community. Therefore wildfire risk is inherently a cumulative impact. As discussed in Section 5.20, the City of Beaumont does contain state-designated zones of eleveated risk from wildfire given the open spaces areas located within the City and its Sphere of Influence. Proximity to the San Bernardino and San Jacinto Mountians also puts the city at risk. As outlined in Section 5.20.2 there are numerous regulations in place to require jurisidictions to evaluate their risks and plan for them. Additionally, as outlined in Section 5.20.3 there are numerous Beaumont 2040 Plan policies that address wildlfire risk and attempt to ensure future development is sensitive to this risk. Therefore based on compliance with existing regulations and the proposed Beaumont 2010 Plan policies, implementation of the proposed Project would not create a cumulatively considerable impact related to wildfire.

7.2 Significant and Unavoidable Adverse Impacts

This topic is intended to address any significant impacts that cannot be mitigated to below a level of significance (State CEQA Guidelines, Section 15126.2). As discussed in detail throughout Section 5 and Section 6 of this Draft PEIR, implementation of the Beaumont 2040 Plan would not result in any Project-specific or cumulatively significant unavoidable adverse impacts related to aesthetics, agriculture and firestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildifre.

Significant, unavoidable adverse impacts were identified for air quality (Section 5.1), greenhouse gas emissions (Section 5.7), noise (Section 5.12), and transportation (Section 5.17). These impacts are described and discussed in further detail in each of their respective sections. Despite these unavoidable effects, a comprehensive update to the City's General Plan is still proposed because the adopted General Plan is based on outdated information. Additional reasons for supporting a comprehensive update to the City's General Plan, including project objectives, are provided in Section 3.0 – Project Description. The following is a summary of the significant and unavoidable impacts that would result from the proposed Project.

- Air Quality: Exposure of sensitive receptors to substantial pollutant concentrations and result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment (project-specific and cumulative)

- Greenhouse Gas Emissions: Greenhouse gas emissions that exceed established thresholds (project-specific and cumulative).

- Noise: Generation of traffic noise that would exceed the Federal Transit Administration (RTA) significane thresholds (project-specific and cumulative impact)

- Transportation: VMT that exceeds the Citys established threshold of significance (project-specific and cumulative).

All other significant impacts identified in Section 5.0 – Environmental Analysis, of this Draft PEIR can be reduced to below a level of significance with implementation of Beaumont 2040 Plan goals, policies, implementation actions, compliance with existing regulations, and/or mitigation measures identied in this Draft PEIR.

7.3 Growth Inducing Impacts

According to State *CEQA Guidelines* Section 15126.2(d), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria:

- a project would remove obstacles to population growth;
- increases in the population may tax existing community service facilities, causing significant environmental effects; or
- a project would encourage and facilitate other activities that could significantly affect the environment.

The Project is intended to plan for future development and increase growth for the City; that is the intent of a General Plan. The Land Use Plan (**Figure 3-4**) outlines the future development patterns for the next 20 years. A major change from the previous 2007 General Plan is the density of residential development which is now being proposed to be increased by the Project. Responding to new state mandates to create additional housing units throughout California requires local jurisidictions to look at their existing land uses and plan for ways to increase densities or create additional residential land uses from previously non-residential land uses. All the while, jurisdicitions also need to consider tax revenue and create enough space for tax-generating businesses such as commercial, industrial and manufacturing.

Based on the General Plan, the City will increase its population to 131,949, which is an 18.9% increase above the previous General Plan projections. The development scenario outlined on **Figure 3-4 – Land Use Plan** will create 40,844 dwelling units and 33,075,597 square feet of non-residential land uses over the projected 20-year planning horizon of the General Plan in the Planning Area. These units and square footage represent a 13.1 percent increase in households and a 22.2 percent increase in employment from previous projections in 2007 General Plan. The oveall growth rate for the 20 year planning horizon is 0.9 percent per year.

The Pass Area cities and County areas are also experience similar growth patterns and pressure to develop new housing units. The growth inducement experienced by the city of Beaumont is not unique or significantly higher than other areas.

7.4 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(d) requires a discussion of any significant irreversible environmental changes that would occur as a result of the project. Specifically, Section 1512.6(d) states:

> *Uses of nonrenewable resources during the intial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal of nonuse thereafter unlikely. Primary impact, and particularly, secondary impacts…generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Development that would occur consistent with the General Plan will result in consumption of non-renewable energy resources which will have an irreversible effect on such resources. Focusing development on areas that are already developed in the city by increasing densities, will limit the amount of resources used for such development, but it is also reasonable to assume that currently vacant parcels would be converted to development and reverting back to less urban or open space is highly unlikely.

Resources expected to be used as a result of the Project include lumber, sand, gravel, concerete, asphalt, steel, copper, lead, other metals, petrochemicals and water. The long term commitment to the need for these resources, including increased energy will result in the degradation of air quality, water quality and biological systems.

7.5 References

County GPA 960 — County of Riverside, *General Plan Amendment No.960 EIR No.521 CAP (February 2015)*. (Accessed https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015 accessed August 30, 2020.)

8.0 ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires projects to evaluate a reasonable range of alternatives to a project which will limit or reduce the significant impacts of a project. Specifically, Section 15126.6 (a) says that "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives".

The following discussion considers alternatives to implementation of the Project. The discussion examines the potential environmental impacts resulting from each alternative. Through comparisons of these alternatives to the Project, the relative advantage(s) of each can be weighed and analyzed.

8.1 Project Objectives

As stated in Section 3.4 of this Draft PEIR, the Project objectives include:[1]

- Create a vibrant downtown.
- Pursue an infill strategy.
- Improve retail corridors.
- Expand housing choices.
- Protect the City's historic resources.
- Expand and enhance employment opportunities.
- Improve fiscal performance of City.
- Improve infrastructure and keep pace with development.
- Improve health outcomes.
- Create a diverse and extensive open space network.
- Enhance opportunities for tourism.
- Ensure high level of public safety.

8.2 Significant Impacts from Project

Based on the analysis contained in Section 5.0 of this document, the following areas will have significant impacts that are unavoidable related to the implementation of the City's General Plan Update:

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation

8.3 Alternatives Rejected from Consideration

Alternatives that were considered but that were rejected need to also be considered in an EIR (Section 15126.6(c)).

[1] Refer to Section 3.4 for an fuller discussion of the Project Objectives.

8.3.1 Alternate Location

The CEQA Guidelines Section 15126.6(f)(2) requires that an alternate location to the project that will lessen or avoid significant impacts of a project. Since the project is the consideration of a General Plan, which is not inherently linked to a specific project location, and rather constitutes a policy document laying out land use implications within the project, an alternative location to the Project was considered but rejected for infeasibility.

8.3.2 General Plan Land Use Scenarios

In 2017, the City began working with their community of stakeholders to create the land use plan for the General Plan. Compilation of stakeholder input resulted in three land use "scenario's" which were presented at a City of Beaumont City Council hearing on December 19, 2017. The three scenarios presented were as follows:

- Scenario 5.1 –Retail Intensive- included 3.3 million square feet of retail, 400,000 square feet of office space and 625,000 sf of industrial. Under this Scenario, 13,000 dwelling units could be built.
- Scenario 5.2 – Office Intensive - included 2.0 million sf of retail, 1.6 million sf of office, 1.9 million sf of industrial and 11,000 dwelling units.
- Scenario 5.3 – Balance of Jobs – included 2.5 million sf of retail, 500,000 sf of office, 1.3 million sf of industrial and 14,000 dwelling units.

The City evaluated these three scenarios at a high level. These alternatives were abandoned and instead a "Preferred Alternative" was presented to the City Council on February 6, 2018 which resulted in the proposed Project land use plan. None of these three alternatives/scenarios were explicitly chosen as the proposed Project.

8.4 Description of Alternatives

CEQA says that an EIR must evaluate a reasonable range of alternatives. Section 15126.6(c) says, the "range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The following Project Alternatives were considered as ways to lessen potential significant impacts listed above in section 8.2.

8.4.1 Alternative 1 – No Project/Existing 2007 General Plan

CEQA mandates that an EIR analyses the No Project Alternative. Specifically, Section 15126.6(e)(3)(A) says, "when the project is a revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future." Therefore, for this analysis, the No Project Alternative will be the continued land uses and implementation of the City of Beaumont's March 2007 General Plan, see **Figure 8-1 Existing 2007 General Plan Land Use**.

Evaluation of Alternative 1- No Project/Existing 2007 General Plan

Under Alternative 1 the existing 2007 General Plan guides the future development of the City. The land uses in the 2007 General Plan are not much different than is being proposed by the Project, but there

would be less industrial land uses and less higher density residential units under the existing 2007 General Plan compared to the proposed Project as shown on **Figure 8-1**.

Table 8-A – Comparison of Alternative 1 to Proposed Project Land Uses

2007 General Plan Land Use Designation	Alternative 1 -No Project/Existing 2007 General Plan [1] (acres)	Proposed General Plan Land Use Desgination[2]	Proposed Project[3] (acres)
		Rural Residential (1 DU per acre)	547
		Rural Residential (1 DU per 10 acres)	850
		Rural Residential (1 DU per 40 acres)	3,420
Rural Residential	10,946	Total Rural Residential	4,817
Single Family Residential	6,765	Single Family Residential	5,076
Multi-Family Residential	142	Traditional Neighborhood	574
		High Density Residential	323
Mixed Use	240	Downtown Mixed Use	386
6th Street Overlay	211	TOD Overlay	173
Community Commercial	471	Neighborhood Commercial	46
General Commercial	84	General Commercial	321
Industrial	1,254	Industrial	1,336
Public Facilities	234	Public Facilities	350
Recreation/Conservation	9,849	Open Space	10,253
Beaumont Avenue Overlay	80		
Urban Village Overlay	684	Urban Village	408
		Urban Village South	237
		Employment District	179

1 = Table 2-1, Distribution of Land Uses within the Beaumont Planning Area (2007 General Plan)
2= Table 3-2 Potential Development in the City and its Sphere of Influence (2020 Public Draft General Plan)
3 = does not include 2,088 acres of streets
DU – dwelling unit

8.4.2 Alternative 2 – Increased Recreation

Under this Alternative, there would be a new Land Use Designation for "Recreation" which would include: "Low-impact development, including camping and ATV uses. Caretaker residential units. Residential uses that meet the Rural Residential 40 designation are permitted". The area where this Recreational land use designation would occur is depicted below on **Figure 8-2 – Alternative 2-Increased Recreation**, which is in the very western edge of the Planning Area and south of SR 60. Under Alternative 2, there would be approximately 547 acres of a Recreation designation, which would replace approximately 547 acres of Rural Residential as proposed by the Project. The area affected by this Land Use designation change is within the County of Riverside and located within the City's Sphere of Influence. The underlying County of Riverside Land Use Designation is Rural Residential. Under this Alternative, the County Land Use Designation would be inconsistent with the City's proposed Project Land Use Designation of Recreation.

Evaluation of Alternative 2

Alternative 2 has one main distinct difference from the proposed Project; it keeps approximately 547 acres at the western edge of the Planning Area that is within the County of Riverside jurisdiction and in the City's Sphere of Influence, and makes it Recreation. This use would allow for the construction/operation of recreational focused land uses such as an off-road vehicle park, campsites and other active recreational uses. Under this Alternative, there would be a reduction in the amount of Rural Residential land uses from what is in the proposed Project.

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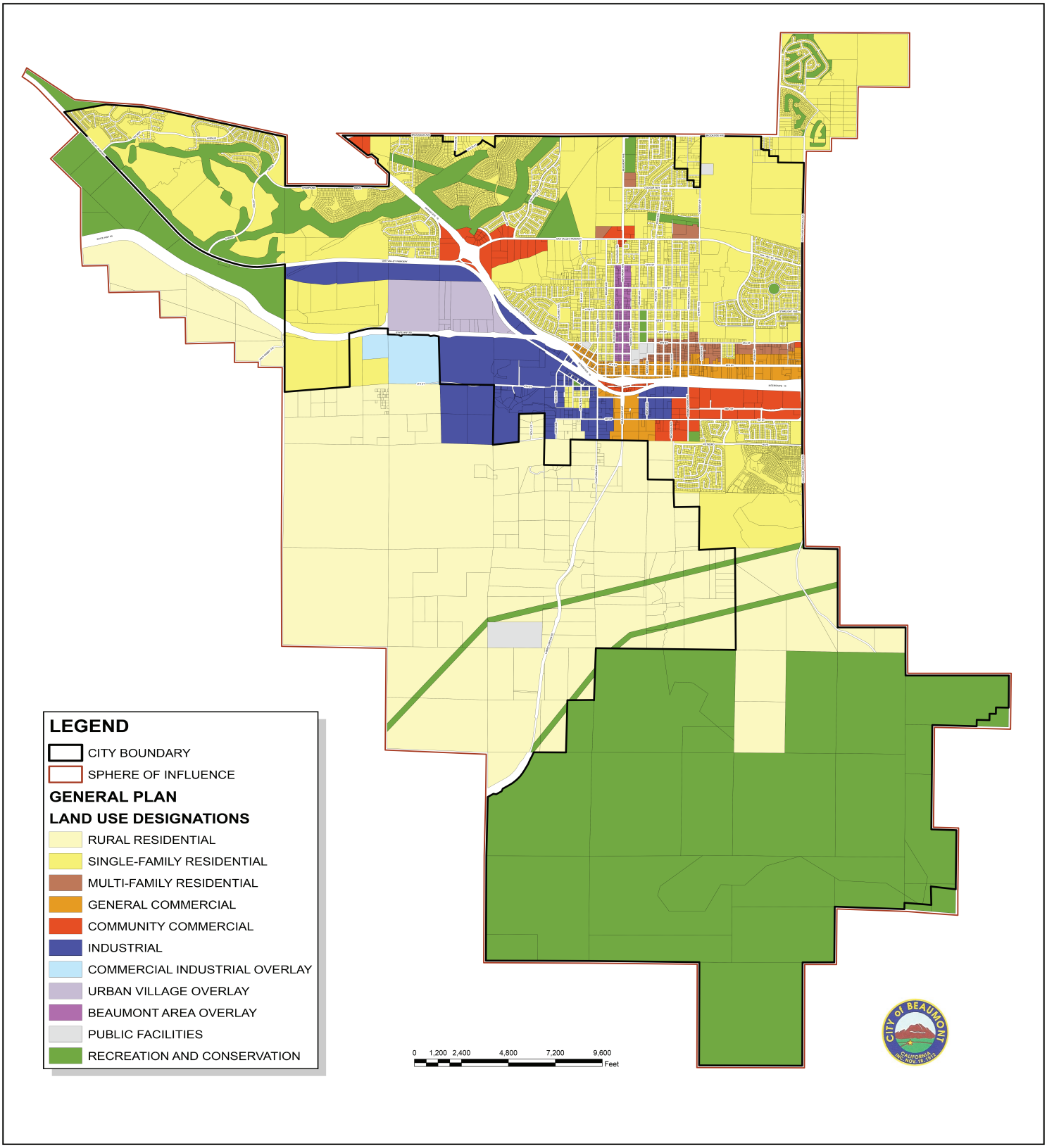


Figure 8-1 - Existing 2007 General Plan

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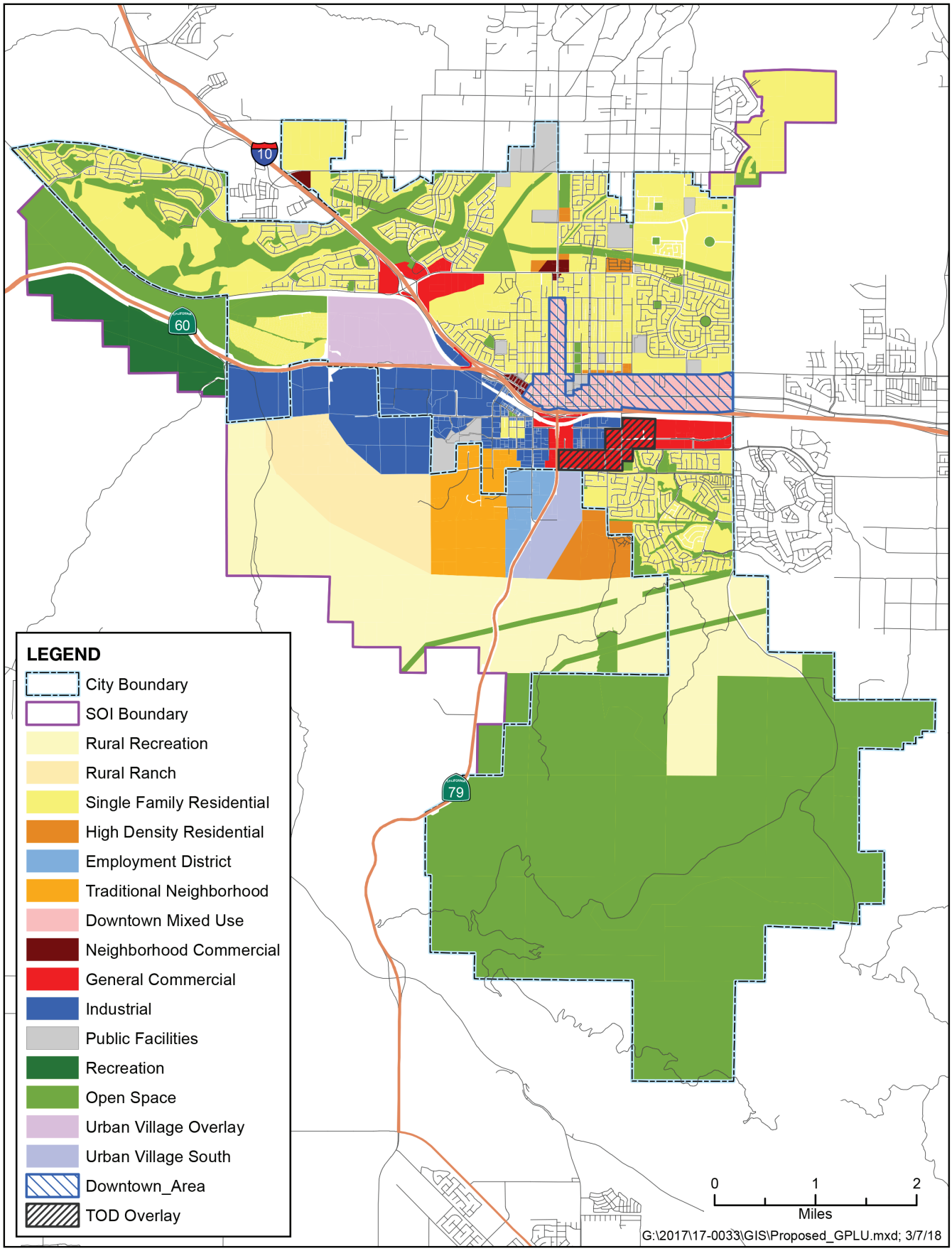


Figure 8-2 - Alternative 2 - Increased Recreation

City of Beaumont General Plan Update

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8.5 Comparison of Alternatives

Table 8-B – Comparison of Alternatives Matrix, below, compares the potential environmental impacts of each alternative and ranks each alternative as **less**, **same**, or **greater** in comparison to the significance determinations that the proposed Project would have with respect to each issue area.

Table 8-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
Air Quality – Significant and Unavoidable	The Project would violate air quality standards or contribute substantially to an existing or projected air quality violation; would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); and potentially expose sensitive receptors to substantial pollutant concentrations;	**Greater** – Although potentially less development than the Project, under the Existing General Plan, there would still be land use to generate air quality impacts related to increased traffic and the potential for TACs to be generated from non-residential projects in proximity to residential projects. Additionally, vehicle miles traveled (VMT) per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project which increases air emissions. Therefore, impacts would be greater than the Project.	**Slightly Greater** – Air quality impacts would be slightly less than that of the proposed Project due to the change in land use and associated reductions in daily vehicle trips from Rural Residential to Recreation. However, the Recreational uses under this Alternative would also create vehicle trips that would generate air quality emissions from people traveling to use the area and from the off road vehicles that would be using the site. The off road vehicles that could use the Recreational areas could potentially have worse air quality impacts than regular vehicles associated with a residential land use because they typically have less air quality emission prevention technologies and pollute more emissions than regular cars. Under this Alternative, the impacts associated from future uses and TAC exposure would most likely be the same as those encountered by the Project. Under this Alternative, impacts are significant and unavoidable.
Greenhouse Gas (GHG) Emissions-Significant and Unavoidable	The Project would generate GHG emissions, either directly or indirectly, that significant impact on the environment; because GHG standards will be exceeded	**Greater** –GHG emissions would increase but under the 2007 General Plan there would be less intensity and units than proposed by the Project, thereby resulting in	**Same** – This Alternative would result in about the same GHG emissions since it would eliminate about 550 acres of Rural residential land uses, however, with this area being

Table 8-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
	by future growth.	less GHG emissions from new residential and nonresidential uses. However, VMT per service population from the 2007 General Plan would increase by 22.4 miles (see **Table 5.16-B**) compared to the Project, which would result in increased GHG emissions in comparison to the Project. Therefore, impacts would be greater than the Project.	designated for Recreation, it would generate trips from both inside the City and from other communities. Therefore, the overall GHG emissions most likely would not be much different from the proposed Project. Under this Alternative, impacts remain significant and unavoidable.
Noise – Significant and Unavoidable	The Project would contribute to permanent increased noise levels from roadways due to increased traffic and exceed threshold for noise levels resulting in significant and unavoidable impacts after mitigation.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Under the current 2007 General Plan, these noise levels would be expected to result in the same conditions. Impacts would remain significant and unavoidable.	**Same** – Most area roadways are already exceeding noise standards in close proximity to the roadway. Even with changing the approximately 550 acres from Rural Residential to Recreation under this Alternative, these noise levels would be expected to result in the same conditions as the Project and would remain significant and unavoidable.
Transportation – Significant and Unavoidable	The Project would generate 29.7 VMT per service population in the Planning Area. There are no feasible mitigations available to mitigate impacts to less than significant levels. Therefore Project-related Impacts would be significant and unavoidable.	**Greater –** The TIA prepared for the PEIR included a VMT per service population calculation for the 2007 General Plan (see **Table 5.16-B**) and determined that the 2007 General Plan would generate 52.1 VMT per service population in the Planning Area. This is more than the Beaumont 2040 Plan, which would generate 29.7 VMT per service population in the Planning Area. Impacts would be greater and significant and unavoidable.	**Same**– This Alternative would reduce residential units in the Planning Area, hence reducing service population. The recreational uses proposed under this alternative would decrease the daily trips in this traffic analysis zone; however, because there are a number of off-road vehicle (ORV) parks that operate within unincorporated Riverside County, it is assumed that this Alternative would not substantially change VMT within the WRCOG area (see **Table 5.16-D**). Therefore, the VMT impacts would be expected to result in similar conditions as the Project and

Table 8-B – Comparison of Alternatives Matrix

Environmental Issue – Project Significance	Proposed Project	Alternative 1 No Project/Existing 2007 General Plan	Alternative 2 Increased Recreation
			remain significant and unavoidable.
Environmentally Superior to Proposed Project?	***Not applicable***	**No –**Alternative 1 would have the same impacts as the Project related to noise. It would create more VMT and the resulting increases in air quality and GHG impacts than the proposed Project because the current 2007 General Plan does not include policies related to non-vehicular transportation priorities and has less dense land uses in the areas near commercial and office land uses. For this reason, the increase in VMT, this Alternative would not be environmentally superior to the Project.	**No –** Alternative 2 would not be considered Environmentally Superior to the Project because it will result in the same GHG, noise and transportation impacts as the Project. The reason why it is not environmentally superior is that it does slightly increase air quality impacts from the Project because it would introduce active recreational activities such as off-road vehicles which typically have less air quality emission prevention technologies and pollute more emissions than regular cars. .
Meets Project Objectives?	**Yes**	**No** – This Alternative would not meet the project objectives as it is an outdated vision for the City on the types of development patterns and goals for the future planning.	**Yes** – Changing the approximately 500-acre area from Rural Residential still result in most of the objectives for the rest of the General Plan to be met. This Alternative would solidly meet the Objective of providing a diverse network of open space.

8.6 Environmentally Superior Alternative

As stated above in **Table 8-B**, neither of the Alternatives would be considered environmentally superior to the Project. Alternative 1, the Existing 2007 General Plan/No Project Alternative would have the same and somewhat more impacts because it does not include the density concentrations near commercial/office land uses, nor the alternative transportation method policies that the Project has. Under the Existing 2007 General Plan, VMT and the associated air quality and GHG emissions would be higher. Additionally, none of the Project Objectives are met by Alternative 1.

Although Alternative 2 would meet almost all of the Project Objectives, the land use change of making approximately 550 acres Recreation instead of Rural Residential, would decrease the daily trips in this traffic analysis zone; however, there would be still be trips generated for recreational purposes . The

alternative would also increase active recreation uses such as off-road vehicles that could also create air quality emissions that would be worse than regular passenger cars.

The proposed Project is thus the Environmentally Superior Alternative in that it results in the lowest level of significant and unavoidable impacts and best achieves the Project Objectives relative to the other Alternatives considered.

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9.0 References

9.1 Printed References

The following documents were referred to as general information sources during preparation of this Draft PEIR. They are available for public review at the locations identified after each listing. They are referenced in the Draft PEIR by the acronyms shown on the left side of the page

Section 1.0 Executive Summary

SCAQMD Rulebook — South Coast Air Quality Management District, *South Coast AQMD Rule Book*, 2020. (Available at http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book, accessed August 2020.)

Section 2.0 Introduction

No references were used.

Section 3.0 Project Description

ECR — City of Beaumont, *City of Beaumont General Plan Update Existing Conditions Report*. 2016 (Included as Appendix B.)

Section 4.0 Enviromental Setting

No references were used.

Section 5.0 Environmental Impact Analysis

No references were used.

Section 5.1 Aesthetics

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Section 5.3 Air Quality

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Section 5.4 Biological Resources

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Section 5.5 Cultural Resources

Æ(a) — Applied Earthworks, *Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California*. February 2018. (Included as Appendix D.1.)

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Section 5.6 Geology and Soils

Æ(a) Cultural Resource Assessment for the City of Beaumont General Plan Update, City of Beaumont, Riverside County, California. September 2017. (Appendix D.1)

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Section 5.7 Greenhouse Gas Emissions

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Section 6.0 Consistency with Other Regional Plans

No references were used.

Section 7.0 Other CEQA Topics

No references were used.

Section 8.0 Alternatives to the Proposed Project

No references were used.

9.2 Persons Consulted

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